HIGHWAYS TECHNICAL NOTE

Toton West, Broxtowe

EMGM Scenario Four - Junction Capacity Assessments

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Client:	Bloor Homes Ltd	File Reference:	260902_328827_TN008
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Prepared by:	PM / JN	Approved by:	DJF

1. Introduction

1.1 Overview

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

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

1.1.2 The application has been lodged as an appeal, which commenced in August 2026 and will be considered by the Planning Inspectorate following a period of adjournment in October 2026.

1.2 Background

1.2.1 It has been the maintained view of the appellant that the proposals at Toton West should be considered on their own merits, independently to the delivery of the wider Toton allocation, so long as they do not prejudice the delivery of the other Toton sites.

1.2.2 Conversely, it remains the position of Nottinghamshire County Council (NCC) and National Highways (NH) that the proposals should only be approved once the wider Toton allocation (and the unallocated land at Toton North to the north of the Tram line) and Chetwynd Barracks have been fully assessed; and subsequently, that the localised assessments presented within the appellant's Transport Assessment (TA)s and addendum Technical Notes (TN) to date provide only a partial assessment in considering a scheme of this scale.

1.2.3 Furthermore, pages 25-33 of NCC's Proof of Evidence (document reference: 'NCC Proof of Evidence V.1.1 04-08-2026') also provides criticism of the methodology adopted within the submitted TA to assess the proposals with paragraph 6.4.78 setting out:

> *"The principle weakness of the assessment is not the junction modelling itself, but the extent to which the traffic flows supplied to those models are derived from broad growth assumptions, historic census travel patterns and manually assigned routing assumptions, rather than from direct strategic modelling of known development proposals."*

1.2.4 Following this criticism of the manual methodology adopted within the appellant's submitted TA and addendum TNs to date, the appellant has completed further assessments utilising on the East Midlands Gateway Model (EMGM) to address the perceived deficiency and to provide the surety to NCC and NH that the assessment work presented to date is robust, this is the preferred methodology of both NCC and NH.

1.2.5 In August 2026, a TN (file reference: 260812_328827_TN005) was submitted to NCC and NH which provided the capacity assessment results of junctions flagged as experiencing an increase in congestion between the East Midlands Gateway Model (EMGM) Reference Case 2026 and 2041 scenarios with the 2026 and 2041 Do Something scenarios.

1.2.6 The outputs from Scenario 1 of the EMGM, and Manual Classified Count (MCC) surveys at Junctions of Interest were used to calculate furnessed turning flows, which in turn informed updated junction capacity assessments. The results of the junction capacity assessments demonstrated that Toton West will not have a severe impact on the operation of the local highway network.

1.2.7 A further TN (file reference: 260821_328827_TN006) was submitted to NCC in August 2026 which provided a full suite of results of every junction assessed within the appellant's submitted TA to ensure a full comparative exercise was completed using the EMGM's furnessed turning count flows. The Process provided a secondary evidence base which demonstrated that the proposals of Toton West will not result in a severe or significant impact on the operation of the local highway network.

1.2.8 As such, the Toton West proposals are now supported by two evidence bases both drawing the same conclusion that Toton West will not result in a severe impact on the operation of the local and strategic road networks. It is important to note that in both NH and NCC within their primary evidence separately acknowledge this.

1.3 Purpose of Note

1.3.1 As detailed with mode's submitted Proof of Evidence (PoE) (Chapter 5), NCC and NH have insisted that the Appellant complete a cumulative assessment using the EMGM, to determine the impacts of the whole Toton Strategic Allocation, as well at Chetwynd Barracks, before any conclusions could be reached by them in relation to the planning application at Toton West, and despite the fact that Toton West is an allocated site.

1.3.2 For the avoidance of doubt, the Appellant's position remains that the Appeal ought to be allowed based on the updated Transport Assessment and the results presented in the EMGM, which demonstrated that Toton West will not have a severe impact on the operation of the local highway network.

1.3.3 Nonetheless, this TN has been prepared at the request of NH and NCC, to present the findings of the EMGM model run for 'Scenario 4'; which comprises the cumulative assessment of Toton West, Toton North, Toton East and Chetwynd Barracks, and including the complete Toton Link Road.

1.3.4 At junctions which have been flagged for further assessment, detailed local capacity assessments have been presented to review the impacts of the Scenario 4 traffic and associate infrastructure.

1.3.5 On account of the timescales agreed with NH and NCC for providing these results, it was agreed that this note will present the initial results of the localised capacity assessment, and that where potential mitigation schemes were to be considered, these would be set out as part of a subsequent follow-on Technical Note.

2. EMGM Assessment Methodology

2.1 Overview

2.1.1 This chapter provides a brief overview of the methodology considered to assess the cumulative impacts of the Toton West, Toton North, Toton East and Chetwynd Barracks, utilising the outputs from the EMGM. The following sections should be read in conjunction with mode's PoE (Chapter 5).

2.2 Area of Influence

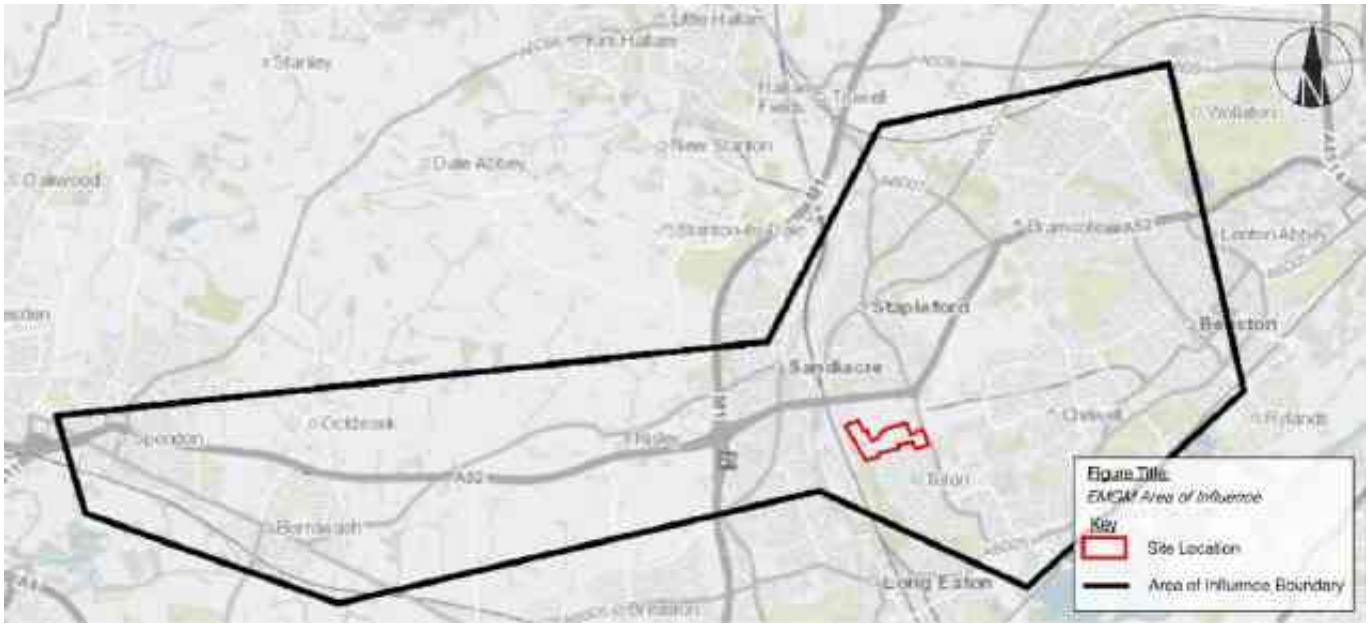
2.2.1 The Area of Influence (AOI) on the surrounding highway network was derived by adding the Toton developments into a future year EMGM Reference Case model with an estimate of trip generations and approximate access locations, this AOI has been agreed as suitable by all parties.

2.2.2 The change in flow and congestion was compared to the Reference Case model without development associated traffic and links which demonstrated the following levels of impact by the development were highlighted:

- + / - 5% change in vehicle flow;
- + / - 30 change in PCUs; or,
- Link Volume / Capacity radio (V/C) exceeds 85% with the development included.

2.2.3 These criteria thresholds were considered to establish the AOI boundary, as illustrated in **Figure 2.1.**

Figure 2.1 Area of Influence Boundary



2.2.4 The purpose of defining this boundary was to empirically derive an assessment area where continuous impact is identified, enabling the opportunity to exclude model noise and impacts not conclusively attributable to the development proposals.

2.3 Assessment Scenarios

2.3.1 As detailed within the PoE (Chapter 5), the Appellant approached SYSTRA to discuss four potential "Development scenarios" to test the phasing of the development, which are as follows:

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

2.3.2 It should be noted that Chetwynd Barracks is included in all scenarios, albeit that in Scenarios 1 – 3 this isn't connected directly to the Toton Link Road.

2.3.3 The connection to the Toton Link Road is included within Scenario 4 only to identify the impacts associated with this connection and the potential routing of traffic through the site from Chetwynd Barracks.

2.3.4 As identified within **Chapter 1**, it is the purpose of this TN to provide the results of the Scenario 4 model, which has been provided at this stage in response to requests from NCC and NH.

2.4 Assessment Methodology

2.4.1 mode has considered the AOI (as illustrated in **Figure 2.1** above) and identified junctions within the AOI which experience an increase in congestion in the relevant Do Something modelling scenarios of Scenario 4.

2.4.2 Junction congestion is measured within the EMGM by determining the ratio of the volume of traffic to the capacity of traffic that can be accommodated by a junction. The EMGM has identified junctions as being >85% congested within the 'Reference Case or 'Do Something' scenarios, with the 'Do Something' scenario compared to the respective 2026 and 2041 'Reference Case' scenarios. The below figures (**Figure 2.2 - 2.5**) illustrate the change in congestion for identified junctions in the AM and PM periods between the Reference Case 2026 and 2041 scenarios within the respective 2026 and 2041 Do Something scenarios.

Figure 2.2 2026 Do Something vs Reference Case (AM Change in Congestion) – Scenario 4

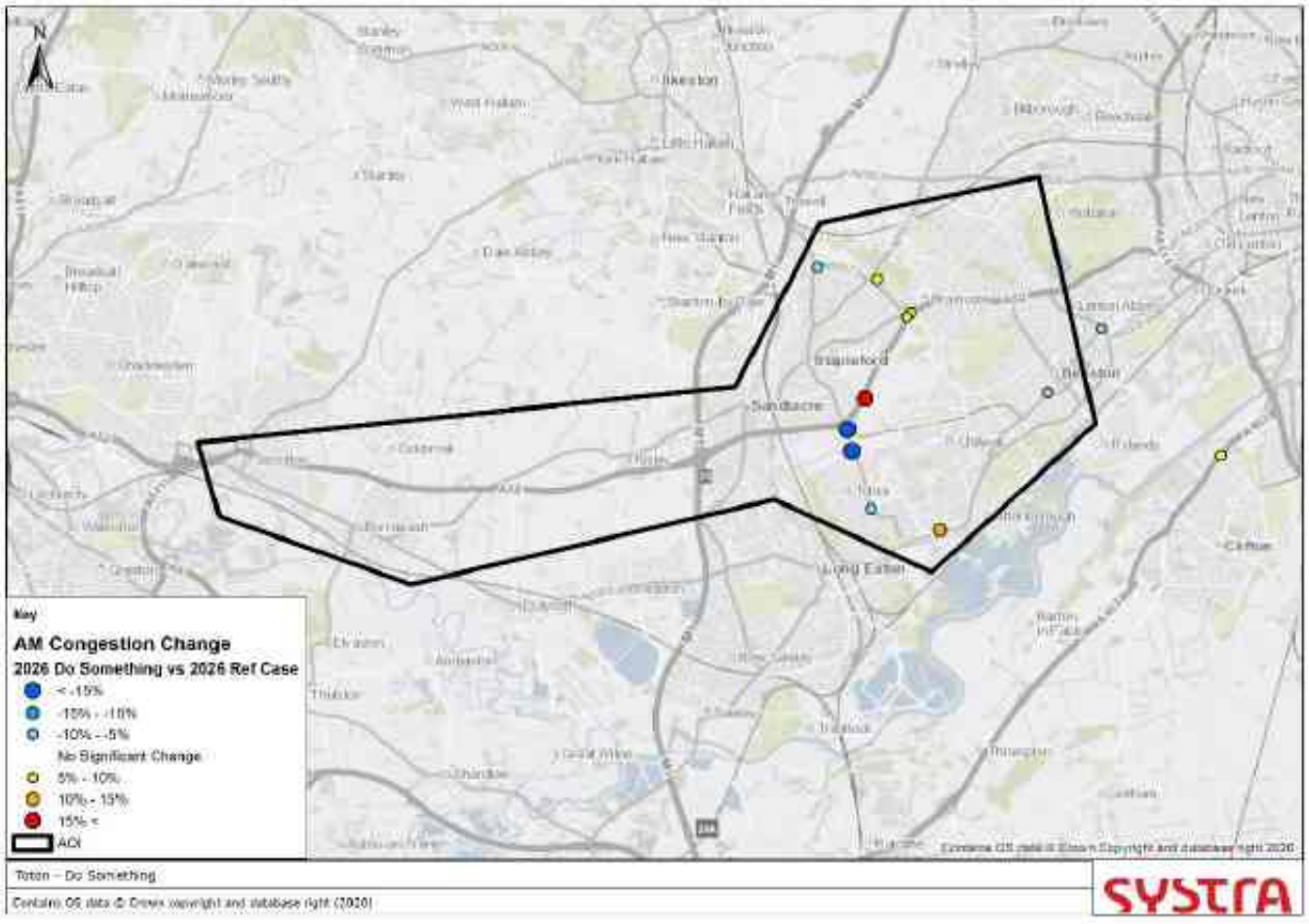


Figure 2.3 2026 Do Something vs Reference Case (PM Change in Congestion) – Scenario 4

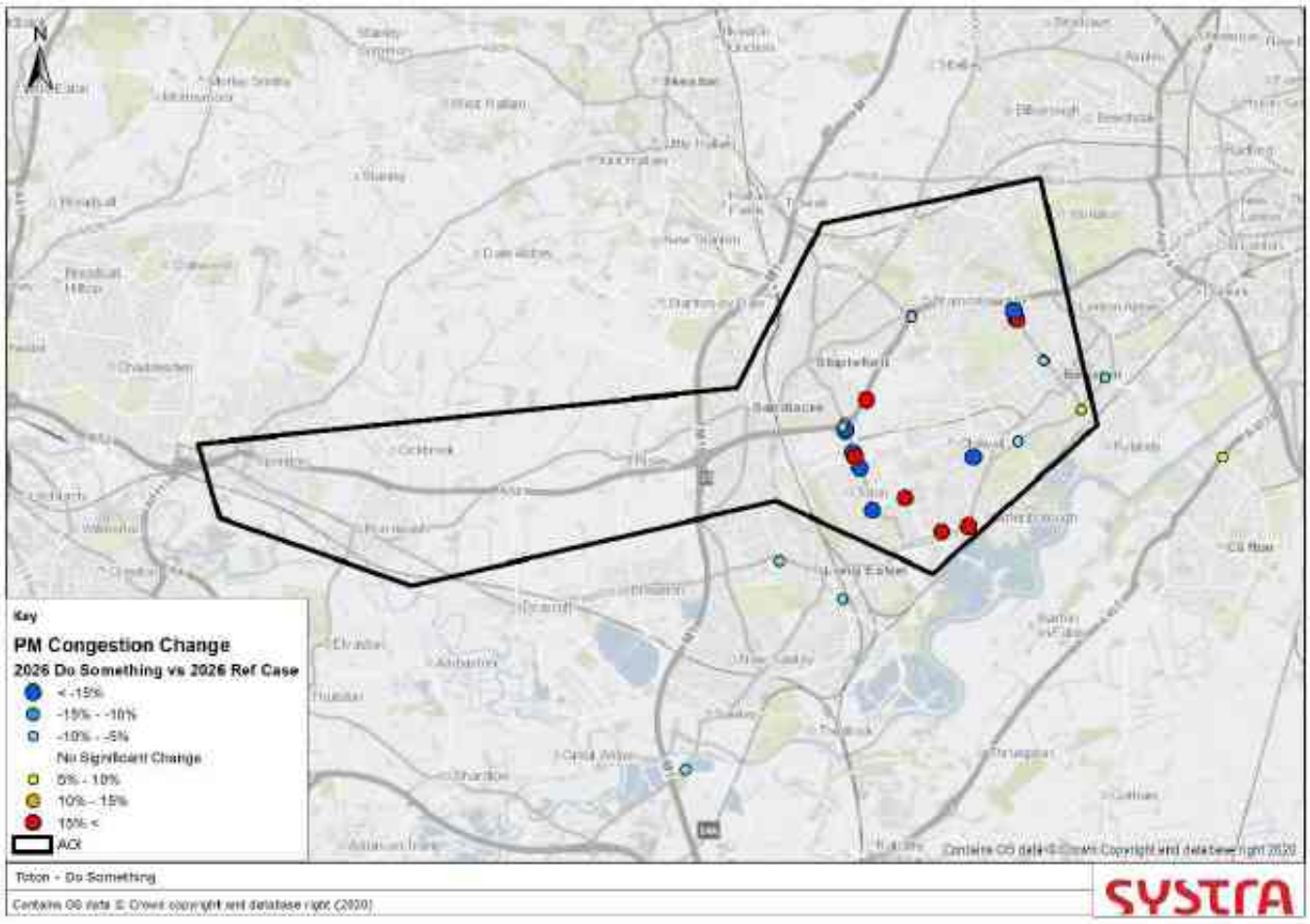


Figure 2.4 2041 Do Something vs Reference Case (AM Change in Congestion) – Scenario 4

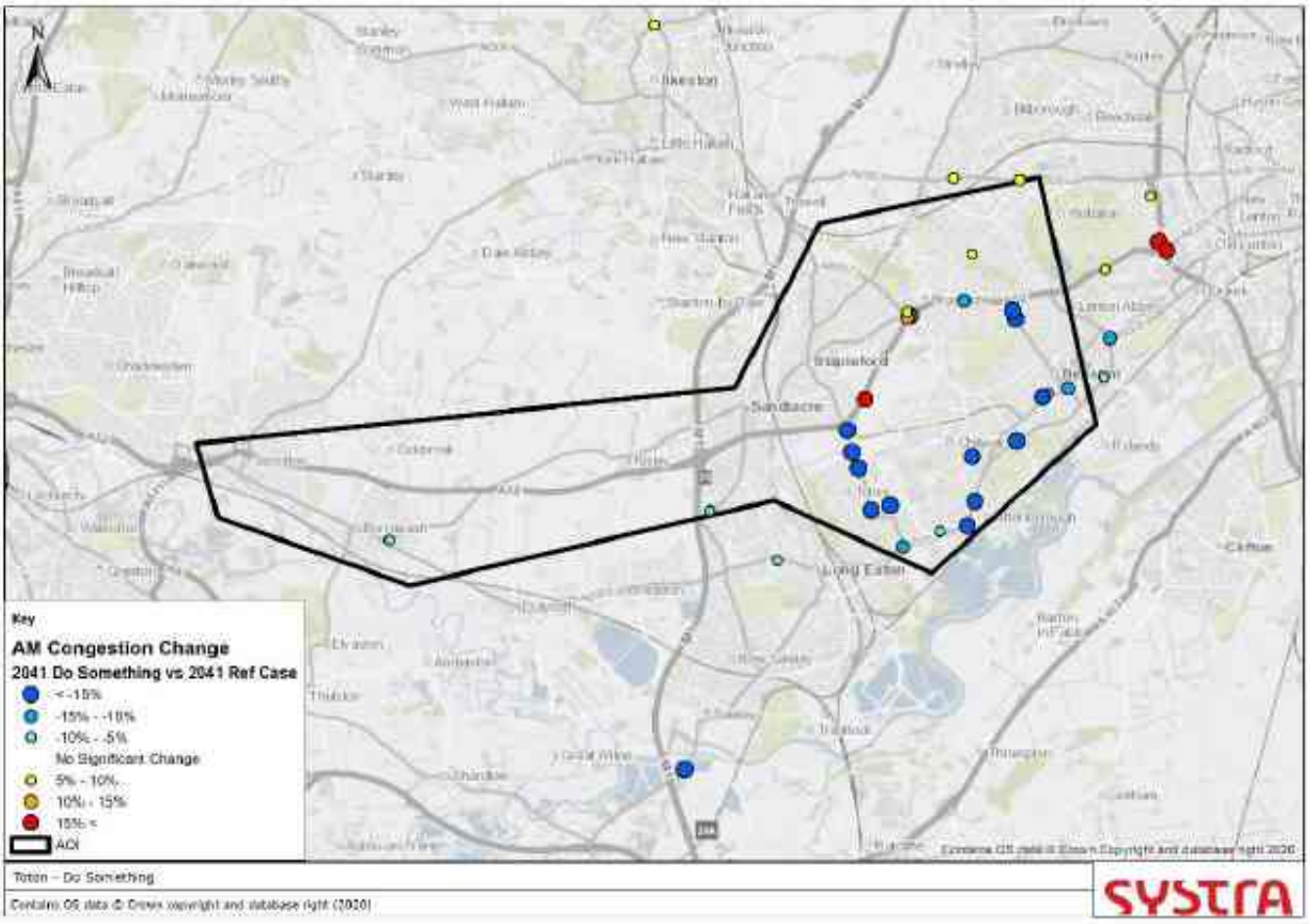
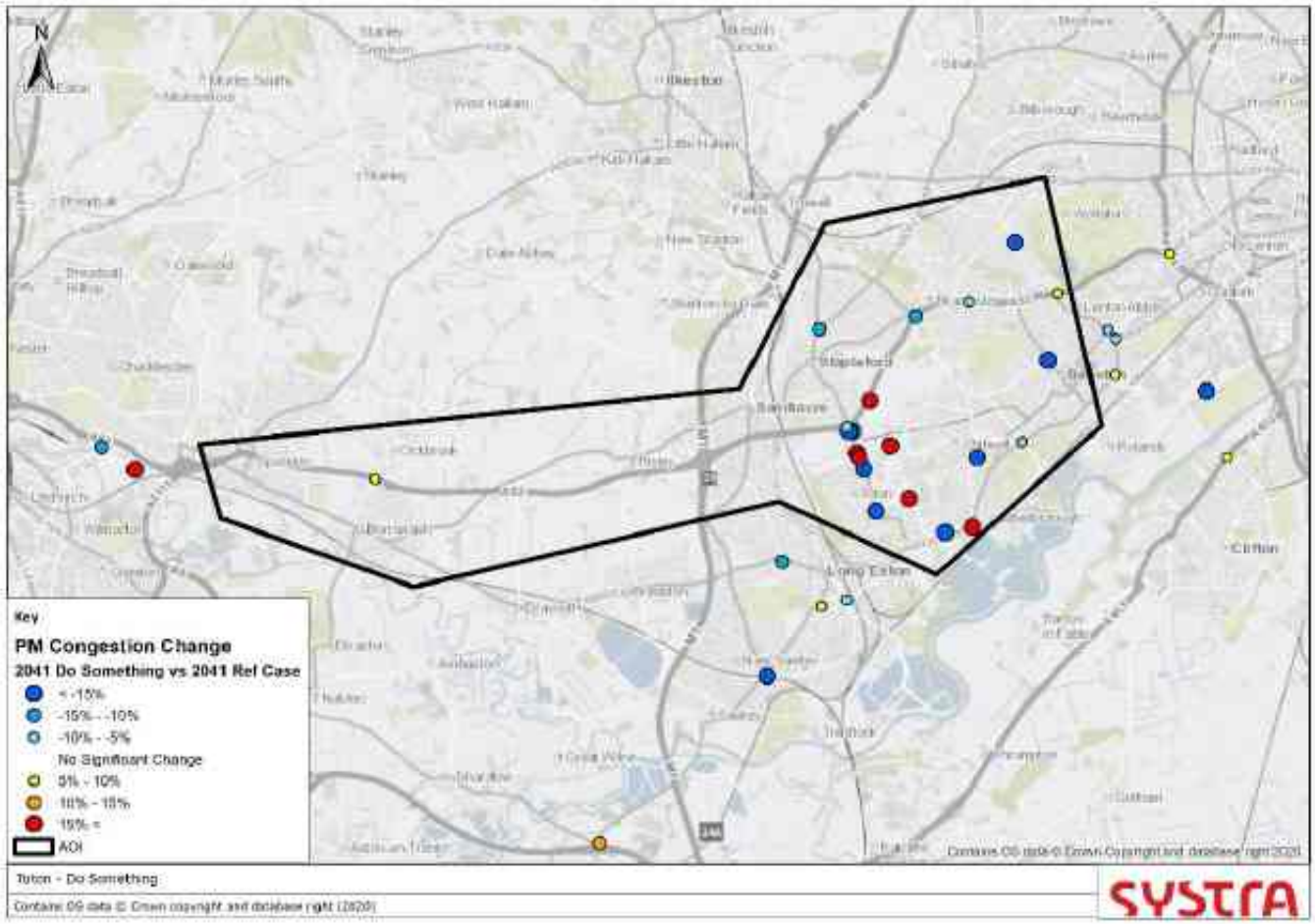


Figure 2.5 2041 Do Something vs Reference Case (PM Change in Congestion) – Scenario 4



2.4.3 The 2026 opening year aligns with the requirements of DfT Circular 01/2022 (Paragraph 50), whereas the 2041 future year is consistent with the end of the emerging Greater Nottingham Strategic Plan.

It should be noted at this stage, that at paragraph 4.3.31 of NCC's Proof of Evidence document, the LHA refer to the requirement for

> *"Further assessment of locations where the model identified operational concerns in the 2041 scenario."*

2.4.4 As such, the following junctions which are situated on NCC's local highway network and have been identified as experiencing an increase in congestion between the 2041 Do Something and 2041 Reference Case scenarios have been taking forward for further assessment:

- Nottingham Road / Barratt Lane Ghost Right T Junction;
- Rivergreen Crescent / Thoresby Road / Bramcote Lane T Junction;

- Trowell Road / Wollaton Road T Junction
- Park & Ride / B6003 / Committed Development Site Access Signalised Crossroads; and,
- B6003 / Toton West Site Access / Toton East Site Access Proposed Signalised Crossroads.

2.4.5 The following junctions which are situated on NH's SRN have been identified as experiencing an increase in congestion between the 2026 Do Something and 2026 Reference Case scenarios and the 2041 Do Something and 2041 Reference Case scenarios, and have therefore been taken forward for further assessment:

- Bardills Roundabout;
- Bramcote Roundabout;
- A52 (Eastbound) / Victoria Avenue;
- Priory Roundabout; and,
- A52 / Toton North Site Access Proposed Signalised Junction.

2.4.6 It should be noted that within the 2041 RC vs DS (**Figures 2.3** and **2.4**) the Chetwyn Barracks access junctions have been identified as experiencing an increase in congestion. These junctions have not been considered within this TN and will be the matter for the landowners / future applicants of the Chetwynd proposals to explore and address. It would not be reasonable or fair for Bloor to assess the impacts of scenario 4 at these locations.

2.5 Furnessing Technique

2.5.1 Following discussions with SYSTRA (who operate and maintain the EMGM), it was agreed that the following furnessing technique would be required to identify turning flows to be utilised in subsequent:

- Ascertain OD flows from the EMGM for the 2026 RC & DS and 2041 RC & DS scenarios;
- Identify the absolute difference (number of vehicles) between the 2026 RC and the respective 2026, 2041 DS scenarios and the 2041 RC scenario; and,
- Add this difference to ascertained Manual Classified Count (MCC) surveys.

2.5.2 MCC surveys for several junctions on the local highway network and strategic road network were obtained for the purpose of the submitted TA for Toton West. These surveys were undertaken covering the traditional highway peak periods of 07:00-10:00 and 16:00-19:00, on 06/11/25, a neutral working weekday outside of school holiday periods. The survey data for these junctions was subject to traffic growth (using TEMPro) to a 2026 assessment year, for consistency with the 2026 RC, and to facilitate suitable flows to consider as part of the furnessing technique.

2.5.3 For the additional junctions not included within the updated TA for Toton West, which were subsequently identified through the model screening process using the EMGM, additional MCCs were therefore undertaken on 16/07/2026. These were once again undertaken covering the traditional highway peak periods of 07:00-10:00 and 16:00-19:00, on a neutral working weekday outside of school holiday periods. The 2026 flows were used as part of the furnessing technique at these locations.

2.5.4 It should be noted that the additional junctions for assessment were first identified through Scenario 3 of the EMGM, given this considered a Do Something scenario which focused on the impact of Toton West, Toton East and Toton North over and above the reference case scenario (inclusive of Chetwynd Barracks). Nonetheless NH and NCC insisted that the exercise would need to consider and identify mitigation for the impact of Toton West, Toton East and Toton North and Chetwynd Barracks (despite the latter not being under the control of the Appellant), including the delivery of the Toton Link Road and the connection from this Link Road to Chetwynd Barracks.

2.5.5 At the request of NCC and NH, Scenario 4 was therefore run through the EMGM. The results of this model run were made available on 31st July 2026, at which point it was unfeasible to complete MCC surveys to furness the outputs of the EMGM due to the onset of the school holidays. mode approached NCC and NH to enquire over the availability of any usable survey data at these locations but were informed that no meaningful data was available. A further cursory check of data available from recent planning applications for these locations also did not provide any usable data sources. In light of this, assessments for the following junctions in this TN have had to be run using the direct outputs from the EMGM (rather than furnessed flows):

- Priory Island Roundabout;
- A52 / Victoria Avenue LILO T Junction;
- Rivergreen Crescent / Thoresby Road / Bramcote Lane T Junction;

2.5.6 Additional MCC surveys for these locations have been arranged for September 2026, on a neutral working weekday outside of school holiday periods, and sensitivity modelling will be presented to validate the conclusions drawn as part of this TN, once this data is available.

2.5.7 mode consulted SYSTRA to understand the typical methodology for the furnessing process. Owing to the requirement for additional survey data at junctions on their network, mode approached NCC to confirm the appropriateness of this methodology and as such, this approach has been taken forward and applied to all remaining junctions. A full copy of this communication is attached at Appendix A, with a summary provided below, for reference:

> *"For consistency purposes, please go ahead with the absolute method and add this to the observed 2026 turning flows for each junction."*

2.5.8 For review and reference, mode's working spreadsheets used to calculate the furnessed origin-destination flows is attached at **Appendix B**, with the raw SYSTRA turning flows attached at **Appendix C** and the MCC data at **Appendix D**, for ease of reference.

2.5.9 At this stage, it should be noted that, for robustness, where the furnessing calculation resulted in a 'negative' turning flow for any movement, the corresponding EMGM flow for the relevant assessment scenario has instead been input into the junction assessment. Whilst this approach has the potential to overstate turning flows at certain junctions, it is considered to provide a robust assessment by ensuring that all forecast turning movements identified by the EMGM are appropriately represented within the junction assessment models.

3. Junction Capacity Assessment

3.1 Overview

3.1.1 This chapter provides the results of the local junction capacity assessments.

3.2 Model Parameters

3.2.1 The industry standard software package Junctions 11 (PICADY) has been utilised to assess the capacity of the identified priority junctions, with LinSig V3 utilised for signalised junctions.

3.2.2 Geometric parameters have been measured using OS base mapping and the signal plan information has been ascertained from NH and Via East Midlands (on behalf of NCC) for signal-controlled locations (the full set of control signal specifications and network plans are included at **Appendix E**).

3.2.3 When assessing junction capacity within Junctions 11 and LinSig, it is generally accepted that a Ratio of Flow to Capacity (RFC) or Degree of Saturation (DoS) value of below 0.85 (RFC value for priority junctions / roundabouts) or 90% (DoS for signal junctions (LinSig) represents a junction that is considered to be operating satisfactorily and within practical capacity.

3.2.4 At junctions operating close to theoretical reserve capacity, which equates to an RFC or DoS value of approximately 1.00/100% or above, small reductions in capacity may result in exponential queuing and/or delay results.

3.3 Strategic Road Network Junction Capacity Results

3.3.1 The first section of this results overview presents junction capacity results for junctions on the SRN, which is maintained and operated by NH. Results have been provided for both the 2026 and 2041 assessment years in accordance with NH's requirements for an opening year assessment.

3.3.2 A summary of the junction modelling results, with the furnessed EMGM flows for scenario 4 is presented below, with the full model output reports provided at **Appendix F**, for reference.

3.3.3 During the determination period, NH acting as custodians of the Strategic Road Network (SRN) have provided comments in relation to the submitted junction capacity assessment work. Comments were raised in relation to the LinSig models submitted as part of the revised TA, and amendments have been made to address these comments, where appropriate. TN004 (document reference: '260624_328827_TN004') sets out mode's response in relation to each to each of these comments in sequence, and where appropriate the changes which have been made to the junction models.

3.3.4 The updated LinSig junction models have been provided to NH and have been utilised for the purpose of the assessment work presented in the following section.

Bardills Roundabout

3.3.5 The Bardills signalised roundabout is a five-arm roundabout junction, with a main B6003 route through the central reservation, 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.

3.3.6 A LinSig assessment has been undertaken for this junction. As noted within the TA, a limitation of LinSig software is that model runs cannot consider 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 to ensure signal timings stages are more responsive to real time traffic flow, which improves junction efficiency.

3.3.7 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.

3.3.8 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.

3.3.9 It should also be noted that the EMGM Reference Case scenarios include the consented 282 dwelling scheme (Ref: 17/00499/REM) supporting infrastructure for the site immediately north of Toton West, with access to be provided via a fourth arm off the Toton Park & Ride junction (which is discussed later in this TN). The consented scheme includes the delivery of a committed mitigation scheme at Bardills Roundabout, which is referenced in detail in the submitted TA. Given the inclusion of the committed development and associated infrastructure, the junction capacity assessment for Bardills Roundabout includes the committed mitigation scheme.

3.3.10 A summary of the results of the LinSig assessment of the Bardills Roundabout is provided in **Table 3.1**.

Table 3.1 Bardills Signalised Roundabout Junction

	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)
2026 Reference Case						
A52 Brian Clough Way NE	69.4%	11	16	56.6%	8	14
Bardills Garden Centre Parking	1.2%	0	19	2.9%	0	19
B6003 Toton Lane S	81.1%	8	42	88.2%	10	48
A52 Brian Clough Way West	83.3%	17	22	82.2%	15	17
B6003 Toton Lane N	87.2%	10	43	88.4%	11	46
Junction PRC		3.2%			1.8%	
2026 Do Something						
A52 Brian Clough Way NE	66.4%	10	15	57.8%	8	15
Bardills Garden Centre Parking	1.2%	0	18	3%	0	19
B6003 Toton Lane S	68.5%	6	32	81.9%	9	40
A52 Brian Clough Way West	81.1%	14	16	82..4%	14	18
B6003 Toton Lane N	85%	9	40	92.7%	14	53
Junction PRC		5.8%			-3%	
2041 Reference Case						
A52 Brian Clough Way NE	73.3%	12	17	56.6%	8	14

	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)
Bardills Garden Centre Parking	1.2%	0	18	2.8%	0	18
B6003 Toton Lane S	80.6%	8	42	94.2%	14	61
A52 Brian Clough Way West	87.3%	17	19	94.8%	24	30
B6003 Toton Lane N	77.7%	7	34	87.3%	10	43
Junction PRC		3.1%			-8.3%	
2041 Do Something						
A52 Brian Clough Way NE	78.6%	13	18	59.9%	8	15
Bardills Garden Centre Parking	1.2%	0	18	2.9%	0	18
B6003 Toton Lane S	93.8%	13	54	76.9%	8	38
A52 Brian Clough Way West	83.1%	14	17	94.8%	23	30
B6003 Toton Lane N	83.9%	9	38	92.5%	14	52
Junction PRC		-4.2%			-5.3%	

3.3.11 As set out above, the junction capacity assessment results indicate that in the 2041 Reference Case assessment scenario, the junction operates at practical capacity, with a maximum DoS of 94.8% forecast on the A52 (W) approach during the PM peak period, along with a MMQ of 24 PCU and a delay of 30 seconds per PCU. The overall PRC at the junction during the PM peak is -8.3%.

3.3.12 Following the introduction of Scenario 4 development traffic and associated infrastructure (including the Toton Link Road), the DoS on the A52 (W) remains constant at 94.8%, as does the delay, of 30 seconds per PCU. The MMQ is subject to a slight reduction, to 23 PCU, and the PRC increases to -5.3%, denoting an improvement in the overall operation of the junction. It is envisaged that this improvement is principally down to the introduction of the Toton Link Road, which has been shown to fulfil its strategic function, both through the results of the EMGM Scenario 4 modelling, and the above local capacity assessment.

3.3.13 In summary, the results of the capacity assessment demonstrate that the introduction of Scenario 4 development traffic and associated infrastructure (including the Toton Link Road) will not have a material impact at the junction, and therefore no further analysis or mitigation is deemed necessary.

Bramcote Island

3.3.14 The Bramcote island is a significant five-arm roundabout junction. It is also understood that MOVA operates at Bramcote Island, therefore 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 (see paragraphs 3.3.6 – 3.3.8 above). A summary of the results of the LinSig assessment is provided in **Table 3.2**, below.

Table 3.2 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)
2026 Reference Case						
A6007 Ilkeston Road	81.9	4	27	71.9	3	10
A52 Brian Clough Way East	57.3	9	17	48.5	7	16
Town Street	76.5	5	23	76.6	4	26
A52 Brian Clough Way West	88.8	18	32	81.0	14	25
B5010 Derby Road	73.9	5	20	50.2	2	6
Junction PRC		1.3%			8.0%	
2026 Do Something						
A6007 Ilkeston Road	82.2	4	32	80.9	3	14
A52 Brian Clough Way East	54.3	8	17	52.8	8	17
Town Street	78.8	5	25	91.0	5	30
A52 Brian Clough Way West	93.8	22	39	84.7	14	26
B5010 Derby Road	77.3	5	9	52.9	2	16
Junction PRC		-4.2%			-1.1%	
2041 Reference Case						
A6007 Ilkeston Road	91.5	6	62	78.5	4	13
A52 Brian Clough Way East	65.1	11	18	49.6	7	17
Town Street	86.0	7	31	62.6	3	17
A52 Brian Clough Way West	94.7	23	42	86.3	15	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)
B5010 Derby Road	73.6	5	6	44.1	2	3
Junction PRC		-7.4%			4.2%	
2041 Do Something						
A6007 Ilkeston Road	94.9	6	61	85.2	4	16
A52 Brian Clough Way East	60.0	9	16	53.0	7	17
Town Street	91.4	8	44	91.5	5	33
A52 Brian Clough Way West	102.6	45	107	90.0	17	29
B5010 Derby Road	66.2	4	4	47.4	2	3
Junction PRC		-14.0%			-1.7%	

3.3.15 As set out in in **Table 3.2**, during the PM peaks of the various scenarios, the junction operates within its theoretical capacity on all approaches, with a maximum DoS of 86.3% recorded on the A52 (W) approach during the 2041 Reference Case Scenario, which increases to 90% in the 2041 Do Something Scenario. The increase in DoS on the A52 (W) approach across these scenarios is accompanied by a minor increase in MMQ; from 15 to 17 PCU, and a minor increase in delay; from 27 to 29 seconds per PCU.

3.3.16 During the AM peaks, the junction operates within its theoretical capacity on all approaches during the 2041 Reference Case Scenario, with a maximum DoS of 94.7% recorded on the A52 (W) approach, along with a MMQ of 23 PCU and a delay of 42 seconds per PCU. Following the introduction of Scenario 4 associated traffic and infrastructure in the 2041 Do Something Scenario, the maximum DoS increases to 102.6% on the A52 (W) approach, accompanied by a MMQ of 45 PCU and a delay of 107 seconds per PCU.

3.3.17 Overall, the junction experiences a slight deterioration in capacity in the 2041 Do Something Scenario when compared with the 2041 Reference Case. As such, the impact at this location will be subject to further review and will be addressed as part of a follow on TN, which will be shared with NCC and NH in due course.

A52 / Victoria Avenue

3.3.18 A summary of the results of the PICADY assessment for the A52 / Victoria Avenue junction provided in **Table 3.3**, below with the full Junctions 11 output report attached at **Appendix F**.

Table 3.3 A52 / Victoria Avenue Capacity Results

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2026 Reference Case						
Victoria Avenue – A52 (E)	62.2	461.29	1.31	51.2	552.6	1.42
A52(W)-A52(E)	0.0	0.00	0.00	0.0	0.00	0.00
2026 Do Something						
Victoria Avenue – A52 (E)	62.2	453.85	1.31	57.2	617.42	1.48
A52(W)-A52(E)	0.0	0.00	0.00	0.0	0.00	0.00
2041 Reference Case						
Victoria Avenue – A52 (E)	147.0	1098.30	1.69	114.7	1544.87	2.00
A52(W)-A52(E)	0.0	0.00	0.00	0.0	0.00	0.00
2041 Do Something						
Victoria Avenue – A52 (E)	154.8	1129.07	1.69	132.2	1850.65	2.18
A52(W)-A52(E)	0.0	0.00	0.00	0.0	0.00	0.00

3.3.19 The junction is forecast to operate beyond its theoretical capacity in both the 2026 and 2041 Reference Case Scenarios, during both peak periods, prior to the introduction of Scenario 4 associated traffic and infrastructure.

3.3.20 In this regard, it should be noted that capacity assessment results which exceed an RFC of 1.00 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 conditions.

3.3.21 In the AM Peak of the 2041 Reference Case Scenario, a maximum RFC of 1.69 is recorded on the Victoria Avenue approach to the junction. In the 2041 Do Something scenario, the RFC remains the same.

3.3.22 In the PM Peak of the 2041 Reference Case Scenario, an RFC of 2.00 is recorded, which increases to 2.18 in the 2041 Do Something Scenario. In this regard, it should be noted that the total throughput at the junction recorded during the PM Peak of 2041 Do Something Scenario is 3,972 PCU, which represents an increase of less than 2% in total throughput when compared with the 3,904 PCUs routing through the junction in the 2041 Reference Case Scenario. It is envisaged that this minor percentage increase would likely be accounted for within daily fluctuations in background traffic.

3.3.23 In light of the above, it is considered that the introduction of Scenario 4 associated traffic and infrastructure will have a minor impact at the junction, which is already predicted to operate beyond its theoretical capacity in 2026 and 2041, prior to the onset of any additional traffic associated with the proposed developments.

3.3.24 The developments can only reasonably be required to mitigate their own direct, severe impacts, not to remedy pre-existing issues. On this basis, no mitigation is proposed and hence no further assessment is deemed necessary.

Priory Roundabout

3.3.25 A summary of the results of the LinSig assessment for the Priority Roundabout is provided in **Table 3.4**, below, with the full output report attached at **Appendix F**.

Table 3.4 Priory Island 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)
2026 Reference Case						
Walton Vale	69.7%	8	31	56.2%	5	35
Derby Road (E)	68.5%	14	16	50.1%	7	9
Woodside Road	63.8%	10	29	67.5%	11	20
Derby Road (W)	53.4%	10	16	57.1%	11	18
Junction PRC		29.2%			33.4%	
2026 Do Something						
Walton Vale	70%	8	31	60.6%	5	37
Derby Road (E)	62.9%	12	18	53.4%	7	9
Woodside Road	68.4%	10	32	65.6%	11	21
Derby Road (W)	59.6%	11	19	57.7%	11	18
Junction PRC		25.3%			37.1%	
2041 Reference Case						
Walton Vale	71.8%	8	33	64.8%	6	37
Derby Road (E)	63.1%	12	14	59.5%	11	14
Woodside Road	65.4%	11	26	71.3%	12	23
Derby Road (W)	66.4%	13	22	64.7%	13	21
Junction PRC		25.2%			26.3%	
2041 Do Something						

	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)
Walton Vale	73.7%	8	34	55.9%	6	30
Derby Road (E)	70%	13	20	68.4%	13	20
Woodside Road	73.2%	12	32	68.9%	11	26
Derby Road (W)	61.6%	12	18	68.6%	14	22
Junction PRC		20.6%			30.6%	

3.3.26 As demonstrated above, the junction is forecast to operate within its practical capacity in all scenarios, with a maximum DoS of 73.2% recorded on the Woodside Road approach to the junction during the AM peak of the 2041 Do Something scenario. This denotes that this junction will operate with ample residual capacity and no further analysis is deemed necessary.

Toton North / A52 – Proposed Site Access

3.3.27 The Toton and Chetwynd link road will run from the B6003 Toton Lane in the south and continue northwards over the tram line to connect with the A52 through provision of a new signal-controlled T-junction, approximately 550m to the north of the existing A52 Bardills roundabout. The signal-controlled junction will be an all-movements junction and include for a segregated left turn to the link road from the A52.

3.3.28 An overview of the proposed arrangement for the signal-controlled junction which will link The Toton and Chetwynd link road with the A52 is provided in Drawing J329069-MI-TN-XX-DR-C-0100-S1-P01, attached at **Appendix G**, for reference.

3.3.29 A summary of the results of the LinSig assessment for the proposed Toton North site access junction provided in **Table 3.5**, below.

Table 3.5 Toton North / A52 Proposed Site Access Signalised Junction 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)
2026 Do Something						
A52 Brian Clough Way West	59.5	8	11	62.7	6	11
Toton North Access	70.6	6	27	62.3	4	29
A52 Brian Clough Way East	70.3	8	24	60.4	7	19
Junction PRC		27.5			43.5	

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
2041 Do Something						
A52 Brian Clough Way West	56.3	7	11	65.9	7	13
Toton North Access	82.2	8	33	65.4	5	28
A52 Brian Clough Way East	83.5	12	30	63.8	8	23
Junction PRC		7.7			36.6	

3.3.30 As demonstrated above, the junction is forecast to operate within its practical capacity with a maximum DoS of 83.5% recorded during the AM peak on the A52 Brian Clough Way (east) approach, along with an accompany MMQ of 12 PCU and a delay of 30 seconds per PCU. This denotes that this junction will operate within capacity and no further analysis is deemed necessary.

3.4 Local Highway Network Junction Capacity Results

3.4.1 As referenced within Section 2.4, junction capacity assessments for the local road network (NCC's network) have been prepared for a 2041 horizon year; which is consistent with the end of the emerging Greater Nottingham Strategic Plan.

Nottingham Road / Barratt Lane Ghost Right Turn Lane Junction

3.4.2 A summary of the results of the PICADY assessment for the Nottingham Road / Barratt Lane Ghost Right Turn Lane Junction is provided in **Table 3.6**, below, with the full Junctions 11 output report attached at **Appendix F**.

Table 3.6 Nottingham Road / Barratt Lane Junction Capacity Results

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2041 Reference Case						
Barratt Lane	0	11	0.20	0	11	0.26
Nottingham Road SW	0	9	0.14	0	11	0.20
2041 Do Something						
Barratt Lane	1	13	0.36	0	13	0.24
Nottingham Road SW	0	10	0.21	0	12	0.23

3.4.3 As demonstrated above, the junction is forecast to operate well within its practical capacity in the 2041 Reference Case scenario, with a maximum RFC value of 0.26 recorded on the Barratt Lane approach arm during the PM peak period. Following the onset of Scenario 4 associated traffic and infrastructure, the junction continues to operate well within its practical capacity. This denotes that this junction will operate with ample residual capacity and no further analysis is deemed necessary.

Rivergreen Crescent / Thoresby Road / Bramcote Lane T Junction

3.4.4 A summary of the results of the PICADY assessment for the Rivergreen Crescent / Thoresby Road and Bramcote T Junction is provided in **Table 3.7**, below, with the full Junctions 11 output report attached at **Appendix F**.

Table 3.7 Rivergreen Crescent / Thoresby Road / Bramcote Lane T Junction Capacity Results

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2041 Reference Case						
Rivergreen Crescent – Bramcote Lane	1	31	0.39	0	13	0.26
Rivergreen Crescent – Thoresby Road	4	54	0.82	1	26	0.59
Bramcote Lane	0	6	0.06	0	5	0.12
2041 Do Something						
Rivergreen Crescent – Bramcote Lane	1	46	0.47	0	14	0.27
Rivergreen Crescent – Thoresby Road	5	67	0.86	2	28	0.61
Bramcote Lane	0	6	0.07	0	5	0.12

3.4.5 As outlined in **Table 3.8**, the junction is forecast to operate beyond its practical capacity of 0.85 RFC during the 2041 Do Something AM period, with a recorded RFC of 0.86 on the Rivergreen Crescent approach arm and delays of up to 67s. The junction does however operate within its theoretical capacity.

3.4.6 Furthermore, in comparison to the 2041 Reference Case, the Rivergreen Crescent approach arm is forecast to operate at 0.82 RFC with associated delays of 54s. As such, the onset of traffic considered within the 2041 Do Something scenario has a negligible (13s) impact at this junction and as such, it is not forecast that the delivery of Scenario 4 associated traffic and infrastructure will have a detrimental impact at this junction / location. On this basis, no further analysis or mitigation is considered necessary.

Trowell Road / Wollaton Road / Russell Drive T Junction

3.4.7 A summary of the results of the PICADY assessment for the Rivergreen Crescent / Thoresby Road and Bramcote T Junction is provided in **Table 3.8**, below, with the full Junctions 11 output report attached at **Appendix F**.

Table 3.8 Nottingham Road / Barratt Lane Junction Capacity Results

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Queue (PCU)	Delay (s)	RFC	Queue (PCU)	Delay (s)	RFC
2041 Reference Case						
Wollaton Road – Trowell Road	1	14	0.55	1	9	0.37
Wollaton Road – Russell Drive	0	17	0.06	0	12	0.02
Trowell Road	4	13	0.69	1	9	0.49
2041 Do Something						
Wollaton Road – Trowell Road	1	15	0.59	1	10	0.37
Wollaton Road – Russell Drive	0	17	0.07	0	12	0.04
Trowell Road	4	14	0.69	1	8	0.43

3.4.8 As demonstrated above, the junction is forecast to operate within its practical capacity in the 2041 Reference Case scenario, with a maximum RFC value of 0.69 recorded on the Trowell Road approach during the AM peak period. Following the onset of Scenario 4 associated traffic and infrastructure, the junction continues to operate well within its practical capacity, with the maximum RFC value of 0.69 remaining on the Trowell Road approach. This denotes that this junction will operate with ample residual capacity and no further analysis is deemed necessary.

Park & Ride / B6003 / Committed Development Site Access Signalised Junction

3.4.9 A summary of the results of the LinSig assessment for the Toton Park and Ride / B6003 / Committed Development Site Access Signalised Junction is provided in **Table 3.9**, below, with the full output report attached at **Appendix F**.

Table 3.9 Park & Ride / B6003 Signalised 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)
2041 Reference Case						
B6003 Stapleford Lane North	74.3%	13	35	81.5%	15	40
Toton Park and Ride Access	45.9%	3	50	45.8%	3	43
B6003 Stapleford Lane South	63.6%	11	30	60.2%	11	28
Committed Development Site Access	30.7%	2	38	8.6%	1	35
Junction PRC		21.1%			10.5%	
2041 Do Something						
B6003 Stapleford Lane North	68.5%	12	33	85.5%	17	44
Toton Park and Ride Access	45.9%	3	50	40.7%	3	42
B6003 Stapleford Lane South	59.5%	10	29	46.7%	8	26
Committed Development Site Access	31.4%	3	38	9.4%	1	35
Junction PRC		31.4%			5.2%	

3.4.10 As demonstrated above, the junction is forecast to operate within its practical capacity during the 2041 Reference Case scenario, with a maximum DoS of 81.5% recorded during the PM peak on the B6003 North approach. The approach operates with an accompanying MMQ of 15 PCU and a delay of 40 seconds per PCU.

3.4.11 In the 2041 Do Something scenario, the junction continues to operate within its practical capacity, with a maximum DoS of 85.5% recorded during the PM peak on the B60003 North approach, along with an accompany MMQ of 17 PCU and a delay of 44 seconds per PCU. This denotes that this junction will operate within capacity and no further analysis is deemed necessary.

B6003 / Toton West Site Access / Toton East Site Access Proposed Signalised Crossroads

3.4.12 As referenced within paragraph 5.3.1 of the submitted TA, the vehicular access to the site will be achieved 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).

3.4.13 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, whilst also minimising potentially abortive construction work and impacts on the adjacent highway network. In Scenario 4, the junction will provide access to the Toton link road from the B6004.

3.4.14 A summary of the results of the LinSig assessment for the B6003 / Toton West Site Access / Toton East Site Access Signalised Junction is provided in **Table 3.10**, below, with the full output report attached at **Appendix F**.

Table 3.10 B6003 / Toton West Site Access / Toton East Site Access 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)
2041 Do Something						
B6003 Stapleford Lane North	68.5%	12	33	85.5%	17	44
Toton Park and Ride Access	45.9%	3	50	40.7%	3	42
B6003 Stapleford Lane South	59.5%	10	29	46.7%	8	26
Committed Development Site Access	31.4%	3	38	9.4%	1	35
Junction PRC	31.4%			5.2%		

3.4.15 As demonstrated above, the junction is forecast to operate within its practical capacity with a maximum DoS of 85.5% recorded during the PM peak on the B60003 North approach, along with an accompany MMQ of 17 PCU and a delay of 44 seconds per PCU. This denotes that this junction will operate within capacity and no further analysis is deemed necessary.

4. Summary & Conclusion

4.1 Summary

4.1.1 mode has been commissioned by Bloor Homes Ltd, to provide transport and highways advice in relation to the Outline Planning Application (Ref: 25/00371/OUT) for a new residential development of 420 dwellings at Toton West in Broxtowe, Nottinghamshire.

4.1.2 This TN has been prepared at the request of NH and NCC, to present the findings of the EMGM model run for 'Scenario 4'; which comprises the cumulative assessment of Toton West, Toton North, Toton East and Chetwynd Barracks, and including the complete Toton Link Road, this is the preferred methodology of both NCC and NH.

4.1.3 The outputs from Scenario 4 of the EMGM, and MCC Surveys at Junctions of Interest within the AOI have been used to calculate furnessed turning flows, which have in turn informed updated junction capacity assessments.

4.1.4 At junctions which have been flagged for further assessment, detailed local capacity assessments have been presented to review the impacts of the Scenario 4 traffic and associate infrastructure.

4.1.5 On account of the timescales agreed with NH and NCC for providing these results, it was agreed that this note would present the initial results of the localised capacity assessment, and that where potential mitigation schemes were to be considered, these would be set out as part of a subsequent follow-on Technical Note.

4.1.6 This TN has demonstrated that most of the identified and assessed junctions will operate well within their practical reserve capacity, with the exception of the T-junction between the A52 and Victoria Avenue (N), and the Bramcote Island roundabout.

4.1.7 As set out above, the A52 / Victoria Avenue (N) LILO T-junction is exhibiting capacity issues in both the 2026 and 2041 Reference Case scenarios. Given the negligible percentage increase in traffic associated with the Do Something scenarios, it is envisaged that this increase would be accounted for within the daily fluctuation of background traffic. Further analysis and consideration will, however, be given to Bramcote Island owing to the increase in congestion resulting from the 2041 Do Something traffic flows.

4.1.8 Furthermore, following this modelling exercise, it is clearly evident that the proposed Toton Link Road fulfils its purpose in rerouting traffic and improving congestion in this area.

4.2 Conclusion

4.2.1 Notwithstanding the appellant's position that Toton West should be considered on its own merits, this TN has been prepared to demonstrate the appellant's willingness to engage and work proactively with NCC and NH.

4.2.2 It provides empirical evidence, utilising the EMGM, as advised and advocated by NCC and NH, demonstrating that the cumulative assessment of the entire Toton allocation, together with Chetwynd Barracks, can be accommodated on the local highway network following implementation of the Toton Link Road.

4.2.3 The results of this TN confirm the expected conclusion that the Toton Link Road operates as intended. Subject to the appellant's commitment to review the impact of Scenario 4 at Bramcote Island, this TN provides the necessary evidence base and assurance to NCC and NH that, cumulatively, the proposals would not result in a severe impact on the operation of the local highway network.

4.2.4 The Toton West proposals are now supported by two evidence bases both drawing the same conclusion that Toton West will not result in a severe impact on the operation of the local and strategic road networks.

4.2.5 It is important to note that in both NH and NCC within their primary evidence separately acknowledge that Toton West will not have a severe impact on the local highway network, their concerns relate more to the cumulative impacts.

4.2.6 However, the evidence in this TN having considered the cumulative impacts of Toton West, Toton North, Toton East and Chetwynd Barracks, and including the complete Toton Link Road are that there will be not severe residual impacts.

4.2.7 As such, the proposals therefore accord with Policy TR6.4 of the revised NPPF (August 2026).

APPENDICES

APPENDIX A

Communications with NCC

Subject: RE: Jan Witko Leave
Date: Wednesday, 29 July 2026 at 10:41:04 British Summer Time
From: Tom Boylan
To: Josh Norris, Patrick Magner
CC: Ben Fairgrieve, David Frisby, Matt Leek
Attachments: image001.png, image002.png, image003.png, image004.png, image005.png, image006.png, image007.gif, image008.png, image009.png, image010.png, image011.png, image012.png, image013.gif, image014.png, image015.png, image016.png, image017.png, image018.png, image019.png, image020.png, image021.png, image022.png, image023.png, image024.jpg

Hi Josh,

For consistency purposes please go with the absolute method and add this to the observed 2026 turning flows for each junction.

Thanks

Tom Boylan
Principal Officer Transport Planning | Transport Programme Delivery
Place Department | Nottinghamshire County Council
County Hall | Loughborough Road | West Bridgford | NG2 7QP
Tel: 0115 9772918

From: Josh Norris [redacted]
Sent: 29 July 2026 08:10
To: Tom Boylan [redacted] Patrick Magner [redacted]
Cc: Ben Fairgrieve [redacted] David Frisby [redacted] att Leek [redacted]
Subject: Re: Jan Witko Leave

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Hi Tom,

Thank you for this.

What is the stance from NCC with respect to use of the below process for assessing junctions on the local network? As you can appreciate we really need to progress this as soon as possible.

Many thanks in advance.

Kind Regards,

Josh Norris BSc (Hons) MSc MCIHT
Associate Director

0121 794 8390
07990 276 384
[redacted]

mode transport planning
Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW

keep up with mode:



be green, keep it on the screen!

From: Tom Boyla [redacted]
Date: Tuesday, 28 July 2026 at 17:50
To: Patrick Magne [redacted]
Cc: Ben Fairgrieve [redacted] David Frisby [redacted] Josh Norris [redacted] Matt Leek [redacted]
Subject: RE: Jan Witko Leave

Hi Patrick,

I have also been led to believe that National Highways have a preference for absolute so I have reached out to a colleague from Aecom who covers this patch to find out if this is set in stone. How many junctions are you looking at in total and how many are on the SRN?

Thanks

Tom Boylan
Principal Officer Transport Planning | Transport Programme Delivery
Place Department | Nottinghamshire County Council
County Hall | Loughborough Road | West Bridgford | NG2 7QP
Tel: 0115 9772918

From: Patrick Magner [redacted]
Sent: 28 July 2026 16:19
To: Tom Boylan [redacted]
Cc: Ben Fairgrieve [redacted] David Frisby [redacted]; Josh Norris [redacted] Matt Lee [redacted]
Subject: Re: Jan Witko Leave

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Hi Tom

Please see the below correspondence between us and Helen at Systra, who has advised to use the following methodology:

“To use the % difference between the DM and DS and then add this difference to the count data to create the ‘new DS’.”

Which as I understand differs from the methodology outlined within option 4 as set out within the BWB TN.

Please can you advise on which approach is correct and how we should proceed, as I am now a little confused on how to derive the furnessed OD flows to inform our modelling.

Kind regards

Patrick Magner BA (Hons) MSc
Senior Transport Planner

[redacted]

mode transport planning
Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW

keep up with mode:



be green, keep it on the screen

From: O'MARA Helen [redacted]
Date: Tuesday, 28 July 2026 at 15:57
To: Josh Norris [redacted] HARRHY Hu [redacted]
Cc: Ben Fairgrieve [redacted]; David Frisb [redacted]; Patrick Magner [redacted]
Subject: RE: Jan Witko Leave

Hi Josh,

Very well thank you, I hope you are too?

We don’t have a spreadsheet unfortunately, we usually just hand over the turning flows. I’m sure you can adapt the turning flow spreadsheet we have provided fairly easily to calculate the difference and also incorporate the count data. As Jon has stated on the Whyburn project the normal approach used in previous studies and in the note below by BWB who have done junction modelling on several studies using EMGM outputs is to use the % difference between the DM and DS and then add this difference to the count data to create the ‘new DS’.

We have been advised recently by the NH consultant at AECOM that absolute is better so you may get queries from them if you use %. I personally disagree with this as the % method works for both low and high flow links unlike the absolute method which has a large margin for error as an absolute difference of say 50 looks very different on a low flow vs high flow link.

I hope that makes sense but we're happy to help if needed.

Thanks,
Helen

From: Josh Norris [redacted]
Sent: Tuesday, July , :
To: O'MARA Helen [redacted]; HARRHY Huw [redacted]
Cc: Ben Fairgrieve [redacted]; David Frisb [redacted]; Patrick Magner [redacted]
Subject: FW: Jan Witko Leave

Afternoon Both,

I hope you're both keeping well.

Further to our discussions with NCC below, is there a spreadsheet available which can be shared for the purpose of the traffic flow furnessing process?

Kind Regards,

Josh Norris BSc (Hons) MSc MCIHT
Associate Director

0121 794 8390
07990 276 384
[redacted]

mode transport planning
Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW

keep up with mode:



be green, keep it on the screen!

From: Tom Boylan [redacted]
Date: Tuesday, 28 July 2026 at 11:55
To: Josh Norris [redacted] Patrick Magner [redacted]
Cc: David Frisby [redacted]; Ben Fairgrie [redacted] Matt Leek [redacted]
Subject: RE: Jan Witko Leave

Hi Josh,

I would try and reach out to Helen O'Mara at Systra to see if they've got a template that has been produced previously for a EMGM model run. I don't recall being supplied with a spreadsheet by another consultant but I will double check my inbox and forward on if I do find something.

Thanks

Tom Boylan
Principal Officer Transport Planning | Transport Programme Delivery
Place Department | Nottinghamshire County Council
County Hall | Loughborough Road | West Bridgford | NG2 7QP
Tel: 0115 9772918

From: Josh Norris [redacted]
Sent: 28 July 2026 10:39
To: Tom Boylan [redacted]; Patrick Magner [redacted]
Cc: David Frisb [redacted] Ben Fairgrieve [redacted] Matt Lee [redacted]
Subject: Re: Jan Witko Leave

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Hi Tom,

Thanks for this.

Do you have a working example you can share with us of the furnessing technique you would like us to use? We have received the initial data outputs and are in the process of working through this, however obviously want to ensure this is in line with NCC's required methodology before we proceed with further modelling work.

Happy to arrange a short call today to discuss if this would be helpful, only as you can appreciate, time is very much of the essence on this.

Kind Regards,

Josh Norris BSc (Hons) MSc MCIHT
Associate Director

0121 794 8390
07990 276 384
[redacted]

mode transport planning
Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW

keep up with mode:



be green, keep it on the screen!

From: Tom Boylan [redacted]
Date: Tuesday, 28 Jul 2026 at 10:10
To: Patrick Magne [redacted]
Cc: David Frisb [redacted] Josh Norris [redacted] Ben Fairgrieve [redacted] Matt Leek [redacted]
Subject: RE: Jan Witko Leave

> You don't often get email fro [redacted]

Hi Patrick,

Unfortunately I don't have a copy of the Excel file that was prepared by BWB.

Kind regards,

Tom Boylan
Principal Officer Transport Planning | Transport Programme Delivery
Place Department | Nottinghamshire County Council
County Hall | Loughborough Road | West Bridgford | NG2 7QP
Tel: 0115 9772918

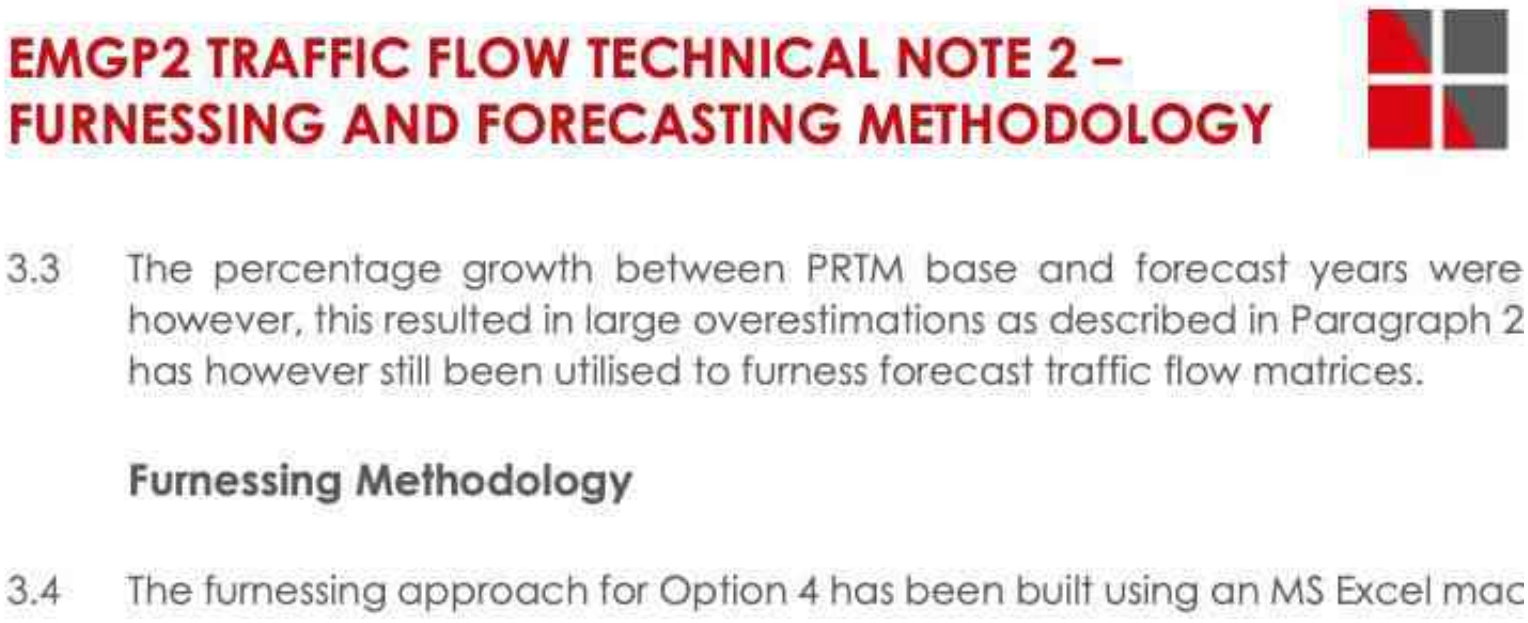
From: Patrick Magner [redacted]
Sent: 27 July 2026 16:29
To: Tom Boylan [redacted]
Cc: David Frisb [redacted] Josh Norris [redacted] Ben Fairgrieve [redacted] Matt Lee [redacted]
Subject: Re: Jan Witko Leave

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Hi Tom

I hope you are well.

I have been reviewing the BWB Furnessing TN and I note that in section 3.4, reference is made to an excel template available to prevent extensive spreadsheet work each time this process is required to be undertaken:



I was just wondering if there is any chance you have access to this spreadsheet / are able to share this with us to aid in our furnessing work streams.

Apologies if I have interpreted this incorrectly and we need to just crack on ourselves, but I thought I should check!

Kind regards

Patrick Magner BA (Hons) MSc
Senior Transport Planner

0121 794 8390

[redacted]

mode transport planning
Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW

keep up with mode:



[redacted]

APPENDIX B

Furnessed Turning Flows Worked Spreadsheet

2025 MCC Data AM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	981	0
Toton East Sit	0	0	0	0
B6003 Staple	811	0	0	0
Toton West S	0	0	0	0

2025 MCC Data PM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	1023	0
Toton East Sit	0	0	0	0
B6003 Staple	831	0	0	0
Toton West S	0	0	0	0

2026 MCC Data AM Growthed TEMPro 1.0085

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	989	0
Toton East Sit	0	0	0	0
B6003 Staple	818	0	0	0
Toton West S	0	0	0	0

2026 MCC Data PM Growthed TEMPro 1.0081

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	1031	0
Toton East Sit	0	0	0	0
B6003 Staple	838	0	0	0
Toton West S	0	0	0	0

Absolute Difference Method

A	B6003 Stapleford Lane N
B	Toton East Site Access
C	B6003 Stapleford Lane S
D	Toton West Site Access

Systra Turning Counts: 2026 Reference Case AM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	989	0
Toton East Sit	0	0	0	0
B6003 Staple	818	0	0	0
Toton West S	0	0	0	0

Systra Turning Counts: 2026 Reference Case PM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	1031	0
Toton East Sit	0	0	0	0
B6003 Staple	838	0	0	0
Toton West S	0	0	0	0

Furnessed Data: 2026 Reference Case AM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	Junction Doesn't exist in RC			
Toton East Sit				
B6003 Staple				
Toton West S				

Furnessed Data: 2026 Reference Case PM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	Junction Doesn't exist in RC			
Toton East Sit				
B6003 Staple				
Toton West S				

Systra Turning Counts: 2041 Reference Case AM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	Junction Doesn't exist in RC			
Toton East Sit				
B6003 Staple				
Toton West S				

Systra Turning Counts: 2041 Reference Case PM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	Junction Doesn't exist in RC			
Toton East Sit				
B6003 Staple				
Toton West S				

Furnessed Data: 2041 Reference Case AM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	Junction Doesn't exist in RC			
Toton East Sit				
B6003 Staple				
Toton West S				

Furnessed Data: 2041 Reference Case PM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	Junction Doesn't exist in RC			
Toton East Sit				
B6003 Staple				
Toton West S				

Systra Turning Counts: 2026 Do Something AM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	Junction Doesn't exist in RC			
Toton East Sit				
B6003 Staple				
Toton West S				

Systra Turning Counts: 2026 Do Something PM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	Junction Doesn't exist in RC			
Toton East Sit				
B6003 Staple				
Toton West S				

Furnessed Data: 2026 Do Something AM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	0	0
Toton East Sit	0	0	0	0
B6003 Staple	0	0	0	0
Toton West S	0	0	0	0

Furnessed Data: 2026 Do Something PM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	0	0
Toton East Sit	0	0	0	0
B6003 Staple	0	0	0	0
Toton West S	0	0	0	0

Systra Turning Counts: 2041 Do Something AM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	277	512	32
Toton East Sit	123	0	9	0
B6003 Staple	892	138	0	7
Toton West S	115	50	16	0

Systra Turning Counts: 2041 Do Something PM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	565	525	117
Toton East Sit	168	0	4	4
B6003 Staple	600	247	0	14
Toton West S	30	20	5	0

Furnessed Data: 2041 Do Something AM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	277	512	32
Toton East Sit	123	0	9	0
B6003 Staple	892	138	0	7
Toton West S	115	50	16	0

Furnessed Data: 2041 Do Something PM

Toton W Access

PCU Total	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	565	525	117
Toton East Sit	168	0	4	4
B6003 Staple	600	247	0	14
Toton West S	30	20	5	0

2025 MCC Data AM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	189	1505	601	5
B6003 N	242	0	100	265	2
A52 E	1350	73	0	257	3
B6003 S	463	229	212	0	0
Garden Cent	1	0	1	1	0

2025 MCC Data PM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	261	1409	469	0
B6003 N	209	0	89	287	0
A52 E	1006	82	0	264	0
B6003 S	514	305	252	0	1
Garden Cent	2	4	0	1	0

2026 MCC Data AM Growthed TEMPro 1.0122

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	191	1523	608	5
B6003 N	245	0	101	268	2
A52 E	1366	74	0	260	3
B6003 S	469	232	215	0	0
Garden Cent	1	0	1	1	0

2026 MCC Data PM Growthed TEMPro 1.0118

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	264	1426	475	0
B6003 N	211	0	90	290	0
A52 E	1018	83	0	267	0
B6003 S	520	309	255	0	1
Garden Cent	2	4	0	1	0

Absolute Difference Method

Systra Turning Counts: 2026 Reference Case AM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	450	1607	365	0
B6003 N	228	0	41	412	0
A52 E	1562	5	0	439	0
B6003 S	557	206	280	0	0
Garden Cent	0	0	0	0	0

Systra Turning Counts: 2026 Reference Case PM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	402	1834	244	0
B6003 N	115	0	35	458	0
A52 E	1816	3	0	364	0
B6003 S	439	418	197	0	0
Garden Cent	0	0	0	0	0

Furnessed Data: 2026 Reference Case AM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W					
B6003 N					
A52 E		Use MCC Data Growthed to 2026			
B6003 S					
Garden Cent					

Furnessed Data: 2026 Reference Case PM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W					
B6003 N					
A52 E		Use MCC Data Growthed to 2026			
B6003 S					
Garden Cent					

Systra Turning Counts: 2041 Reference Case AM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	492	1603	435	0
B6003 N	278	0	47	357	0
A52 E	1822	10	0	326	0
B6003 S	733	214	252	0	0
Garden Cent	0	0	0	0	0

Systra Turning Counts: 2041 Reference Case PM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	597	1885	354	0
B6003 N	108	0	48	456	0
A52 E	1790	1	0	365	0
B6003 S	529	481	203	0	0
Garden Cent	0	0	0	0	0

Furnessed Data: 2041 Reference Case AM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	234	1520	679	5
B6003 N	295	0	107	213	2
A52 E	1626	80	0	146	3
B6003 S	645	239	187	0	0
Garden Cent	1	0	1	1	0

Furnessed Data: 2041 Reference Case PM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	459	1476	585	0
B6003 N	204	0	103	289	0
A52 E	992	80	0	268	0
B6003 S	609	371	261	0	1
Garden Cent	2	4	0	1	0

Systra Turning Counts: 2026 Do Something AM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	448	1480	435	0
B6003 N	240	0	60	381	0
A52 E	1564	22	0	173	0
B6003 S	635	212	10	0	0
Garden Cent	0	0	0	0	0

Systra Turning Counts: 2026 Do Something PM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	385	1740	497	0
B6003 N	99	0	34	516	0
A52 E	1740	61	0	90	0
B6003 S	498	484	59	0	0
Garden Cent	0	0	0	0	0

Furnessed Data: 2026 Do Something AM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	190	1396	678	5
B6003 N	257	0	120	238	2
A52 E	1369	91	0	173	3
B6003 S	547	237	10	0	0
Garden Cent	1	0	1	1	0

Furnessed Data: 2026 Do Something PM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	247	1331	728	0
B6003 N	195	0	89	349	0
A52 E	942	141	0	90	0
B6003 S	579	375	117	0	1
Garden Cent	2	4	0	1	0

Systra Turning Counts: 2041 Do Something AM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	479	1415	565	0
B6003 N	284	0	90	342	0
A52 E	1957	51	0	118	0
B6003 S	848	236	64	0	0
Garden Cent	0	0	0	0	0

Systra Turning Counts: 2041 Do Something PM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	538	1797	679	0
B6003 N	99	0	76	474	0
A52 E	1790	121	0	72	0
B6003 S	482	453	27	0	0
Garden Cent	0	0	0	0	0

Furnessed Data: 2041 Do Something AM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	220	1332	808	5
B6003 N	300	0	150	199	2
A52 E	1762	120	0	118	3
B6003 S	760	261	64	0	0
Garden Cent	1	0	1	1	0

Furnessed Data: 2041 Do Something PM

Bardills Roundabout Junction

PCU Total

A52 Bardills	A52 W	B6003 N	A52 E	B6003 S	Garden Centre
A52 W	0	401	1389	909	0
B6003 N	195	0	131	306	0
A52 E	992	201	0	72	0
B6003 S	563	344	85	0	1
Garden Cent	2	4	0	1	0

2026 MCC Data AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	3	831
Barratt Lane	0	0	81
A6005 W	1071	81	0

2026 MCC Data AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	3	831
Barratt Lane	0	0	81
A6005 W	1071	81	0

Systra Turning Counts: 2026 Reference Case AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	76	965
Barratt Lane	22	0	91
A6005 W	1215	57	0

Systra Turning Counts: 2041 Reference Case AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	94	969
Barratt Lane	32	0	75
A6005 W	1298	37	0

Systra Turning Counts: 2026 Do Something AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	79	940
Barratt Lane	16	0	131
A6005 W	1239	62	0

Systra Turning Counts: 2041 Do Something AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	93	971
Barratt Lane	11	0	143
A6005 W	1195	69	0

2026 MCC Data PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	4	1091
Barratt Lane	0	0	58
A6005 W	1061	95	0

2026 MCC Data PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	4	1091
Barratt Lane	0	0	58
A6005 W	1061	95	0

Systra Turning Counts: 2026 Reference Case PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	67	1149
Barratt Lane	7	0	50
A6005 W	1157	100	0

Systra Turning Counts: 2041 Reference Case PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	55	1255
Barratt Lane	0	0	49
A6005 W	1255	79	0

Systra Turning Counts: 2026 Do Something PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	19	1274
Barratt Lane	0	0	74
A6005 W	1137	121	0

Systra Turning Counts: 2041 Do Something PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	14	1379
Barratt Lane	0	0	75
A6005 W	1130	85	0

Absolute Difference Method

Furnessed Data: 2026 Reference Case AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	3	831
Barratt Lane	0	0	81
A6005 W	1071	81	0

Furnessed Data: 2041 Reference Case AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	21	834
Barratt Lane	10	0	65
A6005 W	1154	61	0

Furnessed Data: 2026 Do Something AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	6	806
Barratt Lane	16	0	121
A6005 W	1095	85	0

Furnessed Data: 2041 Do Something AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	21	837
Barratt Lane	11	0	133
A6005 W	1052	93	0

Furnessed Data: 2026 Reference Case PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	4	1091
Barratt Lane	0	0	58
A6005 W	1061	95	0

Furnessed Data: 2041 Reference Case PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	55	1197
Barratt Lane	0	0	57
A6005 W	1158	74	0

Furnessed Data: 2026 Do Something PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	19	1215
Barratt Lane	0	0	81
A6005 W	1041	115	0

Furnessed Data: 2041 Do Something PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

	A6005 E	Barratt Lane	A6005 W
A6005 E	0	14	1320
Barratt Lane	0	0	83
A6005 W	1034	80	0

2025 MCC Data AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	247	92	191	2
A52 E	199	41	10	1081	203
Town St	136	36	0	194	60
A52 W	248	1383	121	0	29
B5010	26	432	203	156	0

2025 MCC Data PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	250	168	271	13
A52 E	251	58	11	888	287
Town St	141	42	0	130	81
A52 W	343	1175	169	0	59
B5010	33	223	93	72	0

2026 MCC Data AM Growthed TEMPro 1.0122

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	250	93	193	2
A52 E	201	42	10	1094	205
Town St	138	36	0	196	61
A52 W	251	1400	122	0	29
B5010	26	437	205	158	0

2026 MCC Data PM Growthed TEMPro 1.0118

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	253	170	274	13
A52 E	254	59	11	898	290
Town St	143	42	0	132	82
A52 W	347	1189	171	0	60
B5010	33	226	94	73	0

Absolute Difference Method

Percentage Difference Methodolog

Systra Turning Counts: 2026 Reference Case AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	337	242	446	0
A52 E	430	0	80	1439	250
Town St	178	1	0	61	14
A52 W	431	1221	215	0	53
B5010	0	398	95	81	0

Systra Turning Counts: 2041 Reference Case AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	308	293	356	1
A52 E	425	0	74	1626	324
Town St	129	1	0	82	14
A52 W	176	1400	263	0	61
B5010	0	428	120	132	0

Systra Turning Counts: 2026 Do Something AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	335	259	411	0
A52 E	393	0	80	1381	247
Town St	191	1	0	73	10
A52 W	568	1323	183	0	68
B5010	0	385	95	127	0

Systra Turning Counts: 2041 Do Something AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	248	248	410	1
A52 E	382	0	73	1557	319
Town St	128	1	0	60	8
A52 W	255	1606	247	0	81
B5010	1	416	100	208	0

Systra Turning Counts: 2026 Reference Case PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	241	264	211	0
A52 E	562	0	62	1796	501
Town St	67	0	0	20	33
A52 W	319	1371	318	0	87
B5010	0	302	137	177	0

Systra Turning Counts: 2041 Reference Case PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	259	271	186	1
A52 E	409	0	44	1783	695
Town St	32	0	0	18	22
A52 W	262	1448	352	0	99
B5010	0	320	137	185	0

Systra Turning Counts: 2026 Do Something PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	237	201	333	0
A52 E	593	0	47	1839	439
Town St	58	0	0	8	24
A52 W	374	1422	264	0	87
B5010	0	308	96	200	0

Systra Turning Counts: 2041 Do Something PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	249	207	312	29
A52 E	442	0	25	1865	595
Town St	46	0	0	14	23
A52 W	344	1525	276	0	98
B5010	0	325	131	236	0

Furnessed Data: 2026 Reference Case AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007				
A52 E				
Town St	Use MCC Data Growthed to 2026			
A52 W				
B5010				

Furnessed Data: 2026 Reference Case PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007				
A52 E				
Town St	Use MCC Data Growthed to 2026			
A52 W				
B5010				

Furnessed Data: 2041 Reference Case AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	221	144	104	3
A52 E	196	42	4	1281	280
Town St	88	36	0	217	60
A52 W	176	1578	171	0	37
B5010	26	467	230	209	0

Furnessed Data: 2041 Reference Case PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	272	177	250	14
A52 E	101	59	44	885	484
Town St	108	42	0	129	71
A52 W	290	1265	204	0	72
B5010	34	243	95	81	0

Furnessed Data: 2026 Do Something AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	248	110	159	2
A52 E	164	42	10	1036	202
Town St	150	37	0	208	57
A52 W	389	1502	91	0	45
B5010	27	424	205	204	0

Furnessed Data: 2026 Do Something PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	250	106	397	13
A52 E	285	59	47	942	228
Town St	134	42	0	120	73
A52 W	402	1240	117	0	60
B5010	33	232	53	96	0

Furnessed Data: 2041 Do Something AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	161	99	157	3
A52 E	153	42	3	1212	275
Town St	88	37	0	196	54
A52 W	75	1785	155	0	57
B5010	28	455	210	285	0

Furnessed Data: 2026 Reference Case AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007				
A52 E				
Town St	Use MCC Data Growthed to 2026			
A52 W				
B5010				

Furnessed Data: 2026 Reference Case PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007				
A52 E				
Town St	Use MCC Data Growthed to 2026			
A52 W				
B5010				

Furnessed Data: 2041 Reference Case AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	228	113	155	0
A52 E	199	0	9	1237	267
Town St	99	37	0	263	59
A52 W	103	1605	150	0	33
B5010	0	470	259	258	0

Furnessed Data: 2041 Reference Case PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	273	174	242	0
A52 E	185	0	8	892	403
Town St	68	27	0	116	54
A52 W	285	1255	189	0	68
B5010	3056	239	95	76	0

Furnessed Data: 2026 Do Something AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	248	99	178	0
A52 E	184	0	10	1050	203
Town St	147	54	0	234	43
A52 W	331	1517	104	0	38
B5010	0	423	205	247	0

Furnessed Data: 2026 Do Something PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	249	129	434	0
A52 E	268	0	8	920	254
Town St	124	37	0	53	60
A52 W	407	1233	142	0	60
B5010	0	231	66	82	0

Furnessed Data: 2041 Do Something AM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	184	95	178	0
A52 E	179	0	9	1184	263
Town St	99	58	0	194	33
A52 W	148	1841	141	0	45
B5010	0	457	216	406	0

Furnessed Data: 2041 Do Something PM

Bramcote Roundabout Junction

PCU Total

A52 Bramcot A6007	A52 E	Town St	A52 W	B5010
A6007	0	261	133	405	0
A52 E	200	0	4	933	345
Town St	98	42	0	89	57
A52 W	374	1322	149	0	67
B5010	1700	243	90	97	0

2025 MCC Data AM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	211	875	0
P&R Access	59	0	106	0
Stapleford Ln	847	94	0	0
Pevrill Site	0	0	0	0

2025 MCC Data PM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	64	958	0
P&R Access	177	0	65	0
Stapleford Ln	862	19	0	0
Pevrill Site	0	0	0	0

A Stapleford Ln (N)
B P&R Access
C Stapleford Ln (S)
D Pevrill Site

2026 MCC Data AM Growthed TEMPro 1.0085

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	213	882	0
P&R Access	60	0	107	0
Stapleford Ln	854	95	0	0
Pevrill Site	0	0	0	0

2026 MCC Data PM Growthed TEMPro 1.0081

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	65	966	0
P&R Access	178	0	66	0
Stapleford Ln	869	19	0	0
Pevrill Site	0	0	0	0

Absolute Difference Method

Systra Turning Counts: 2026 Reference Case AM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	200	1018	
P&R Access	0	0	0	
Stapleford Ln	1046	110	0	
Pevrill Site				

Systra Turning Counts: 2026 Reference Case PM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	0	1046	
P&R Access	137	0	99	
Stapleford Ln	977	0	0	
Pevrill Site				

Systra Turning Counts: 2041 Reference Case AM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	189	911	18
P&R Access	0	0	0	0
Stapleford Ln	1098	91	0	6
Pevrill Site	99	0	26	0

Systra Turning Counts: 2041 Reference Case PM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	0	1073	74
P&R Access	190	0	39	0
Stapleford Ln	995	0	0	17
Pevrill Site	27	0	10	0

Systra Turning Counts: 2026 Do Something AM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	228	767	
P&R Access	0	0	0	
Stapleford Ln	856	100	0	
Pevrill Site				

Systra Turning Counts: 2026 Do Something PM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	0	1085	
P&R Access	198	0	49	
Stapleford Ln	842	0	0	
Pevrill Site				

Systra Turning Counts: 2041 Do Something AM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	201	806	22
P&R Access	0	0	0	0
Stapleford Ln	1024	102	0	4
Pevrill Site	104	2	15	0

Systra Turning Counts: 2041 Do Something PM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	0	1128	79
P&R Access	163	0	73	1
Stapleford Ln	789	0	0	9
Pevrill Site	31	0	6	0

Furnessed Data: 2026 Reference Case AM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	Use MCC Data Growthed to 2026			
P&R Access				
Stapleford Ln				
Pevrill Site				

Furnessed Data: 2026 Reference Case PM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	Use MCC Data Growthed to 2026			
P&R Access				
Stapleford Ln				
Pevrill Site				

Furnessed Data: 2041 Reference Case AM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	202	775	18
P&R Access	60	0	107	0
Stapleford Ln	906	76	0	6
Pevrill Site	99	0	26	0

Furnessed Data: 2041 Reference Case PM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	65	992	74
P&R Access	232	0	6	0
Stapleford Ln	887	19	0	17
Pevrill Site	27	0	10	0

Furnessed Data: 2026 Do Something AM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	241	631	0
P&R Access	60	0	107	0
Stapleford Ln	664	85	0	0
Pevrill Site	0	0	0	0

Furnessed Data: 2026 Do Something PM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane S

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	65	1005	0
P&R Access	240	0	16	0
Stapleford Ln	735	19	0	0
Pevrill Site	0	0	0	0

Furnessed Data: 2041 Do Something AM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	214	671	22
P&R Access	60	0	107	0
Stapleford Ln	831	87	0	4
Pevrill Site	104	2	15	0

Furnessed Data: 2041 Do Something PM

P&R Access Road / B6003 Stapleford Lane N / B6003 Stapleford Lane

PCU Total

	Stapleford Ln	P&R Access	Stapleford Ln	Pevrill Site
Stapleford Ln	0	65	1048	79
P&R Access	205	0	40	1
Stapleford Ln	682	19	0	9
Pevrill Site	31	0	6	0

2025 MCC Data AM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W
A52 E		1622
Toton North Access		
A52 W	1818	

2026 MCC Data AM Growthed TEMPro 1.0085

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	0	1636
Toton North Access		0	0
A52 W	1833	0	0

Systra Turning Counts: 2026 Reference Case AM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	0	2002
Toton North /	0	0	0
A52 W	1929	0	0

Systra Turning Counts: 2041 Reference Case AM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	0	2160
Toton North /	0	0	0
A52 W	1901	0	0

Systra Turning Counts: 2026 Do Something AM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	393	1581
Toton North /	639	0	179
A52 W	1508	47	0

Systra Turning Counts: 2041 Do Something AM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	540	1678
Toton North /	696	0	447
A52 W	1497	81	0

2025 MCC Data PM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W
A52 E		1361
Toton North Access		
A52 W	1750	

2026 MCC Data PM Growthed TEMPro 1.0081

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	0	1372
Toton North /	0	0	0
A52 W	1764	0	0

Systra Turning Counts: 2026 Reference Case PM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	0	2183
Toton North /	0	0	0
A52 W	2096	0	0

Systra Turning Counts: 2041 Reference Case PM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	0	2143
Toton North /	0	0	0
A52 W	2164	0	0

Systra Turning Counts: 2026 Do Something PM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	606	1759
Toton North /	452	0	133
A52 W	1695	169	0

Systra Turning Counts: 2041 Do Something PM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	685	1729
Toton North /	514	0	256
A52 W	1735	217	0

Absolute Difference Method

Furnessed Data: 2026 Reference Case AM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W
A52 E		
Toton North /		
A52 W	Use MCC Data Growthed to 2026	

Furnessed Data: 2041 Reference Case AM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	0	1794
Toton North /	0	0	0
A52 W	1806	0	0

Furnessed Data: 2026 Do Something AM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	393	1057
Toton North /	639	0	179
A52 W	1441	47	0

Furnessed Data: 2041 Do Something AM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	540	1312
Toton North /	696	0	447
A52 W	1402	81	0

Furnessed Data: 2026 Reference Case PM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W
A52 E		
Toton North /		
A52 W	Use MCC Data Growthed to 2026	

Furnessed Data: 2041 Reference Case PM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	0	1332
Toton North /	0	0	0
A52 W	1832	0	0

Furnessed Data: 2026 Do Something PM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	606	988
Toton North /	452	0	133
A52 W	1295	169	0

Furnessed Data: 2041 Do Something PM

Toton N Site Access

PCU Total

	A52 E	Toton North / A52 W	
A52 E	0	685	918
Toton North /	514	0	256
A52 W	1403	217	0

2026 MCC Data AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	11	551
Wollaton Roa	24	0	99
A609 W	600	96	0

2026 MCC Data AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	11	551
Wollaton Roa	24	0	99
A609 W	600	96	0

Systra Turning Counts: 2026 Reference Case AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	0	585
Wollaton Roa	27	0	88
A609 W	405	136	0

Systra Turning Counts: 2041 Reference Case AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	0	696
Wollaton Roa	15	0	290
A609 W	390	238	0

Systra Turning Counts: 2026 Do Something AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	0	584
Wollaton Roa	27	0	94
A609 W	401	143	0

Systra Turning Counts: 2041 Do Something AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	0	678
Wollaton Roa	15	0	314
A609 W	370	245	0

2026 MCC Data PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	23	548
Wollaton Roa	50	0	136
A609 W	377	187	0

2026 MCC Data PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	23	548
Wollaton Roa	50	0	136
A609 W	377	187	0

Systra Turning Counts: 2026 Reference Case PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	0	690
Wollaton Roa	5	0	138
A609 W	535	138	0

Systra Turning Counts: 2041 Reference Case PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	0	749
Wollaton Roa	5	0	215
A609 W	495	129	0

Systra Turning Counts: 2026 Do Something PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	0	668
Wollaton Roa	12	0	118
A609 W	540	129	0

Systra Turning Counts: 2041 Do Something PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	0	712
Wollaton Roa	11	0	216
A609 W	510	108	0

Absolute Difference Method

Furnessed Data: 2026 Reference Case AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	11	551
Wollaton Roa	24	0	99
A609 W	600	96	0

Furnessed Data: 2041 Reference Case AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	11	661
Wollaton Roa	12	0	300
A609 W	585	198	0

Furnessed Data: 2026 Do Something AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	11	549
Wollaton Roa	27	0	104
A609 W	596	103	0

Furnessed Data: 2041 Do Something AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	11	643
Wollaton Roa	15	0	325
A609 W	564	205	0

Furnessed Data: 2026 Reference Case PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	23	548
Wollaton Roa	50	0	136
A609 W	377	187	0

Furnessed Data: 2041 Reference Case PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	0	607
Wollaton Roa	5	0	213
A609 W	337	179	0

Furnessed Data: 2026 Do Something PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	0	526
Wollaton Roa	12	0	116
A609 W	382	179	0

Furnessed Data: 2041 Do Something PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

	A609 E	Wollaton Roa	A609 W
A609 E	0	0	570
Wollaton Roa	11	0	214
A609 W	352	158	0

APPENDIX C

Systra EMGM Turning Flows

Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		316	210	413	0
A52 E	411		80	1250	238
Town St	145	1		51	13
A52 W	386	1071	196		52
B5010	0	379	82	80	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	1775
Toton Link Road	n/a		n/a
A52 W	1715	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		72	856
Swiney Way	50		358
A6005 E	779	239	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		410	1399	329
B6003 N	162		41	405
A52 E	1361	5		412
B6003 S	520	197	274	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		200	949	n/a
Park & Ride	0		0	n/a
B6003 S	994	110		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		10	537
Chetwynd Barracks Access	52		51
Swiney Way S	316	11	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		76	930
Barratt Lane	21		88
A6005 W	1160	54	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		175	776	335
Station Road N	65		98	173
A6005 E	511	134		72
Station Road S	191	211	128	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		95	367
Dennis Ave	56		48
B6006 S	585	190	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		142	324
Rivergreen Cres	175		66
Bramcote Lane	236	19	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	548
Wollaton Road	27		85
A609 W	373	130	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		334	511	9
A52 E	95		370	947
Wollaton Road	311	399		160
A52 W	34	1011	224	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	425	2082
Victoria Ave		388

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		465	669
A6002	334		278
A6007 E	275	660	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	949	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	1103	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		341	315	3946	346	83
A52 E	151		26	919	952	1
Bostocks Lane S	184	1		399	159	0
M1 S	2897	585	154		531	254
A52 W	542	1225	188	472		35
Bostocks Lane N	91	0	0	148	0	

Heavies (PCU)

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		22	32	33	0
A52 E	19		0	188	11
Town St	33	0		10	1
A52 W	45	150	19		1
B5010	0	19	14	1	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	227
Toton Link Road	n/a		n/a
A52 W	213	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1	51
Swiney Way	5		7
A6005 E	33	5	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		39	208	36
B6003 N	66		0	6
A52 E	201	0		28
B6003 S	37	9	7	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	69	n/a
Park & Ride	0		0	n/a
B6003 S	53	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	39
Chetwynd Barracks Access	0		0
Swiney Way S	16	0	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	35
Barratt Lane	0		3
A6005 W	54	4	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		4	45	2
Station Road N	6		9	5
A6005 E	31	4		6
Station Road S	0	7	4	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2	20
Dennis Ave	1		2
B6006 S	21	10	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		14	14
Rivergreen Cres	5		0
Bramcote Lane	11	3	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	38
Wollaton Road	0		3
A609 W	32	6	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		28	33	0
A52 E	9		21	137
Wollaton Road	34	14		41
A52 W	5	126	19	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	40	255
Victoria Ave		41

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		48	74
A6002	44		13
A6007 E	39	59	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	69	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	53	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		18	77	1837	32	11
A52 E	3		0	145	160	0
Bostocks Lane S	52	0		53	11	0
M1 S	1616	121	10		55	169
A52 W	93	145	2	20		40
Bostocks Lane N	1	0	0	80	0	

Total (PCU)

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		337	242	446	0
A52 E	430		80	1439	250
Town St	178	1		61	14
A52 W	431	1221	215		53
B5010	0	398	95	81	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	2002
Toton Link Road	n/a		n/a
A52 W	1929	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		73	907
Swiney Way	55		365
A6005 E	812	243	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		450	1607	365
B6003 N	228		41	412
A52 E	1562	5		439
B6003 S	557	206	280	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		200	1018	n/a
Park & Ride	0		0	n/a
B6003 S	1046	110		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		10	576
Chetwynd Barracks Access	52		51
Swiney Way S	332	11	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		76	965
Barratt Lane	22		91
A6005 W	1215	57	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		179	820	336
Station Road N	71		107	179
A6005 E	542	138		79
Station Road S	191	218	132	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		97	387
Dennis Ave	57		50
B6006 S	606	200	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		156	338
Rivergreen Cres	180		66
Bramcote Lane	247	22	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	585
Wollaton Road	27		88
A609 W	405	136	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		362	545	9
A52 E	103		391	1084
Wollaton Road	345	413		202
A52 W	39	1136	244	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	465	2337
Victoria Ave		429

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		513	743
A6002	379		291
A6007 E	314	719	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	1018	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	1156	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		359	392	5783	379	95
A52 E	154		26	1064	1112	1
Bostocks Lane S	236	1		452	170	0
M1 S	4513	706	164		586	423
A52 W	635	1369	190	492		75
Bostocks Lane N	92	0	0	228	0	

Heavies (actual)

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		11	16	16	0
A52 E	10		0	94	6
Town St	17	0		5	1
A52 W	22	75	10		0
B5010	0	9	7	0	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	114
Toton Link Road	n/a		n/a
A52 W	107	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		0	25
Swiney Way	3		4
A6005 E	16	2	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		20	104	18
B6003 N	33		0	3
A52 E	100	0		14
B6003 S	19	5	3	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	34	n/a
Park & Ride	0		0	n/a
B6003 S	26	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	19
Chetwynd Barracks Access	0		0
Swiney Way S	8	0	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	18
Barratt Lane	0		1
A6005 W	27	2	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		2	22	1
Station Road N	3		5	3
A6005 E	16	2		3
Station Road S	0	3	2	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		1	10
Dennis Ave	0		1
B6006 S	11	5	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		7	7
Rivergreen Cres	3		0
Bramcote Lane	6	1	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	19
Wollaton Road	0		2
A609 W	16	3	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		14	17	0
A52 E	4		10	69
Wollaton Road	17	7		21
A52 W	3	63	10	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	20	128
Victoria Ave		21

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		24	37
A6002	22		7
A6007 E	20	30	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	34	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	26	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		9	38	918	16	6
A52 E	1		0	72	80	0
Bostocks Lane S	26	0		26	5	0
M1 S	808	60	5		28	85
A52 W	46	72	1	10		20
Bostocks Lane N	1	0	0	40	0	

Heavies %

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		3%	7%	4%	0%
A52 E	2%		0%	7%	2%
Town St	10%	1%		8%	4%
A52 W	5%	7%	5%		1%
B5010	0%	2%	8%	0%	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		0%	6%
Toton Link Road	0%		0%
A52 W	6%	0%	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1%	3%
Swiney Way	5%		1%
A6005 E	2%	1%	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		5%	7%	5%
B6003 N	17%		0%	1%
A52 E	7%	0%		3%
B6003 S	3%	2%	1%	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0%	3%	0%
Park & Ride	0%		0%	0%
B6003 S	3%	0%		0%
Land W of Toton Access	0%	0%	0%	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0%	3%
Chetwynd Barracks Access	0%		0%
Swiney Way S	2%	0%	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0%	2%
Barratt Lane	0%		1%
A6005 W	2%	4%	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1%	3%	0%
Station Road N	4%		4%	2%
A6005 E	3%	1%		4%
Station Road S	0%	2%	1%	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		1%	3%
Dennis Ave	1%		2%
B6006 S	2%	2%	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		5%	2%
Rivergreen Cres	1%		0%
Bramcote Lane	2%	6%	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0%	3%
Wollaton Road	0%		2%
A609 W	4%	2%	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		4%	3%	0%
A52 E	4%		3%	7%
Wollaton Road	5%	2%		11%
A52 W	7%	6%	4%	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	5%	6%
Victoria Ave		5%

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		5%	5%
A6002	6%		2%
A6007 E	7%	4%	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		0%	3%	0%
Toton Link Road	0%		0%	0%
B6003 S	2%	0%		0%
Toton W Access	0%	0%	0%	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		3%	11%	19%	4%	6%
A52 E	1%		0%	7%	8%	1%
Bostocks Lane S	12%	1%		6%	3%	16%
M1 S	22%	9%	3%		5%	25%
A52 W	8%	6%	0%	2%		36%
Bostocks Lane N	1%	0%	0%	21%	3%	

Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		236	255	209	0
A52 E	554		61	1686	494
Town St	52	0		19	28
A52 W	294	1293	309		84
B5010	0	301	134	177	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	2071
Toton Link Road	n/a		n/a
A52 W	1977	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		57	754
Swiney Way	63		488
A6005 E	869	316	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		385	1723	240
B6003 N	114		35	448
A52 E	1704	3		364
B6003 S	429	408	194	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1033	n/a
Park & Ride	137		99	n/a
B6003 S	953	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		34	605
Chetwynd Barracks Access	14		17
Swiney Way S	317	46	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		67	1135
Barratt Lane	7		50
A6005 W	1141	100	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		196	614	162
Station Road N	81		195	160
A6005 E	748	204		46
Station Road S	176	287	106	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		102	379
Dennis Ave	114		60
B6006 S	805	120	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		189	342
Rivergreen Cres	177		60
Bramcote Lane	348	48	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	673
Wollaton Road	5		137
A609 W	523	137	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		228	309	8
A52 E	68		122	1133
Wollaton Road	649	157		689
A52 W	58	1082	132	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	549	2764
Victoria Ave		257

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		409	536
A6002	455		166
A6007 E	434	464	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	1131	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	953	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		147	670	3340	295	96
A52 E	155		103	955	998	10
Bostocks Lane S	364	91		165	157	0
M1 S	4418	457	12		677	376
A52 W	625	1599	144	476		180
Bostocks Lane N	117	12	0	137	0	

Heavies

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		5	9	2	0
A52 E	8		0	110	7
Town St	15	0		1	5
A52 W	25	78	10		3
B5010	0	1	3	0	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	112
Toton Link Road	n/a		n/a
A52 W	119	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1	15
Swiney Way	0		1
A6005 E	13	2	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		17	111	4
B6003 N	1		0	10
A52 E	112	0		0
B6003 S	11	9	3	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	14	n/a
Park & Ride	0		0	n/a
B6003 S	24	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	3
Chetwynd Barracks Access	0		0
Swiney Way S	7	0	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	14
Barratt Lane	0		1
A6005 W	16	0	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1	22	0
Station Road N	1		3	1
A6005 E	10	0		2
Station Road S	1	2	2	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		4	9
Dennis Ave	1		0
B6006 S	7	0	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		2	10
Rivergreen Cres	2		0
Bramcote Lane	5	0	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	17
Wollaton Road	0		1
A609 W	12	1	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		1	16	0
A52 E	1		0	89
Wollaton Road	8	0		26
A52 W	0	51	8	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	9	136
Victoria Ave		34

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		21	8
A6002	16		8
A6007 E	34	17	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	14	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	24	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		3	43	1322	38	5
A52 E	7		0	13	103	0
Bostocks Lane S	21	0		13	28	0
M1 S	1254	52	2		21	130
A52 W	59	80	2	11		20
Bostocks Lane N	14	0	0	65	0	

Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		241	264	211	0
A52 E	562		62	1796	501
Town St	67	0		20	33
A52 W	319	1371	318		87
B5010	0	302	137	177	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	2183
Toton Link Road	n/a		n/a
A52 W	2096	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		59	769
Swiney Way	63		489
A6005 E	882	317	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		402	1834	244
B6003 N	115		35	458
A52 E	1816	3		364
B6003 S	439	418	197	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1046	n/a
Park & Ride	137		99	n/a
B6003 S	977	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		34	608
Chetwynd Barracks Access	14		17
Swiney Way S	324	46	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		67	1149
Barratt Lane	7		50
A6005 W	1157	100	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		198	636	162
Station Road N	82		198	161
A6005 E	759	204		48
Station Road S	177	289	101	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		105	388
Dennis Ave	115		60
B6006 S	813	120	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		191	352
Rivergreen Cres	179		60
Bramcote Lane	353	48	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	690
Wollaton Road	5		138
A609 W	535	138	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		230	326	8
A52 E	69		122	1222
Wollaton Road	657	157		708
A52 W	58	1134	140	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	558	2900
Victoria Ave		292

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		430	545
A6002	471		174
A6007 E	468	480	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	1145	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	977	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		150	713	4662	332	101
A52 E	162		103	968	1100	10
Bostocks Lane S	384	91		178	185	0
M1 S	5673	508	14		698	506
A52 W	684	1678	147	486		200
Bostocks Lane N	130	12	0	203	0	

Heavies (actual)

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		3	5	1	0
A52 E	4		0	55	3
Town St	8	0		0	3
A52 W	13	39	5		1
B5010	0	1	1	0	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	56
Toton Link Road	n/a		n/a
A52 W	59	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1	8
Swiney Way	0		0
A6005 E	6	1	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		9	56	2
B6003 N	1		0	5
A52 E	56	0		0
B6003 S	5	5	2	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	7	n/a
Park & Ride	0		0	n/a
B6003 S	12	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	2
Chetwynd Barracks Access	0		0
Swiney Way S	3	0	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	7
Barratt Lane	0		0
A6005 W	8	0	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1	11	0
Station Road N	0		1	0
A6005 E	5	0		1
Station Road S	0	1	1	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2	4
Dennis Ave	1		0
B6006 S	4	0	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		1	5
Rivergreen Cres	1		0
Bramcote Lane	3	0	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	8
Wollaton Road	0		0
A609 W	6	0	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		1	8	0
A52 E	0		0	45
Wollaton Road	4	0		10
A52 W	0	26	4	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	4	68
Victoria Ave		17

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		11	4
A6002	8		4
A6007 E	17	8	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	7	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	12	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		2	22	661	18	3
A52 E	3		0	6	51	0
Bostocks Lane S	10	0		7	14	0
M1 S	627	26	1		10	65
A52 W	29	40	1	5		10
Bostocks Lane N	7	0	0	33	0	

Heavies %

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		1%	2%	0%	0%
A52 E	1%		0%	3%	1%
Town St	13%	4%		2%	9%
A52 W	4%	3%	2%		2%
B5010	0%	0%	1%	0%	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		0%	3%
Toton Link Road	0%		0%
A52 W	3%	0%	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1%	1%
Swiney Way	0%		0%
A6005 E	1%	0%	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		2%	3%	1%
B6003 N	1%		0%	1%
A52 E	3%	0%		0%
B6003 S	1%	1%	1%	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0%	1%	0%
Park & Ride	0%		0%	0%
B6003 S	1%	0%		0%
Land W of Toton Access	0%	0%	0%	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0%	0%
Chetwynd Barracks Access	0%		0%
Swiney Way S	1%	0%	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0%	1%
Barratt Lane	0%		1%
A6005 W	1%	0%	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		0%	2%	0%
Station Road N	0%		1%	0%
A6005 E	1%	0%		2%
Station Road S	0%	0%	1%	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2%	1%
Dennis Ave	1%		0%
B6006 S	0%	0%	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		0%	2%
Rivergreen Cres	1%		0%
Bramcote Lane	1%	0%	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0%	1%
Wollaton Road	0%		0%
A609 W	1%	0%	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		0%	3%	0%
A52 E	1%		0%	4%
Wollaton Road	1%	0%		1%
A52 W	0%	2%	3%	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	1%	2%
Victoria Ave		6%

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		3%	1%
A6002	2%		2%
A6007 E	4%	2%	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		0%	1%	0%
Toton Link Road	0%		0%	0%
B6003 S	1%	0%		0%
Toton W Access	0%	0%	0%	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		1%	3%	17%	6%	3%
A52 E	2%		0%	1%	5%	0%
Bostocks Lane S	3%	0%		4%	8%	55%
M1 S	12%	5%	6%		2%	15%
A52 W	4%	2%	1%	1%		5%
Bostocks Lane N	6%	0%	1%	19%	1%	

Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		313	227	388	0
A52 E	376		80	1216	235
Town St	159	1		63	9
A52 W	519	1181	172		67
B5010	0	367	81	126	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		376	1404
Toton Link Road	628		179
A52 W	1319	47	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		65	867
Swiney Way	111		363
A6005 E	761	272	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		409	1291	376
B6003 N	174		60	376
A52 E	1388	22		171
B6003 S	597	205	10	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		228	701	n/a
Park & Ride	0		0	n/a
B6003 S	811	100		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		68	146
Toton Link Road	85		565
Swiney Way S	221	176	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		79	905
Barratt Lane	16		128
A6005 W	1172	58	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		172	700	341
Station Road N	52		97	164
A6005 E	495	126		78
Station Road S	191	208	136	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		95	347
Dennis Ave	56		52
B6006 S	490	201	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		134	359
Rivergreen Cres	176		65
Bramcote Lane	237	19	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	545
Wollaton Road	27		90
A609 W	369	137	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		332	519	9
A52 E	102		372	944
Wollaton Road	309	404		158
A52 W	35	1084	232	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	422	2051
Victoria Ave		394

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		474	641
A6002	328		295
A6007 E	326	716	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		220	449	31
Toton Link Road	109		9	1
B6003 S	704	164		7
Toton W Access	97	75	16	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		322	314	3948	345	82
A52 E	169		27	948	1013	1
Bostocks Lane S	181	6		404	154	0
M1 S	2914	563	157		525	258
A52 W	544	1200	188	477		35
Bostocks Lane N	89	0	0	148	0	

Heavies

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		22	32	23	0
A52 E	18		0	165	11
Town St	32	0		10	1
A52 W	49	142	11		1
B5010	0	19	14	1	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		18	177
Toton Link Road	11		0
A52 W	189	0	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1	49
Swiney Way	4		22
A6005 E	33	5	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		40	188	59
B6003 N	66		0	5
A52 E	176	0		2
B6003 S	38	7	0	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	66	n/a
Park & Ride	0		0	n/a
B6003 S	45	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		1	1
Toton Link Road	1		53
Swiney Way S	0	18	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	35
Barratt Lane	0		3
A6005 W	67	4	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		3	45	2
Station Road N	2		10	5
A6005 E	31	4		6
Station Road S	0	7	4	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2	15
Dennis Ave	1		4
B6006 S	18	10	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		14	14
Rivergreen Cres	5		0
Bramcote Lane	11	3	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	39
Wollaton Road	0		3
A609 W	32	6	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		28	33	0
A52 E	9		21	131
Wollaton Road	35	15		27
A52 W	5	120	18	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	40	251
Victoria Ave		41

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		48	64
A6002	44		13
A6007 E	40	61	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		36	30	0
Toton Link Road	14		0	0
B6003 S	31	6		0
Toton W Access	0	0	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		28	77	1838	33	11
A52 E	1		0	126	154	0
Bostocks Lane S	52	0		53	16	0
M1 S	1615	121	11		56	169
A52 W	94	138	1	20		40
Bostocks Lane N	1	0	0	80	0	

Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		335	259	411	0
A52 E	393		80	1381	247
Town St	191	1		73	10
A52 W	568	1323	183		68
B5010	0	385	95	127	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		393	1581
Toton Link Road	639		179
A52 W	1508	47	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		66	916
Swiney Way	115		385
A6005 E	793	277	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		448	1480	435
B6003 N	240		60	381
A52 E	1564	22		173
B6003 S	635	212	10	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		228	767	n/a
Park & Ride	0		0	n/a
B6003 S	856	100		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		68	146
Toton Link Road	86		618
Swiney Way S	221	194	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		79	940
Barratt Lane	16		131
A6005 W	1239	62	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		176	745	342
Station Road N	54		107	169
A6005 E	526	130		84
Station Road S	191	215	133	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		97	363
Dennis Ave	57		55
B6006 S	508	211	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		148	373
Rivergreen Cres	181		65
Bramcote Lane	247	22	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	584
Wollaton Road	27		94
A609 W	401	143	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		359	552	9
A52 E	110		393	1074
Wollaton Road	343	426		185
A52 W	40	1264	251	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	462	2303
Victoria Ave		436

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		522	704
A6002	372		307
A6007 E	368	776	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		256	480	31
Toton Link Road	123		9	1
B6003 S	735	171		7
Toton W Access	97	75	16	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		350	391	5785	378	94
A52 E	170		27	1074	1167	1
Bostocks Lane S	233	6		457	164	0
M1 S	4528	684	167		581	426
A52 W	637	1338	189	497		74
Bostocks Lane N	90	0	0	228	0	

Heavies (actual)

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		11	16	12	0
A52 E	9		0	82	6
Town St	16	0		5	0
A52 W	25	71	6		1
B5010	0	9	7	0	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		9	88
Toton Link Road	5		0
A52 W	94	0	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		0	25
Swiney Way	2		11
A6005 E	16	3	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		20	94	29
B6003 N	33		0	2
A52 E	88	0		1
B6003 S	19	3	0	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	33	n/a
Park & Ride	0		0	n/a
B6003 S	22	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	0
Chetwynd Barracks Access	1		27
Swiney Way S	0	9	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	18
Barratt Lane	0		1
A6005 W	33	2	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		2	23	1
Station Road N	1		5	3
A6005 E	15	2		3
Station Road S	0	3	2	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		1	8
Dennis Ave	0		2
B6006 S	9	5	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		7	7
Rivergreen Cres	3		0
Bramcote Lane	5	1	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	19
Wollaton Road	0		2
A609 W	16	3	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		14	17	0
A52 E	4		10	65
Wollaton Road	17	8		14
A52 W	2	60	10	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	20	126
Victoria Ave		21

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		24	32
A6002	22		6
A6007 E	20	30	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		18	15	0
Toton Link Road	7		0	0
B6003 S	15	3		0
Toton W Access	0	0	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		14	38	919	17	6
A52 E	1		0	63	77	0
Bostocks Lane S	26	0		26	5	0
M1 S	807	60	5		28	84
A52 W	47	69	1	10		20
Bostocks Lane N	1	0	0	40	0	

Heavies %

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		3%	7%	3%	0%
A52 E	2%		0%	6%	2%
Town St	9%	2%		7%	5%
A52 W	5%	6%	3%		1%
B5010	0%	2%	8%	0%	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		2%	6%
Toton Link Road	1%		0%
A52 W	7%	0%	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1%	3%
Swiney Way	2%		3%
A6005 E	2%	1%	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		5%	7%	7%
B6003 N	16%		0%	1%
A52 E	6%	0%		1%
B6003 S	3%	2%	0%	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0%	5%	0%
Park & Ride	0%		0%	0%
B6003 S	3%	0%		0%
Land W of Toton Access	0%	0%	0%	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		1%	0%
Chetwynd Barracks Access	1%		4%
Swiney Way S	0%	5%	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0%	2%
Barratt Lane	0%		1%
A6005 W	3%	3%	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1%	3%	0%
Station Road N	2%		5%	2%
A6005 E	3%	1%		4%
Station Road S	0%	2%	1%	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		1%	2%
Dennis Ave	1%		3%
B6006 S	2%	3%	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		5%	2%
Rivergreen Cres	1%		0%
Bramcote Lane	2%	6%	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0%	3%
Wollaton Road	0%		2%
A609 W	4%	2%	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		4%	3%	0%
A52 E	4%		3%	6%
Wollaton Road	5%	2%		8%
A52 W	6%	5%	4%	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	5%	6%
Victoria Ave		5%

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		5%	5%
A6002	6%		2%
A6007 E	6%	4%	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		8%	3%	0%
Toton Link Road	6%		0%	0%
B6003 S	2%	2%		0%
Toton W Access	0%	0%	0%	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		4%	11%	19%	5%	6%
A52 E	0%		0%	6%	7%	1%
Bostocks Lane S	12%	0%		6%	3%	16%
M1 S	22%	10%	3%		5%	25%
A52 W	8%	5%	0%	2%		36%
Bostocks Lane N	1%	0%	0%	21%	3%	

Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		232	192	331	0
A52 E	584		47	1737	432
Town St	43	0		8	21
A52 W	361	1349	256		82
B5010	0	307	93	199	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		605	1654
Toton Link Road	444		133
A52 W	1605	169	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		27	719
Swiney Way	122		526
A6005 E	950	371	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		358	1652	491
B6003 N	98		34	506
A52 E	1635	61		90
B6003 S	489	474	59	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1068	n/a
Park & Ride	198		49	n/a
B6003 S	823	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		75	310
Toton Link Road	344		595
Swiney Way S	55	502	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		19	1250
Barratt Lane	0		71
A6005 W	1118	120	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		211	501	163
Station Road N	77		182	145
A6005 E	800	194		47
Station Road S	191	289	99	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		101	362
Dennis Ave	175		60
B6006 S	717	136	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		190	340
Rivergreen Cres	180		61
Bramcote Lane	347	48	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	651
Wollaton Road	12		117
A609 W	528	128	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		232	317	9
A52 E	64		144	1198
Wollaton Road	623	163		599
A52 W	65	1108	133	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	536	2814
Victoria Ave		263

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		413	563
A6002	430		193
A6007 E	481	523	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		494	498	125
Toton Link Road	272		3	8
B6003 S	526	195		11
Toton W Access	26	26	6	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		208	653	3334	293	83
A52 E	176		73	964	1004	5
Bostocks Lane S	360	68		203	160	0
M1 S	4430	506	9		656	350
A52 W	621	1636	176	449		196
Bostocks Lane N	112	28	0	123	0	

Heavies

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		5	9	3	0
A52 E	8		0	102	7
Town St	15	0		0	3
A52 W	13	74	8		5
B5010	0	1	3	1	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		1	105
Toton Link Road	9		0
A52 W	90	0	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1	17
Swiney Way	0		2
A6005 E	22	4	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		27	89	7
B6003 N	1		0	10
A52 E	105	0		0
B6003 S	10	10	0	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	17	n/a
Park & Ride	0		0	n/a
B6003 S	19	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		0	0
Toton Link Road	1		6
Swiney Way S	0	9	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	24
Barratt Lane	0		3
A6005 W	19	1	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1	22	0
Station Road N	0		2	1
A6005 E	18	0		2
Station Road S	1	2	2	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		4	8
Dennis Ave	1		0
B6006 S	7	0	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		2	8
Rivergreen Cres	2		0
Bramcote Lane	5	0	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	17
Wollaton Road	0		1
A609 W	12	1	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		1	16	0
A52 E	1		0	83
Wollaton Road	8	0		19
A52 W	0	56	7	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	9	121
Victoria Ave		34

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		23	9
A6002	16		8
A6007 E	17	19	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		5	12	0
Toton Link Road	3		0	0
B6003 S	16	3		0
Toton W Access	0	0	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		3	43	1321	38	5
A52 E	5		0	13	98	0
Bostocks Lane S	21	0		14	28	0
M1 S	1262	49	1		25	129
A52 W	53	73	2	11		17
Bostocks Lane N	12	0	0	65	0	

Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		237	201	333	0
A52 E	593		47	1839	439
Town St	58	0		8	24
A52 W	374	1422	264		87
B5010	0	308	96	200	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		606	1759
Toton Link Road	452		133
A52 W	1695	169	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		28	736
Swiney Way	122		522
A6005 E	972	375	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		385	1740	497
B6003 N	99		34	516
A52 E	1740	61		90
B6003 S	498	484	59	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1085	n/a
Park & Ride	198		49	n/a
B6003 S	842	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		75	310
Toton Link Road	345		600
Swiney Way S	55	511	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		19	1274
Barratt Lane	0		74
A6005 W	1137	121	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		212	523	163
Station Road N	77		185	146
A6005 E	818	195		49
Station Road S	192	291	100	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		105	368
Dennis Ave	176		60
B6006 S	724	136	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		192	348
Rivergreen Cres	182		61
Bramcote Lane	352	48	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	668
Wollaton Road	12		118
A609 W	540	129	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		233	333	9
A52 E	64		145	1281
Wollaton Road	631	163		618
A52 W	65	1165	140	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	545	2935
Victoria Ave		297

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		436	572
A6002	446		201
A6007 E	498	542	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		499	510	125
Toton Link Road	275		3	8
B6003 S	542	198		11
Toton W Access	26	26	6	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		211	696	4655	331	88
A52 E	181		73	977	1103	5
Bostocks Lane S	380	68		217	188	0
M1 S	5692	555	10		680	479
A52 W	675	1709	178	459		214
Bostocks Lane N	124	28	0	188	0	

Heavies (actual)

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		3	4	1	0
A52 E	4		0	51	3
Town St	7	0		0	2
A52 W	7	37	4		2
B5010	0	1	1	1	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		1	53
Toton Link Road	4		0
A52 W	45	0	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		0	8
Swiney Way	0		1
A6005 E	11	2	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		13	44	3
B6003 N	1		0	5
A52 E	52	0		0
B6003 S	5	5	0	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	9	n/a
Park & Ride	0		0	n/a
B6003 S	10	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	0
Chetwynd Barracks Access	0		3
Swiney Way S	0	5	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	12
Barratt Lane	0		1
A6005 W	9	0	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1	11	0
Station Road N	0		1	0
A6005 E	9	0		1
Station Road S	0	1	1	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2	3
Dennis Ave	1		0
B6006 S	3	0	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		1	4
Rivergreen Cres	1		0
Bramcote Lane	3	0	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	9
Wollaton Road	0		0
A609 W	6	0	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		1	8	0
A52 E	0		0	41
Wollaton Road	4	0		10
A52 W	0	28	4	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	4	60
Victoria Ave		17

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		12	4
A6002	8		4
A6007 E	8	10	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		3	6	0
Toton Link Road	2		0	0
B6003 S	8	1		0
Toton W Access	0	0	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		2	22	660	18	3
A52 E	2		0	6	49	0
Bostocks Lane S	10	0		7	14	0
M1 S	631	24	1		12	64
A52 W	27	36	1	5		9
Bostocks Lane N	6	0	0	32	0	

Heavies %

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		1%	2%	0%	0%
A52 E	1%		0%	3%	1%
Town St	15%	0%		2%	7%
A52 W	2%	3%	2%		3%
B5010	0%	0%	2%	0%	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		0%	3%
Toton Link Road	1%		0%
A52 W	3%	0%	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1%	1%
Swiney Way	0%		0%
A6005 E	1%	1%	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		4%	3%	1%
B6003 N	1%		0%	1%
A52 E	3%	0%		0%
B6003 S	1%	1%	0%	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0%	1%	0%
Park & Ride	0%		0%	0%
B6003 S	1%	0%		0%
Land W of Toton Access	0%	0%	0%	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0%	0%
Chetwynd Barracks Access	0%		0%
Swiney Way S	0%	1%	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0%	1%
Barratt Lane	0%		2%
A6005 W	1%	0%	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		0%	2%	0%
Station Road N	0%		1%	0%
A6005 E	1%	0%		2%
Station Road S	0%	0%	1%	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2%	1%
Dennis Ave	0%		0%
B6006 S	0%	0%	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		0%	1%
Rivergreen Cres	1%		0%
Bramcote Lane	1%	0%	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0%	1%
Wollaton Road	0%		0%
A609 W	1%	0%	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		0%	3%	0%
A52 E	0%		0%	3%
Wollaton Road	1%	0%		2%
A52 W	0%	2%	3%	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	1%	2%
Victoria Ave		6%

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		3%	1%
A6002	2%		2%
A6007 E	2%	2%	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		1%	1%	0%
Toton Link Road	1%		0%	0%
B6003 S	2%	1%		0%
Toton W Access	0%	0%	0%	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		1%	3%	17%	6%	3%
A52 E	1%		0%	1%	5%	1%
Bostocks Lane S	3%	0%		3%	8%	49%
M1 S	12%	5%	8%		2%	16%
A52 W	4%	2%	1%	1%		4%
Bostocks Lane N	5%	0%	1%	21%	1%	

Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		295	258	347	1
A52 E	406		74	1495	311
Town St	102	1		73	13
A52 W	153	1261	237		59
B5010	0	408	105	131	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	2015
Toton Link Road	n/a		n/a
A52 W	1712	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		86	705
Swiney Way	133		584
A6005 E	699	312	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		411	1421	373
B6003 N	204		46	351
A52 E	1676	10		325
B6003 S	690	209	245	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		189	841	18
Park & Ride	0		0	0
B6003 S	1044	91		6
Land W of Toton Access	99	0	26	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		61	364
Chetwynd Barracks Access	322		341
Swiney Way S	156	68	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		94	939
Barratt Lane	30		72
A6005 W	1253	34	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		247	867	297
Station Road N	89		154	194
A6005 E	508	149		130
Station Road S	194	221	116	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		105	393
Dennis Ave	58		90
B6006 S	781	226	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		175	438
Rivergreen Cres	256		66
Bramcote Lane	224	21	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	652
Wollaton Road	15		276
A609 W	361	231	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		322	516	14
A52 E	48		354	1141
Wollaton Road	390	461		168
A52 W	50	1077	244	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	283	2177
Victoria Ave		497

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		474	606
A6002	328		295
A6007 E	310	340	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	841	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	1135	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		425	379	5231	458	156
A52 E	177		28	1043	1255	1
Bostocks Lane S	169	1		337	85	0
M1 S	3256	512	189		696	296
A52 W	515	1312	206	614		26
Bostocks Lane N	93	0	0	159	1	

Heavies

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		14	35	9	0
A52 E	20		0	131	13
Town St	26	0		9	1
A52 W	23	139	26		1
B5010	0	21	15	1	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	145
Toton Link Road	n/a		n/a
A52 W	189	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1	40
Swiney Way	3		6
A6005 E	30	2	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		81	182	62
B6003 N	75		0	6
A52 E	145	0		1
B6003 S	43	5	7	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	69	0
Park & Ride	0		0	0
B6003 S	54	0		0
Land W of Toton Access	0	0	0	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	36
Chetwynd Barracks Access	0		0
Swiney Way S	16	0	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	30
Barratt Lane	2		3
A6005 W	45	3	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		4	53	1
Station Road N	4		9	4
A6005 E	33	4		10
Station Road S	0	7	4	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2	17
Dennis Ave	1		1
B6006 S	32	11	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		22	24
Rivergreen Cres	7		0
Bramcote Lane	9	3	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	44
Wollaton Road	0		14
A609 W	29	8	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		33	35	0
A52 E	7		21	126
Wollaton Road	39	8		7
A52 W	7	114	7	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	42	225
Victoria Ave		49

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		56	26
A6002	30		31
A6007 E	26	41	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	69	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	54	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		59	85	1941	24	14
A52 E	7		0	119	129	0
Bostocks Lane S	55	0		97	6	0
M1 S	1757	138	23		7	140
A52 W	83	132	2	33		23
Bostocks Lane N	1	0	0	77	0	

Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		308	293	356	1
A52 E	425		74	1626	324
Town St	129	1		82	14
A52 W	176	1400	263		61
B5010	0	428	120	132	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	2160
Toton Link Road	n/a		n/a
A52 W	1901	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		87	746
Swiney Way	136		590
A6005 E	730	314	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		492	1603	435
B6003 N	278		47	357
A52 E	1822	10		326
B6003 S	733	214	252	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		189	911	18
Park & Ride	0		0	0
B6003 S	1098	91		6
Land W of Toton Access	99	0	26	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		61	401
Chetwynd Barracks Access	322		341
Swiney Way S	171	68	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		94	969
Barratt Lane	32		75
A6005 W	1298	37	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		251	920	298
Station Road N	93		163	197
A6005 E	542	152		140
Station Road S	194	228	114	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		107	410
Dennis Ave	59		92
B6006 S	813	237	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		197	462
Rivergreen Cres	263		66
Bramcote Lane	234	24	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	696
Wollaton Road	15		290
A609 W	390	238	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		355	551	14
A52 E	55		375	1267
Wollaton Road	429	476		175
A52 W	58	1192	251	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	325	2402
Victoria Ave		547

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		530	632
A6002	359		326
A6007 E	335	382	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	911	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	1189	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		485	464	7173	482	171
A52 E	183		28	1162	1384	1
Bostocks Lane S	225	1		434	91	0
M1 S	5013	650	213		703	436
A52 W	598	1444	208	647		48
Bostocks Lane N	94	0	0	236	1	

Heavies (actual)

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		7	18	5	0
A52 E	10		0	65	7
Town St	13	0		4	1
A52 W	12	69	13		1
B5010	0	10	7	0	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	73
Toton Link Road	n/a		n/a
A52 W	95	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		0	20
Swiney Way	1		3
A6005 E	15	1	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		41	91	31
B6003 N	37		0	3
A52 E	73	0		1
B6003 S	21	2	4	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	35	0
Park & Ride	0		0	0
B6003 S	27	0		0
Land W of Toton Access	0	0	0	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	18
Chetwynd Barracks Access	0		0
Swiney Way S	8	0	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	15
Barratt Lane	1		1
A6005 W	22	2	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		2	27	0
Station Road N	2		5	2
A6005 E	17	2		5
Station Road S	0	4	2	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		1	8
Dennis Ave	0		1
B6006 S	16	5	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		11	12
Rivergreen Cres	4		0
Bramcote Lane	5	1	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	22
Wollaton Road	0		7
A609 W	15	4	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		16	18	0
A52 E	3		11	63
Wollaton Road	19	4		3
A52 W	3	57	4	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	21	113
Victoria Ave		25

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		28	13
A6002	15		16
A6007 E	13	21	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	35	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	27	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		30	43	971	12	7
A52 E	3		0	60	65	0
Bostocks Lane S	28	0		49	3	0
M1 S	879	69	12		4	70
A52 W	41	66	1	17		11
Bostocks Lane N	0	0	0	39	0	

Heavies %

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		2%	6%	1%	6%
A52 E	2%		0%	4%	2%
Town St	11%	2%		6%	5%
A52 W	7%	5%	5%		1%
B5010	0%	2%	7%	0%	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		0%	3%
Toton Link Road	0%		0%
A52 W	5%	0%	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1%	3%
Swiney Way	1%		0%
A6005 E	2%	0%	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		9%	6%	8%
B6003 N	15%		0%	1%
A52 E	4%	0%		0%
B6003 S	3%	1%	1%	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0%	4%	0%
Park & Ride	0%		0%	0%
B6003 S	3%	0%		0%
Land W of Toton Access	0%	0%	0%	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0%	5%
Chetwynd Barracks Access	0%		0%
Swiney Way S	5%	0%	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0%	2%
Barratt Lane	3%		2%
A6005 W	2%	4%	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1%	3%	0%
Station Road N	2%		3%	1%
A6005 E	3%	1%		4%
Station Road S	0%	2%	2%	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		1%	2%
Dennis Ave	1%		1%
B6006 S	2%	2%	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		6%	3%
Rivergreen Cres	1%		0%
Bramcote Lane	2%	6%	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0%	3%
Wollaton Road	0%		2%
A609 W	4%	2%	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		5%	3%	0%
A52 E	7%		3%	5%
Wollaton Road	5%	1%		2%
A52 W	6%	5%	1%	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	7%	5%
Victoria Ave		5%

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		6%	2%
A6002	4%		5%
A6007 E	4%	6%	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		0%	4%	0%
Toton Link Road	0%		0%	0%
B6003 S	2%	0%		0%
Toton W Access	0%	0%	0%	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		7%	10%	16%	3%	4%
A52 E	2%		0%	5%	5%	2%
Bostocks Lane S	14%	2%		13%	3%	0%
M1 S	21%	12%	6%		1%	19%
A52 W	7%	5%	0%	3%		31%
Bostocks Lane N	0%	0%	0%	20%	2%	

Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		256	261	184	1
A52 E	399		44	1687	687
Town St	22	0		17	17
A52 W	252	1363	341		96
B5010	0	318	134	185	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	2045
Toton Link Road	n/a		n/a
A52 W	2054	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		180	761
Swiney Way	63		557
A6005 E	809	475	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		537	1782	350
B6003 N	106		48	446
A52 E	1692	1		364
B6003 S	518	470	199	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1058	74
Park & Ride	190		39	0
B6003 S	970	0		17
Land W of Toton Access	27	0	10	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		171	521
Chetwynd Barracks Access	85		113
Swiney Way S	263	325	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		55	1236
Barratt Lane	0		49
A6005 W	1238	79	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		179	716	169
Station Road N	82		198	198
A6005 E	816	202		44
Station Road S	177	318	109	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		102	371
Dennis Ave	88		62
B6006 S	830	106	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		233	320
Rivergreen Cres	180		90
Bramcote Lane	390	44	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	730
Wollaton Road	5		214
A609 W	482	129	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		314	319	8
A52 E	87		187	1319
Wollaton Road	679	214		603
A52 W	49	1216	147	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	517	2866
Victoria Ave		340

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		455	506
A6002	343		183
A6007 E	354	331	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	1097	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	970	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		284	696	3629	331	63
A52 E	244		99	882	1042	1
Bostocks Lane S	340	78		214	123	1
M1 S	5214	480	2		686	414
A52 W	645	1751	146	495		158
Bostocks Lane N	111	4	0	147	0	

Heavies

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		3	10	2	0
A52 E	10		0	95	8
Town St	10	0		1	5
A52 W	10	85	11		3
B5010	0	1	3	1	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	98
Toton Link Road	n/a		n/a
A52 W	110	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1	16
Swiney Way	1		1
A6005 E	19	1	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		60	103	4
B6003 N	1		0	10
A52 E	98	0		0
B6003 S	11	10	3	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	15	0
Park & Ride	0		0	0
B6003 S	25	0		0
Land W of Toton Access	0	0	0	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	3
Chetwynd Barracks Access	0		0
Swiney Way S	5	0	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	19
Barratt Lane	0		1
A6005 W	16	0	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1	26	0
Station Road N	1		3	3
A6005 E	14	0		0
Station Road S	1	2	2	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		4	9
Dennis Ave	1		0
B6006 S	12	0	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		3	10
Rivergreen Cres	3		0
Bramcote Lane	6	0	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	19
Wollaton Road	0		1
A609 W	13	1	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		2	17	0
A52 E	1		0	77
Wollaton Road	11	0		20
A52 W	0	58	8	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	9	133
Victoria Ave		39

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		22	4
A6002	14		10
A6007 E	16	15	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	15	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	25	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		6	48	1400	40	6
A52 E	7		0	16	86	0
Bostocks Lane S	22	0		22	30	0
M1 S	1241	73	1		31	99
A52 W	54	89	3	11		15
Bostocks Lane N	13	0	0	57	0	

Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		259	271	186	1
A52 E	409		44	1783	695
Town St	32	0		18	22
A52 W	262	1448	352		99
B5010	0	326	137	185	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	2143
Toton Link Road	n/a		n/a
A52 W	2164	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		181	776
Swiney Way	64		558
A6005 E	828	477	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		597	1885	354
B6003 N	108		48	456
A52 E	1790	1		365
B6003 S	529	481	203	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1073	74
Park & Ride	190		39	0
B6003 S	995	0		17
Land W of Toton Access	27	0	10	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		171	524
Chetwynd Barracks Access	85		113
Swiney Way S	268	325	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		55	1255
Barratt Lane	0		49
A6005 W	1255	79	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		180	742	169
Station Road N	83		201	200
A6005 E	830	202		44
Station Road S	178	319	111	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		106	380
Dennis Ave	89		62
B6006 S	841	106	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		236	330
Rivergreen Cres	183		90
Bramcote Lane	396	44	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	749
Wollaton Road	5		215
A609 W	495	129	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		316	336	8
A52 E	88		187	1397
Wollaton Road	690	214		622
A52 W	49	1275	156	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	526	3000
Victoria Ave		378

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		477	510
A6002	357		193
A6007 E	370	346	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	1112	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	995	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		290	744	5028	371	70
A52 E	251		99	898	1128	1
Bostocks Lane S	362	78		236	153	1
M1 S	6455	553	3		717	512
A52 W	699	1840	149	506		173
Bostocks Lane N	123	4	0	204	0	

Heavies (actual)

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		2	5	1	0
A52 E	5		0	48	4
Town St	5	0		0	2
A52 W	5	42	5		2
B5010	0	1	2	0	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		n/a	49
Toton Link Road	n/a		n/a
A52 W	55	n/a	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1	8
Swiney Way	1		0
A6005 E	9	1	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		30	52	2
B6003 N	1		0	5
A52 E	49	0		0
B6003 S	6	5	2	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	7	0
Park & Ride	0		0	0
B6003 S	12	0		0
Land W of Toton Access	0	0	0	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	2
Chetwynd Barracks Access	0		0
Swiney Way S	3	0	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	10
Barratt Lane	0		0
A6005 W	8	0	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1	13	0
Station Road N	0		1	1
A6005 E	7	0		0
Station Road S	1	1	1	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2	5
Dennis Ave	1		0
B6006 S	6	0	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		2	5
Rivergreen Cres	1		0
Bramcote Lane	3	0	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	9
Wollaton Road	0		0
A609 W	6	0	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		1	9	0
A52 E	0		0	39
Wollaton Road	6	0		10
A52 W	0	29	4	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	5	67
Victoria Ave		19

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		11	2
A6002	7		5
A6007 E	8	7	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		n/a	7	n/a
Toton Link Road	n/a		n/a	n/a
B6003 S	12	n/a		n/a
Toton W Access	n/a	n/a	n/a	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		3	24	700	20	3
A52 E	4		0	8	43	0
Bostocks Lane S	11	0		11	15	0
M1 S	621	37	0		16	49
A52 W	27	44	1	5		7
Bostocks Lane N	6	0	0	28	0	

Heavies %

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		1%	2%	1%	3%
A52 E	1%		0%	3%	1%
Town St	19%	3%		2%	12%
A52 W	2%	3%	2%		2%
B5010	4%	0%	1%	0%	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		0%	2%
Toton Link Road	0%		0%
A52 W	3%	0%	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		0%	1%
Swiney Way	1%		0%
A6005 E	1%	0%	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		5%	3%	1%
B6003 N	1%		0%	1%
A52 E	3%	0%		0%
B6003 S	1%	1%	1%	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0%	1%	0%
Park & Ride	0%		0%	0%
B6003 S	1%	0%		0%
Land W of Toton Access	0%	0%	0%	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0%	0%
Chetwynd Barracks Access	0%		0%
Swiney Way S	1%	0%	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0%	1%
Barratt Lane	0%		1%
A6005 W	1%	0%	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		0%	2%	0%
Station Road N	1%		1%	1%
A6005 E	1%	0%		0%
Station Road S	0%	0%	1%	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2%	1%
Dennis Ave	1%		0%
B6006 S	1%	0%	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		1%	2%
Rivergreen Cres	1%		0%
Bramcote Lane	1%	0%	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0%	1%
Wollaton Road	0%		0%
A609 W	1%	0%	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		0%	3%	0%
A52 E	0%		0%	3%
Wollaton Road	1%	0%		2%
A52 W	0%	2%	3%	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	1%	2%
Victoria Ave		5%

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		2%	0%
A6002	2%		3%
A6007 E	2%	2%	

B6003 Stapleford Lane/Toton W Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton W Access
B6003 N		0%	1%	0%
Toton Link Road	0%		0%	0%
B6003 S	1%	0%		0%
Toton W Access	0%	0%	0%	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		1%	3%	16%	6%	5%
A52 E	1%		0%	1%	4%	6%
Bostocks Lane S	3%	0%		5%	11%	2%
M1 S	11%	7%	10%		2%	11%
A52 W	4%	2%	1%	1%		4%
Bostocks Lane N	5%	0%	1%	16%	0%	

Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		235	217	388	1
A52 E	363		73	1435	305
Town St	99	1		55	7
A52 W	241	1482	231		79
B5010	1	396	85	207	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		521	1550
Toton Link Road	684		447
A52 W	1352	81	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		61	768
Swiney Way	140		428
A6005 E	795	276	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		423	1275	500
B6003 N	208		90	337
A52 E	1825	51		118
B6003 S	794	231	64	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		201	734	22
Park & Ride	0		0	0
B6003 S	964	102		4
Land W of Toton Access	104	2	15	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		67	140
Toton Link Road	229		718
Swiney Way S	231	214	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		93	936
Barratt Lane	11		137
A6005 W	1133	62	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		180	732	338
Station Road N	55		99	171
A6005 E	517	136		128
Station Road S	199	214	119	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		110	349
Dennis Ave	118		90
B6006 S	636	230	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		206	500
Rivergreen Cres	247		63
Bramcote Lane	238	22	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	635
Wollaton Road	15		298
A609 W	350	237	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		327	505	22
A52 E	53		361	1135
Wollaton Road	367	458		107
A52 W	43	1187	233	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	280	2159
Victoria Ave		515

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		490	551
A6002	323		289
A6007 E	338	352	

B6003 Stapleford Lane/Toton West Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton West Access
B6003 N		238	480	32
Toton Link Road	99		9	0
B6003 S	858	131		7
Toton West Access	115	50	16	

Toton Link Road/Toton East Access	Toton Link Road W	Toton East Access	Toton Link Road E
Toton Link Road W		9	411
Toton East Access	45		22
Toton Link Road E	63	6	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		438	356	5224	456	152
A52 E	206		6	1073	1537	0
Bostocks Lane S	161	1		338	63	0
M1 S	3268	530	189		683	285
A52 W	529	1276	183	656		25
Bostocks Lane N	88	0	0	169	1	

Heavies

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		13	31	22	0
A52 E	19		0	122	14
Town St	29	0		6	1
A52 W	14	124	16		2
B5010	0	20	15	1	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		18	128
Toton Link Road	12		0
A52 W	146	0	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1	44
Swiney Way	0		24
A6005 E	30	12	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		56	140	64
B6003 N	76		0	5
A52 E	132	0		0
B6003 S	54	4	0	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	72	0
Park & Ride	0		0	0
B6003 S	59	0		0
Land W of Toton Access	0	0	0	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		0	1
Toton Link Road	1		58
Swiney Way S	0	29	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	35
Barratt Lane	0		7
A6005 W	62	7	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		4	52	1
Station Road N	1		11	8
A6005 E	35	4		10
Station Road S	0	7	4	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2	17
Dennis Ave	2		1
B6006 S	29	10	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		22	27
Rivergreen Cres	9		0
Bramcote Lane	8	3	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	43
Wollaton Road	0		16
A609 W	20	8	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		33	34	0
A52 E	7		21	117
Wollaton Road	36	9		6
A52 W	6	100	5	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	41	202
Victoria Ave		49

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		56	40
A6002	30		26
A6007 E	27	37	

B6003 Stapleford Lane/Toton West Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton West Access
B6003 N		39	33	0
Toton Link Road	25		0	0
B6003 S	35	7		0
Toton West Access	0	0	0	

Toton Link Road/Toton East Access	Toton Link Road W	Toton East Access	Toton Link Road E
Toton Link Road W		0	47
Toton East Access	0		0
Toton Link Road E	25	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		47	84	1942	25	14
A52 E	7		0	126	131	0
Bostocks Lane S	55	0		98	5	0
M1 S	1760	99	34		7	164
A52 W	85	118	2	34		12
Bostocks Lane N	1	0	0	77	0	

Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		248	248	410	1
A52 E	382		73	1557	319
Town St	128	1		60	8
A52 W	255	1606	247		81
B5010	1	416	100	208	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		540	1678
Toton Link Road	696		447
A52 W	1497	81	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		62	812
Swiney Way	140		452
A6005 E	824	288	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		479	1415	585
B6003 N	284		90	342
A52 E	1957	51		118
B6003 S	848	236	64	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		201	806	22
Park & Ride	0		0	0
B6003 S	1024	102		4
Land W of Toton Access	104	2	15	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		67	141
Toton Link Road	230		776
Swiney Way S	231	244	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		93	971
Barratt Lane	11		143
A6005 W	1195	69	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		184	784	339
Station Road N	58		110	175
A6005 E	552	140		138
Station Road S	199	222	123	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		112	365
Dennis Ave	120		92
B6006 S	665	240	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		228	527
Rivergreen Cres	256		63
Bramcote Lane	247	25	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	678
Wollaton Road	15		314
A609 W	370	245	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		360	539	22
A52 E	61		382	1252
Wollaton Road	403	466		113
A52 W	49	1287	238	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	321	2360
Victoria Ave		564

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		546	591
A6002	354		315
A6007 E	365	390	

B6003 Stapleford Lane/Toton West Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton West Access
B6003 N		277	512	32
Toton Link Road	123		9	0
B6003 S	892	138		7
Toton West Access	115	50	16	

Toton Link Road/Toton East Access	Toton Link Road W	Toton East Access	Toton Link Road E
Toton Link Road W		9	457
Toton East Access	45		22
Toton Link Road E	88	6	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		485	440	7166	481	166
A52 E	215		6	1199	1668	0
Bostocks Lane S	216	1		435	68	0
M1 S	5028	629	223		690	449
A52 W	614	1394	185	691		37
Bostocks Lane N	89	0	0	246	1	

Heavies (actual)

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		7	16	11	0
A52 E	10		0	61	7
Town St	15	0		3	0
A52 W	7	62	8		1
B5010	0	10	7	1	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		9	64
Toton Link Road	6		0
A52 W	73	0	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		0	22
Swiney Way	0		12
A6005 E	15	6	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		28	70	32
B6003 N	38		0	3
A52 E	66	0		0
B6003 S	27	2	0	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	36	0
Park & Ride	0		0	0
B6003 S	30	0		0
Land W of Toton Access	0	0	0	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	0
Chetwynd Barracks Access	0		29
Swiney Way S	0	15	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	18
Barratt Lane	0		3
A6005 W	31	3	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		2	26	1
Station Road N	0		5	2
A6005 E	18	2		5
Station Road S	0	4	2	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		1	8
Dennis Ave	1		1
B6006 S	14	5	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		11	14
Rivergreen Cres	4		0
Bramcote Lane	4	1	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	22
Wollaton Road	0		8
A609 W	10	4	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		16	17	0
A52 E	4		11	58
Wollaton Road	18	5		3
A52 W	3	50	3	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	21	101
Victoria Ave		24

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		28	20
A6002	15		13
A6007 E	14	19	

B6003 Stapleford Lane/Toton West Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton West Access
B6003 N		20	16	0
Toton Link Road	12		0	0
B6003 S	17	3		0
Toton West Access	0	0	0	

Toton Link Road/Toton East Access	Toton Link Road W	Toton East Access	Toton Link Road E
Toton Link Road W		0	23
Toton East Access	0		0
Toton Link Road E	12	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		24	42	971	12	7
A52 E	4		0	63	65	0
Bostocks Lane S	27	0		49	2	0
M1 S	880	50	17		4	82
A52 W	42	59	1	17		6
Bostocks Lane N	0	0	0	38	0	

Heavies %

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		3%	7%	3%	7%
A52 E	3%		0%	4%	2%
Town St	13%	2%		5%	5%
A52 W	3%	4%	3%		1%
B5010	8%	2%	8%	0%	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		2%	4%
Toton Link Road	1%		0%
A52 W	5%	0%	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1%	3%
Swiney Way	0%		3%
A6005 E	2%	2%	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		6%	5%	6%
B6003 N	15%		0%	1%
A52 E	3%	0%		0%
B6003 S	3%	1%	0%	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0%	5%	0%
Park & Ride	0%		0%	0%
B6003 S	3%	0%		0%
Land W of Toton Access	0%	0%	0%	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0%	0%
Chetwynd Barracks Access	0%		4%
Swiney Way S	0%	6%	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0%	2%
Barratt Lane	1%		2%
A6005 W	3%	5%	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1%	3%	0%
Station Road N	0%		5%	1%
A6005 E	3%	1%		4%
Station Road S	0%	2%	2%	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		1%	2%
Dennis Ave	1%		1%
B6006 S	2%	2%	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		5%	3%
Rivergreen Cres	2%		0%
Bramcote Lane	2%	6%	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0%	3%
Wollaton Road	0%		3%
A609 W	3%	2%	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		5%	3%	0%
A52 E	6%		3%	5%
Wollaton Road	5%	1%		3%
A52 W	6%	4%	1%	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	7%	4%
Victoria Ave		4%

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		5%	4%
A6002	4%		4%
A6007 E	4%	5%	

B6003 Stapleford Lane/Toton West Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton West Access
B6003 N		8%	3%	0%
Toton Link Road	11%		0%	0%
B6003 S	2%	3%		0%
Toton West Access	0%	0%	0%	

Toton Link Road/Toton East Access	Toton Link Road W	Toton East Access	Toton Link Road E
Toton Link Road W		0%	5%
Toton East Access	0%		0%
Toton Link Road E	16%	0%	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		5%	11%	16%	3%	5%
A52 E	2%		0%	6%	4%	0%
Bostocks Lane S	15%	2%		13%	4%	0%
M1 S	21%	9%	8%		1%	22%
A52 W	7%	4%	0%	3%		19%
Bostocks Lane N	1%	0%	0%	19%	2%	

Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		246	199	309	29
A52 E	430		25	1775	587
Town St	33	0		13	20
A52 W	333	1443	267		93
B5010	0	324	127	234	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		684	1637
Toton Link Road	508		256
A52 W	1635	217	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		26	667
Swiney Way	117		531
A6005 E	1029	390	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		506	1701	671
B6003 N	98		76	463
A52 E	1697	121		71
B6003 S	470	442	27	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1110	79
Park & Ride	163		73	1
B6003 S	766	0		9
Land W of Toton Access	31	0	6	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		118	356
Toton Link Road	367		551
Swiney Way S	42	534	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		14	1347
Barratt Lane	0		72
A6005 W	1113	83	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		182	559	159
Station Road N	71		191	174
A6005 E	833	218		46
Station Road S	196	310	108	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		85	371
Dennis Ave	179		66
B6006 S	713	152	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		255	354
Rivergreen Cres	180		88
Bramcote Lane	409	44	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	694
Wollaton Road	11		215
A609 W	498	108	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		302	329	12
A52 E	100		194	1414
Wollaton Road	658	221		479
A52 W	53	1257	147	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	514	2933
Victoria Ave		346

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		463	537
A6002	245		245
A6007 E	457	354	

B6003 Stapleford Lane/Toton West Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton West Access
B6003 N		559	512	117
Toton Link Road	162		4	4
B6003 S	582	244		14
Toton West Access	30	20	5	

Toton Link Road/Toton East Access	Toton Link Road W	Toton East Access	Toton Link Road E
Toton Link Road W		34	789
Toton East Access	11		9
Toton Link Road E	159	18	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		353	662	3612	327	61
A52 E	246		29	941	1038	0
Bostocks Lane S	350	63		210	128	0
M1 S	5218	571	2		648	361
A52 W	650	1811	182	462		164
Bostocks Lane N	111	8	0	142	0	

Heavies

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		3	8	3	0
A52 E	12		0	90	8
Town St	13	0		0	3
A52 W	11	82	10		5
B5010	0	2	3	1	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		1	92
Toton Link Road	7		0
A52 W	100	0	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		0	15
Swiney Way	0		3
A6005 E	30	4	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		33	96	8
B6003 N	1		0	11
A52 E	93	0		0
B6003 S	13	11	0	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	18	0
Park & Ride	0		0	0
B6003 S	24	0		0
Land W of Toton Access	0	0	0	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		0	0
Toton Link Road	1		7
Swiney Way S	0	10	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	31
Barratt Lane	0		3
A6005 W	17	2	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1	24	0
Station Road N	1		3	3
A6005 E	25	2		0
Station Road S	1	1	2	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		4	7
Dennis Ave	1		0
B6006 S	9	0	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		4	5
Rivergreen Cres	3		0
Bramcote Lane	5	0	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	18
Wollaton Road	0		1
A609 W	13	1	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		2	17	0
A52 E	1		0	75
Wollaton Road	9	0		18
A52 W	0	64	8	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	10	130
Victoria Ave		39

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		22	4
A6002	14		9
A6007 E	21	15	

B6003 Stapleford Lane/Toton West Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton West Access
B6003 N		6	12	0
Toton Link Road	6		0	0
B6003 S	17	3		0
Toton West Access	0	0	0	

Toton Link Road/Toton East Access	Toton Link Road W	Toton East Access	Toton Link Road E
Toton Link Road W		0	9
Toton East Access	0		0
Toton Link Road E	6	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		7	48	1399	41	6
A52 E	7		0	14	85	0
Bostocks Lane S	22	0		22	31	0
M1 S	1244	46	0		38	111
A52 W	54	84	3	11		15
Bostocks Lane N	13	0	0	57	0	

Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		249	207	312	29
A52 E	442		25	1865	595
Town St	46	0		14	23
A52 W	344	1525	276		98
B5010	0	325	131	236	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		685	1729
Toton Link Road	514		256
A52 W	1735	217	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		26	682
Swiney Way	117		534
A6005 E	1059	394	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		538	1797	679
B6003 N	99		76	474
A52 E	1790	121		72
B6003 S	482	453	27	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1128	79
Park & Ride	163		73	1
B6003 S	789	0		9
Land W of Toton Access	31	0	6	

Swiney Way/Toton Link Road	Swiney Way W	Toton Link Road	Swiney Way S
Swiney Way W		119	356
Toton Link Road	368		558
Swiney Way S	42	544	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		14	1379
Barratt Lane	0		75
A6005 W	1130	85	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		183	583	159
Station Road N	72		194	177
A6005 E	857	220		46
Station Road S	197	311	110	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		89	378
Dennis Ave	181		66
B6006 S	722	152	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		258	360
Rivergreen Cres	183		88
Bramcote Lane	415	44	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	712
Wollaton Road	11		216
A609 W	510	108	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		304	346	12
A52 E	102		194	1489
Wollaton Road	667	221		497
A52 W	53	1321	155	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	524	3063
Victoria Ave		385

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		485	541
A6002	258		254
A6007 E	478	369	

B6003 Stapleford Lane/Toton West Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton West Access
B6003 N		565	525	117
Toton Link Road	168		4	4
B6003 S	600	247		14
Toton West Access	30	20	5	

Toton Link Road/Toton East Access	Toton Link Road W	Toton East Access	Toton Link Road E
Toton Link Road W		34	798
Toton East Access	11		9
Toton Link Road E	165	18	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		360	710	5011	368	68
A52 E	255		29	955	1123	0
Bostocks Lane S	372	63		232	159	0
M1 S	6462	617	2		686	471
A52 W	704	1896	185	473		179
Bostocks Lane N	124	6	0	199	0	

Heavies (actual)

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		1	4	1	0
A52 E	6		0	45	4
Town St	7	0		0	2
A52 W	5	41	5		2
B5010	0	1	2	1	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		1	46
Toton Link Road	3		0
A52 W	50	0	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		0	8
Swiney Way	0		1
A6005 E	15	2	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		16	48	4
B6003 N	1		0	5
A52 E	46	0		0
B6003 S	6	5	0	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	9	0
Park & Ride	0		0	0
B6003 S	12	0		0
Land W of Toton Access	0	0	0	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0	0
Chetwynd Barracks Access	0		3
Swiney Way S	0	5	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0	16
Barratt Lane	0		2
A6005 W	8	1	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		1	12	0
Station Road N	0		1	1
A6005 E	12	1		0
Station Road S	1	1	1	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2	3
Dennis Ave	1		0
B6006 S	4	0	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		2	3
Rivergreen Cres	1		0
Bramcote Lane	3	0	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0	9
Wollaton Road	0		0
A609 W	6	0	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		1	9	0
A52 E	1		0	38
Wollaton Road	4	0		9
A52 W	0	32	4	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	5	65
Victoria Ave		19

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		11	2
A6002	7		5
A6007 E	10	8	

B6003 Stapleford Lane/Toton West Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton West Access
B6003 N		3	6	0
Toton Link Road	3		0	0
B6003 S	9	1		0
Toton West Access	0	0	0	

Toton Link Road/Toton East Access	Toton Link Road W	Toton East Access	Toton Link Road E
Toton Link Road W		0	5
Toton East Access	0		0
Toton Link Road E	3	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		4	24	700	20	3
A52 E	4		0	7	43	0
Bostocks Lane S	11	0		11	16	0
M1 S	622	23	0		19	55
A52 W	27	42	1	5		8
Bostocks Lane N	6	0	0	28	0	

Heavies %

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		1%	2%	0%	0%
A52 E	1%		0%	2%	1%
Town St	17%	2%		1%	6%
A52 W	2%	3%	2%		2%
B5010	4%	0%	1%	0%	

A52/Toton Link Road	A52 E	Toton Link Road	A52 W
A52 E		0%	3%
Toton Link Road	1%		0%
A52 W	3%	0%	

A6005 Nottingham Road/Swiney Way	A6005 W	Swiney Way	A6005 E
A6005 W		1%	1%
Swiney Way	0%		0%
A6005 E	1%	1%	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		3%	3%	1%
B6003 N	1%		0%	1%
A52 E	3%	0%		0%
B6003 S	1%	1%	0%	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0%	1%	0%
Park & Ride	0%		0%	0%
B6003 S	2%	0%		0%
Land W of Toton Access	0%	0%	0%	

Swiney Way/Chetwynd Barracks Access	Swiney Way W	Chetwynd Barracks Access	Swiney Way S
Swiney Way W		0%	0%
Chetwynd Barracks Access	0%		1%
Swiney Way S	0%	1%	

A6005 Nottingham Road/Barratt Lane	A6005 E	Barratt Lane	A6005 W
A6005 E		0%	1%
Barratt Lane	0%		2%
A6005 W	1%	1%	

A6005 Queens Road/Station Road	A6005 W	Station Road N	A6005 E	Station Road S
A6005 W		0%	2%	0%
Station Road N	1%		1%	1%
A6005 E	1%	1%		0%
Station Road S	0%	0%	1%	

B6006 Wollaton Road/Dennis Ave	B6006 N	Dennis Ave	B6006 S
B6006 N		2%	1%
Dennis Ave	0%		0%
B6006 S	1%	0%	

Thoresby Road/Rivergreen Cres/Bramcote Lane	Thoresby Road	Rivergreen Cres	Bramcote Lane
Thoresby Road		1%	1%
Rivergreen Cres	1%		0%
Bramcote Lane	1%	0%	

A609 Trowell Rd/A609 Russell Dr/Wollaton Rd	A609 E	Wollaton Road	A609 W
A609 E		0%	1%
Wollaton Road	0%		0%
A609 W	1%	0%	

A52 Priory Roundabout	Wollaton Vale	A52 E	Wollaton Road	A52 W
Wollaton Vale		0%	3%	0%
A52 E	1%		0%	3%
Wollaton Road	1%	0%		2%
A52 W	0%	2%	3%	

A52/Victoria Ave (Northern T Jct Only)	Victoria Ave	A52 E
A52 W	1%	2%
Victoria Ave		5%

A6007 Ilkeston Road/A6002 Coventry Lane	A6007 W	A6002	A6007 E
A6007 W		2%	0%
A6002	3%		2%
A6007 E	2%	2%	

B6003 Stapleford Lane/Toton West Access/Toton Link Road	B6003 N	Toton Link Road	B6003 S	Toton West Access
B6003 N		1%	1%	0%
Toton Link Road	2%		0%	0%
B6003 S	1%	1%		0%
Toton West Access	0%	0%	0%	

Toton Link Road/Toton East Access	Toton Link Road W	Toton East Access	Toton Link Road E
Toton Link Road W		0%	1%
Toton East Access	0%		0%
Toton Link Road E	2%	0%	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		1%	4%	16%	6%	5%
A52 E	1%		0%	1%	4%	0%
Bostocks Lane S	3%	0%		5%	11%	1%
M1 S	11%	4%	1%		3%	13%
A52 W	4%	2%	1%	1%		4%
Bostocks Lane N	5%	0%	1%	17%	0%	

APPENDIX D

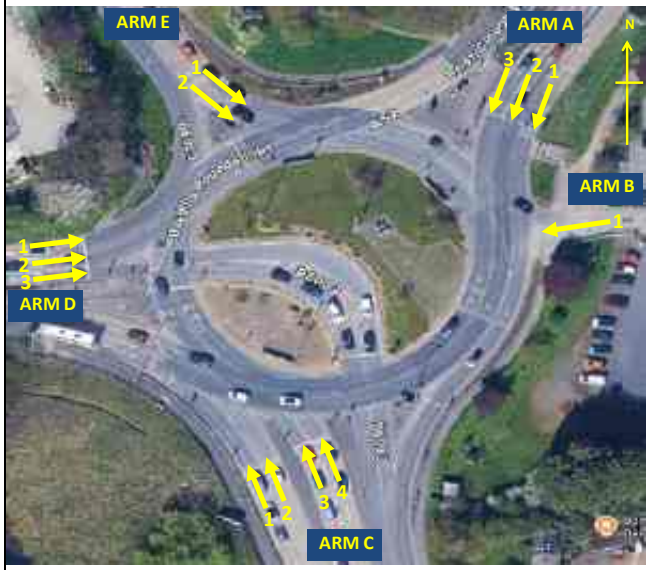
MCC Turning Flows

SITE:		DATE:
1	AUTO SURVEYS LTD	06/11/2025
LOCATION:		**DAY:**
A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007		THURSDAY



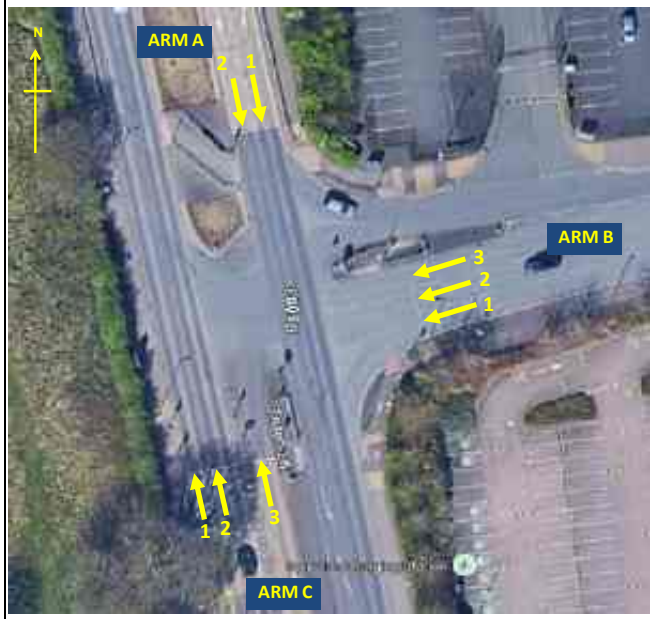
JOB TITLE:		JOB NUMBER:
TOTON		14936

SITE:		DATE:
2	AUTO SURVEYS LTD	06/11/2025
LOCATION:		**DAY:**
A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)		THURSDAY



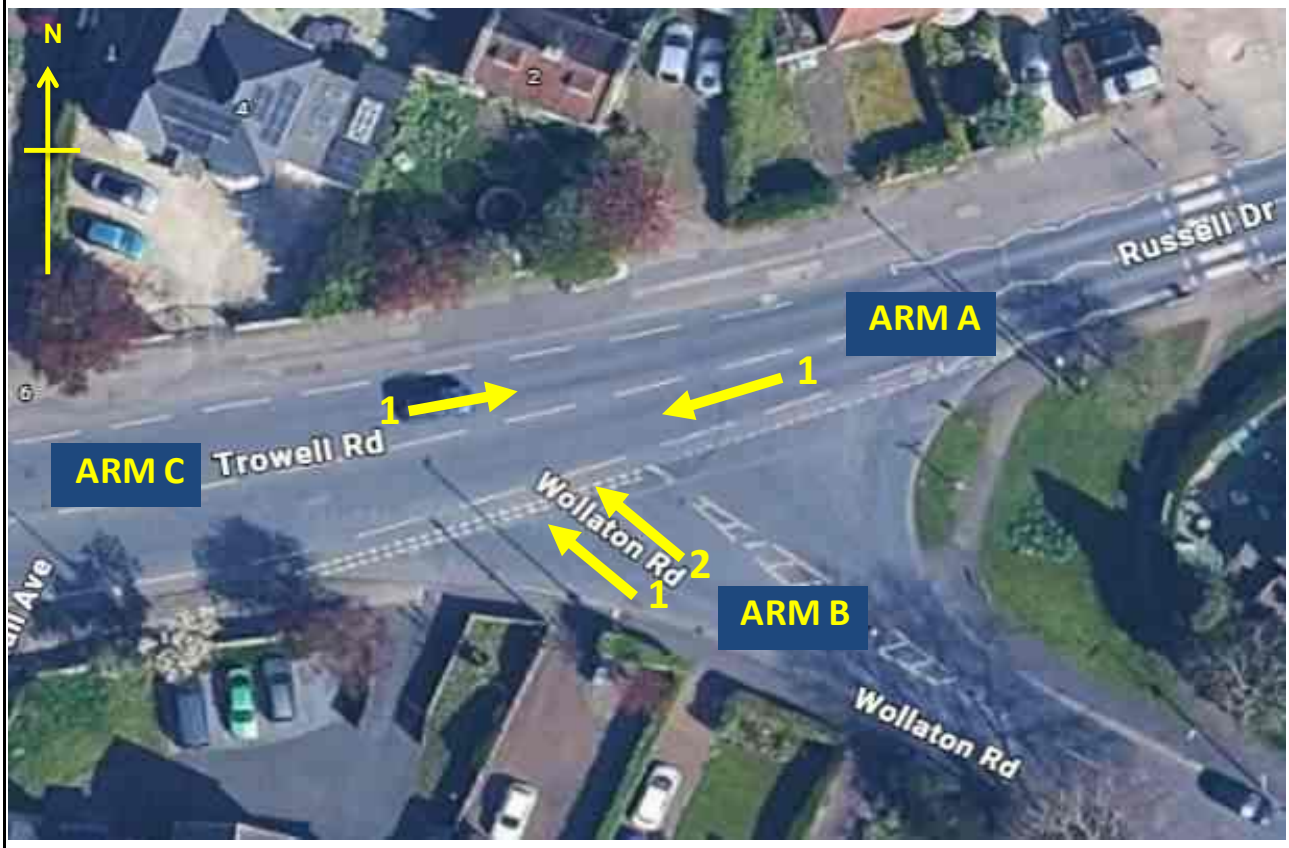
JOB TITLE:		JOB NUMBER:
TOTON		14936

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:
5	AUTO SURVEYS LTD	16/07/2026
LOCATION:		**DAY:**
RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD		THURSDAY



JOB TITLE:		JOB NUMBER:
TOTON		15686

SITE:		DATE:
16	AUTO SURVEYS LTD	16/07/2026
LOCATION: NOTTINGHAM ROAD (NE) / BARRATT LANE / NOTTINGHAM ROAD (SW)		DAY: THURSDAY



JOB TITLE:		JOB NUMBER:
TOTON		15686

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 A FROM A52 (E) TO A52 (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 A52 (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 A52 (E) TO A52 (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 A52 (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: A52 (E) / TOWN STREET / A52 (S) / BS010 / A6007 **DAY:** THURSDAY

TIME	A TO A FROM A52 (E) TO A52 (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 A52 (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 A52 (E) TO A52 (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 A52 (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: 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	A TO E FROM AS2 (E) TO A6007								B TO A FROM TOWN STREET TO AS2 (E)								B TO B FROM TOWN STREET TO TOWN STREET								B TO C FROM TOWN STREET TO AS2 (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 AS2 (E) TO A6007								B TO A FROM TOWN STREET TO AS2 (E)								B TO B FROM TOWN STREET TO TOWN STREET								B TO C FROM TOWN STREET TO AS2 (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) / BS010 / A6007

DAY: THURSDAY

C TO C — FROM A52 (S) TO A52 (S)

TIME	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

C TO D — FROM A52 (S) TO BS010

TIME	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

C TO E — FROM A52 (S) TO A6007

TIME	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

D TO A — FROM BS010 TO A52 (E)

CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
57	10	2	0	2	0	0	71
53	15	3	1	3	1	2	78
100	16	4	0	2	1	1	124
96	16	3	0	2	0	3	120
306	57	12	1	9	2	6	393
94	10	10	0	2	1	0	117
94	12	4	0	2	1	0	113
70	12	4	0	1	0	2	89
66	12	2	1	2	0	2	85
324	46	20	1	7	2	4	404
70	9	2	0	1	0	0	82
28	6	3	1	2	1	0	41
43	11	1	1	2	0	0	58
22	9	1	0	2	0	0	34
163	35	7	2	7	1	0	215
793	138	39	4	23	5	10	1012

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

C TO C — FROM A52 (S) TO A52 (S)

TIME	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

C TO D — FROM A52 (S) TO BS010

TIME	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

C TO E — FROM A52 (S) TO A6007

TIME	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

D TO A — FROM BS010 TO A52 (E)

CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
36	3	1	0	4	0	0	44
39	4	0	0	1	0	0	44
41	2	0	0	1	1	0	45
48	1	1	0	1	0	0	51
164	10	2	0	7	1	0	184
47	7	1	0	2	0	0	57
54	0	0	1	0	0	0	55
46	2	1	0	3	0	0	52
43	4	0	0	2	0	0	49
190	13	2	1	7	0	0	213
50	4	1	0	1	0	0	56
29	2	0	0	2	1	1	35
32	3	1	0	1	0	1	38
36	3	1	0	3	0	0	43
147	12	3	0	7	1	2	172
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	0	1	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: A52 (E) / TOWN STREET / A52 (S) / BS010 / A6007 **DAY:** THURSDAY

AUTO SURVEYS LTD

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

AUTO SURVEYS LTD

TIME	E TO A FROM A6007 TO A52 (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 A52 (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 A52 (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 A52 (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	4432	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:** AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007

FROM ARM B TOWN STREET								TIME	TO ARM C AS2 (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 AS2 (S)								TIME	TO ARM D BS010							
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

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 SITE: 1

DAY: THURSDAY LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007

FROM ARM B TOWN STREET								TIME	TO ARM C AS2 (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 AS2 (S)								TIME	TO ARM D BS010							
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
0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1
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
0	1	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
0	0	0	0	0	0	0	0
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

DATE: 06/11/2025

LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

DAY: THURSDAY

C TO A — FROM B6003 (S) TO A52 (N)

TIME	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

C TO B — FROM B6003 (S) TO SITE ACCESS

TIME	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

C TO C — FROM B6003 (S) TO B6003 (S)

TIME	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

C TO D — FROM B6003 (S) TO A52 (W)

TIME	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

C TO E — FROM B6003 (S) TO B6003 (N)

TIME	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

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

C TO A — FROM B6003 (S) TO A52 (N)

TIME	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

C TO B — FROM B6003 (S) TO SITE ACCESS

TIME	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

C TO C — FROM B6003 (S) TO B6003 (S)

TIME	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

C TO D — FROM B6003 (S) TO A52 (W)

TIME	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

C TO E — FROM B6003 (S) TO B6003 (N)

TIME	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: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

DAY: THURSDAY

TIME	E TO A FROM B6003 (N) TO A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	32	7	0	0	0	1	0	40
07:15	25	5	0	0	0	0	0	30
07:30	18	3	0	0	0	0	0	21
07:45	13	3	0	0	0	0	0	16
H/TOT	88	18	0	0	0	1	0	107
08:00	12	6	0	0	0	1	0	19
08:15	27	2	1	0	0	0	0	30
08:30	27	2	1	0	0	0	0	30
08:45	16	3	0	0	0	0	0	19
H/TOT	82	13	2	0	0	1	0	98
09:00	21	1	1	0	0	1	0	24
09:15	12	5	2	0	0	1	0	20
09:30	23	1	0	0	0	0	0	24
09:45	18	2	1	0	0	0	0	21
H/TOT	74	9	4	0	0	2	0	89
P/TOT	244	40	6	0	0	4	0	294

TIME	E TO B FROM B6003 (N) TO 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	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
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	1	1	0	0	0	0	0	2
H/TOT	1	1	0	0	0	0	0	2
09:00	3	0	0	1	0	0	0	4
09:15	1	0	0	0	0	0	0	1
09:30	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	1	0	1
H/TOT	6	0	0	1	0	1	0	8
P/TOT	7	1	1	1	0	1	0	11

TIME	E TO C FROM B6003 (N) TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	30	7	0	0	0	1	0	38
07:15	36	6	1	0	0	1	0	44
07:30	44	4	0	0	1	0	0	49
07:45	56	8	2	0	0	0	0	66
H/TOT	166	25	3	0	1	2	0	197
08:00	53	6	1	0	0	1	0	61
08:15	53	12	0	0	0	1	0	66
08:30	62	7	2	0	0	1	0	72
08:45	55	4	2	0	0	0	0	61
H/TOT	223	29	5	0	0	3	0	260
09:00	53	5	1	0	0	0	0	59
09:15	58	8	0	0	1	1	0	68
09:30	57	5	1	0	0	1	1	65
09:45	58	7	0	0	0	0	0	65
H/TOT	226	25	2	0	1	2	1	257
P/TOT	615	79	10	0	2	7	1	714

TIME	E TO D FROM B6003 (N) TO A52 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	56	17	2	0	0	0	0	75
07:15	59	21	0	0	0	0	0	80
07:30	72	11	3	0	0	0	0	86
07:45	56	9	2	0	0	0	0	67
H/TOT	243	58	7	0	0	0	0	308
08:00	48	2	1	1	0	0	0	52
08:15	59	10	1	0	0	0	0	70
08:30	36	12	0	1	0	0	0	49
08:45	47	17	1	0	0	1	0	66
H/TOT	190	41	3	2	0	1	0	237
09:00	36	9	4	1	0	0	0	50
09:15	35	8	2	0	0	0	0	45
09:30	35	9	1	0	0	0	0	45
09:45	32	6	3	0	0	1	0	42
H/TOT	138	32	10	1	0	1	0	182
P/TOT	571	131	20	3	0	2	0	727

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 A FROM B6003 (N) TO A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	23	8	1	0	0	0	0	32
16:15	28	3	1	0	1	0	0	33
16:30	28	2	0	0	0	0	0	30
16:45	17	3	0	0	0	0	0	20
H/TOT	96	16	2	0	1	0	0	115
17:00	20	1	0	0	0	1	0	22
17:15	19	0	0	0	0	0	0	19
17:30	30	1	0	0	0	0	0	31
17:45	17	0	0	0	0	0	0	17
H/TOT	86	2	0	0	0	1	0	89
18:00	13	1	1	0	0	0	0	15
18:15	15	0	0	0	0	0	0	15
18:30	23	1	0	0	0	0	0	24
18:45	20	0	0	0	0	0	0	20
H/TOT	71	2	1	0	0	0	0	74
P/TOT	253	20	3	0	1	1	0	278

TIME	E TO B FROM B6003 (N) TO SITE ACCESS							
	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	1	0	1
18:30	0	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	1	2
P/TOT	0	0	0	0	0	1	1	2

TIME	E TO C FROM B6003 (N) TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	42	3	0	0	0	0	0	45
16:15	44	6	1	0	1	1	1	54
16:30	65	8	0	0	0	0	0	73
16:45	67	7	1	0	0	0	0	75
H/TOT	218	24	2	0	1	1	1	247
17:00	67	6	0	0	0	1	1	75
17:15	54	3	0	0	0	0	0	57
17:30	77	3	0	0	0	0	0	80
17:45	69	6	0	0	0	0	0	75
H/TOT	267	18	0	0	0	1	1	287
18:00	59	5	0	0	0	0	0	64
18:15	67	1	1	0	0	0	1	70
18:30	51	6	0	0	0	0	0	57
18:45	39	4	0	0	0	1	0	44
H/TOT	216	16	1	0	0	1	1	235
P/TOT	701	58	3	0	1	3	3	769

TIME	E TO D FROM B6003 (N) TO A52 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	54	10	0	0	0	0	0	64
16:15	39	8	0	0	0	0	0	47
16:30	59	15	0	1	0	0	0	75
16:45	67	8	3	0	1	0	0	79
H/TOT	219	41	3	1	1	0	0	265
17:00	45	4	3	0	1	0	0	53
17:15	52	6	1	0	0	0	0	59
17:30	68	5	0	0	0	0	0	73
17:45	16	1	1	0	0	0	0	18
H/TOT	181	16	5	0	1	0	0	203
18:00	38	3	2	0	0	1	0	44
18:15	24	0	0	0	0	2	0	26
18:30	32	3	0	0	0	1	0	36
18:45	35	2	1	0	0	0	0	38
H/TOT	129	8	3	0	0	4	0	144
P/TOT	529	65	11	1	2	4	0	612

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 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: AS2 (N) / SITE ACCESS / B6003 (S) / AS2 (W) / B6003 (N)

DAY: THURSDAY

TIME	TO ARM A AS2 (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 AS2 (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 AS2 (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 AS2 (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	3181	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

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	6059	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								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								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: 15686

JOB NAME: TOTON

SITE: 16 **DATE:** 16/07/2026

LOCATION: NOTTINGHAM ROAD (NE) / BARRATT LANE / NOTTINGHAM ROAD (SW) **DAY:** THURSDAY

TIME	A TO B FROM NOTTINGHAM ROAD (NE) TO BARRATT LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	2	0	0	0	0	0	2
07:15	1	1	0	0	0	0	0	2
07:30	0	0	0	0	0	0	0	0
07:45	2	0	0	0	0	0	0	2
H/TOT	3	3	0	0	0	0	0	6
08:00	0	1	0	0	0	0	0	1
08:15	0	0	0	0	0	0	1	1
08:30	0	0	0	0	0	0	0	0
08:45	1	0	0	0	0	0	0	1
H/TOT	1	1	0	0	0	0	1	3
09:00	2	0	0	0	0	0	0	2
09:15	3	0	0	0	0	0	0	3
09:30	0	0	0	0	0	0	0	0
09:45	1	0	0	0	0	0	0	1
H/TOT	6	0	0	0	0	0	0	6
P/TOT	10	4	0	0	0	0	1	15

TIME	A TO C FROM NOTTINGHAM ROAD (NE) TO NOTTINGHAM ROAD (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	81	15	4	0	3	1	2	106
07:15	108	25	4	1	3	1	3	145
07:30	159	18	3	0	2	1	2	185
07:45	184	23	3	0	1	3	2	216
H/TOT	532	81	14	1	9	6	9	652
08:00	160	19	6	0	3	2	1	191
08:15	146	17	1	0	1	0	1	166
08:30	183	13	5	0	2	0	1	204
08:45	196	26	10	1	4	0	0	237
H/TOT	685	75	22	1	10	2	3	798
09:00	159	26	11	0	3	0	0	199
09:15	156	25	7	2	1	0	0	191
09:30	146	15	2	3	4	1	0	171
09:45	155	24	7	0	2	0	0	188
H/TOT	616	90	27	5	10	1	0	749
P/TOT	1833	246	63	7	29	9	12	2199

TIME	B TO A FROM BARRATT LANE TO NOTTINGHAM ROAD (NE)							
	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	1	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	0
H/TOT	0	1	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	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	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	1	0	0	0	0	0	2

TIME	B TO C FROM BARRATT LANE TO NOTTINGHAM ROAD (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	2	0	0	0	0	0	8
07:15	8	1	0	0	0	0	0	9
07:30	17	0	1	0	0	0	0	18
07:45	18	2	0	0	0	0	0	20
H/TOT	49	5	1	0	0	0	0	55
08:00	26	0	0	0	0	0	1	27
08:15	26	0	0	0	0	0	0	26
08:30	17	0	1	0	0	0	0	18
08:45	8	1	0	0	0	0	0	9
H/TOT	77	1	1	0	0	0	1	80
09:00	16	2	0	0	0	0	0	18
09:15	17	0	0	0	0	0	0	17
09:30	9	2	0	0	0	0	0	11
09:45	10	1	0	0	0	0	0	11
H/TOT	52	5	0	0	0	0	0	57
P/TOT	178	11	2	0	0	0	1	192

TIME	A TO B FROM NOTTINGHAM ROAD (NE) TO BARRATT LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	1	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	1	1	0	0	0	0	0	2
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	2	0	0	0	0	0	0	2
17:45	2	0	0	0	0	0	0	2
H/TOT	4	0	0	0	0	0	0	4
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	6	1	0	0	0	0	0	7

TIME	A TO C FROM NOTTINGHAM ROAD (NE) TO NOTTINGHAM ROAD (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	208	28	1	0	1	5	0	243
16:15	241	25	1	0	3	2	4	276
16:30	222	26	3	1	3	2	1	258
16:45	244	28	3	0	2	4	3	284
H/TOT	915	107	8	1	9	13	8	1061
17:00	281	22	2	0	4	6	5	320
17:15	241	16	3	0	2	3	3	268
17:30	221	12	3	0	1	1	4	242
17:45	225	9	0	0	4	2	2	242
H/TOT	968	59	8	0	11	12	14	1072
18:00	211	9	3	0	2	3	4	232
18:15	206	14	2	0	3	1	4	230
18:30	215	12	2	1	2	1	3	236
18:45	152	20	2	0	2	0	1	177
H/TOT	784	55	9	1	9	5	12	875
P/TOT	2667	221	25	2	29	30	34	3008

TIME	B TO A FROM BARRATT LANE TO NOTTINGHAM ROAD (NE)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	1	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	1	0	0	0	0	0	0	1
H/TOT	1	0	1	0	0	0	0	2
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	2	0	1	0	0	0	0	3

TIME	B TO C FROM BARRATT LANE TO NOTTINGHAM ROAD (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	3	0	0	0	0	0	9
16:15	6	3	0	0	0	0	0	9
16:30	15	1	0	0	0	0	0	16
16:45	11	2	0	0	0	0	2	15
H/TOT	38	9	0	0	0	0	2	49
17:00	10	1	1	0	0	1	0	13
17:15	12	3	0	0	0	0	0	15
17:30	7	1	0	0	0	0	0	8
17:45	18	3	0	0	0	0	0	21
H/TOT	47	8	1	0	0	1	0	57
18:00	12	0	0	0	0	0	0	12
18:15	12	0	0	0	0	0	0	12
18:30	9	1	0	0	0	0	1	11
18:45	15	0	0	0	0	0	2	17
H/TOT	48	1	0	0	0	0	3	52
P/TOT	133	18	1	0	0	1	5	158

MANUAL CLASSIFIED COUNTS

JOB REF: 15686

JOB NAME: TOTON

SITE: 16 **DATE:** 16/07/2026

LOCATION: NOTTINGHAM ROAD (NE) / BARRATT LANE / NOTTINGHAM ROAD (SW) **DAY:** THURSDAY

TIME	C TO A FROM NOTTINGHAM ROAD (SW) TO NOTTINGHAM ROAD (NE)								C TO B FROM NOTTINGHAM ROAD (SW) TO BARRATT LANE								TO ARM A NOTTINGHAM ROAD (NE)								FROM ARM A NOTTINGHAM ROAD (NE)							
	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	132	26	3	0	3	2	1	167	5	1	0	0	0	0	0	6	07:00	132	26	3	0	3	2	1	167	81	17	4	0	3	1	2	108
07:15	220	31	9	0	3	1	1	265	6	3	1	0	0	0	0	10	07:15	220	31	9	0	3	1	1	265	109	26	4	1	3	1	3	147
07:30	219	26	9	0	4	0	1	259	3	0	1	0	0	0	0	4	07:30	219	27	9	0	4	0	1	260	159	18	3	0	2	1	2	185
07:45	215	27	3	0	2	3	2	252	14	2	0	0	0	0	1	17	07:45	215	27	3	0	2	3	2	252	186	23	3	0	1	3	2	218
H/TOT	786	110	24	0	12	6	5	943	28	6	2	0	0	0	1	37	H/TOT	786	111	24	0	12	6	5	944	535	84	14	1	9	6	9	658
08:00	210	32	4	1	4	2	2	255	13	3	2	0	0	0	1	19	08:00	210	32	4	1	4	2	2	255	160	20	6	0	3	2	1	192
08:15	238	30	10	0	3	0	5	286	11	1	1	0	0	0	0	13	08:15	238	30	10	0	3	0	5	286	146	17	1	0	1	0	2	167
08:30	222	24	10	0	2	0	5	263	12	2	0	0	0	0	0	14	08:30	222	24	10	0	2	0	5	263	183	13	5	0	2	0	1	204
08:45	184	17	9	2	2	4	2	220	26	4	1	0	0	0	0	31	08:45	184	17	9	2	2	4	2	220	197	26	10	1	4	0	0	238
H/TOT	854	103	33	3	11	6	14	1024	62	10	4	0	0	0	1	77	H/TOT	854	103	33	3	11	6	14	1024	686	76	22	1	10	2	4	801
09:00	182	32	4	0	3	2	1	224	8	0	0	0	0	0	0	8	09:00	182	32	4	0	3	2	1	224	161	26	11	0	3	0	0	201
09:15	156	27	4	2	2	1	1	193	11	2	0	0	0	0	0	13	09:15	156	27	4	2	2	1	1	193	159	25	7	2	1	0	0	194
09:30	147	19	5	4	1	0	0	176	6	1	0	0	0	0	0	7	09:30	147	19	5	4	1	0	0	176	146	15	2	3	4	1	0	171
09:45	145	23	9	2	2	1	1	183	10	1	0	0	0	0	0	11	09:45	146	23	9	2	2	1	1	184	156	24	7	0	2	0	0	189
H/TOT	630	101	22	8	8	4	3	776	35	4	0	0	0	0	0	39	H/TOT	631	101	22	8	8	4	3	777	622	90	27	5	10	1	0	755
P/TOT	2270	314	79	11	31	16	22	2743	125	20	6	0	0	0	2	153	P/TOT	2271	315	79	11	31	16	22	2745	1843	250	63	7	29	9	13	2214

TIME	C TO A FROM NOTTINGHAM ROAD (SW) TO NOTTINGHAM ROAD (NE)								C TO B FROM NOTTINGHAM ROAD (SW) TO BARRATT LANE								TO ARM A NOTTINGHAM ROAD (NE)								FROM ARM A NOTTINGHAM ROAD (NE)							
	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	230	23	3	0	1	1	4	262	19	2	1	0	0	0	0	22	16:00	230	23	4	0	1	1	4	263	208	28	1	0	1	5	0	243
16:15	202	16	3	0	3	2	1	227	13	1	0	0	0	0	0	14	16:15	202	16	3	0	3	2	1	227	241	26	1	0	3	2	4	277
16:30	204	21	1	1	2	4	0	233	27	4	0	0	0	0	0	31	16:30	204	21	1	1	2	4	0	233	222	26	3	1	3	2	1	258
16:45	232	18	1	0	2	1	0	254	19	1	0	0	0	0	0	20	16:45	233	18	1	0	2	1	0	255	245	28	3	0	2	4	3	285
H/TOT	868	78	8	1	8	8	5	976	78	8	1	0	0	0	0	87	H/TOT	869	78	9	1	8	8	5	978	916	108	8	1	9	13	8	1063
17:00	236	15	1	0	3	5	1	261	23	3	0	0	0	0	1	27	17:00	236	15	1	0	3	5	1	261	281	22	2	0	4	6	5	320
17:15	247	21	2	0	3	2	4	279	20	0	0	0	0	0	0	20	17:15	247	21	2	0	3	2	4	279	241	16	3	0	2	3	3	268
17:30	236	16	1	0	2	3	0	258	22	0	0	0	0	0	0	22	17:30	236	16	1	0	2	3	0	258	223	12	3	0	1	1	4	244
17:45	216	25	1	2	1	2	0	247	22	4	0	0	0	0	0	26	17:45	216	25	1	2	1	2	0	247	227	9	0	0	4	2	2	244
H/TOT	935	77	5	2	9	12	5	1045	87	7	0	0	0	0	1	95	H/TOT	935	77	5	2	9	12	5	1045	972	59	8	0	11	12	14	1076
18:00	212	15	2	0	5	2	0	236	20	2	0	0	0	0	2	24	18:00	212	15	2	0	5	2	0	236	211	9	3	0	2	3	4	232
18:15	195	10	2	0	1	4	0	212	18	0	1	0	0	0	1	20	18:15	196	10	2	0	1	4	0	213	207	14	2	0	3	1	4	231
18:30	198	12	2	0	3	1	0	216	17	1	0	0	0	0	0	18	18:30	198	12	2	0	3	1	0	216	215	12	2	1	2	1	3	236
18:45	176	11	1	0	2	10	0	200	19	1	0	0	0	0	0	20	18:45	176	11	1	0	2	10	0	200	152	20	2	0	2	0	1	177
H/TOT	781	48	7	0	11	17	0	864	74	4	1	0	0	0	3	82	H/TOT	782	48	7	0	11	17	0	865	785	55	9	1	9	5	12	876
P/TOT	2584	203	20	3	28	37	10	2885	239	19	2	0	0	0	4	264	P/TOT	2586	203	21	3	28	37	10	2888	2673	222	25	2	29	30	34	3015

MANUAL CLASSIFIED COUNTS

JOB REF: 15686

JOB NAME: TOTON

SITE: 16 **DATE:** 16/07/2026

LOCATION: NOTTINGHAM ROAD (NE) / BARRATT LANE / NOTTINGHAM ROAD (SW) **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 15686

JOB NAME: TOTON

SITE: 16 **DATE:** 16/07/2026

LOCATION: NOTTINGHAM ROAD (NE) / BARRATT LANE / NOTTINGHAM ROAD (SW) **DAY:** THURSDAY

TIME	TO ARM B BARRATT LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	3	0	0	0	0	0	8
07:15	7	4	1	0	0	0	0	12
07:30	3	0	1	0	0	0	0	4
07:45	16	2	0	0	0	0	1	19
H/TOT	31	9	2	0	0	0	1	43
08:00	13	4	2	0	0	0	1	20
08:15	11	1	1	0	0	0	1	14
08:30	12	2	0	0	0	0	0	14
08:45	27	4	1	0	0	0	0	32
H/TOT	63	11	4	0	0	0	2	80
09:00	10	0	0	0	0	0	0	10
09:15	14	2	0	0	0	0	0	16
09:30	6	1	0	0	0	0	0	7
09:45	11	1	0	0	0	0	0	12
H/TOT	41	4	0	0	0	0	0	45
P/TOT	135	24	6	0	0	0	3	168

TIME	FROM ARM B BARRATT LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	2	0	0	0	0	0	8
07:15	8	1	0	0	0	0	0	9
07:30	17	1	1	0	0	0	0	19
07:45	18	2	0	0	0	0	0	20
H/TOT	49	6	1	0	0	0	0	56
08:00	26	0	0	0	0	0	1	27
08:15	26	0	0	0	0	0	0	26
08:30	17	0	1	0	0	0	0	18
08:45	8	1	0	0	0	0	0	9
H/TOT	77	1	1	0	0	0	1	80
09:00	16	2	0	0	0	0	0	18
09:15	17	0	0	0	0	0	0	17
09:30	9	2	0	0	0	0	0	11
09:45	11	1	0	0	0	0	0	12
H/TOT	53	5	0	0	0	0	0	58
P/TOT	179	12	2	0	0	0	1	194

TIME	TO ARM C NOTTINGHAM ROAD (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	87	17	4	0	3	1	2	114
07:15	116	26	4	1	3	1	3	154
07:30	176	18	4	0	2	1	2	203
07:45	202	25	3	0	1	3	2	236
H/TOT	581	86	15	1	9	6	9	707
08:00	186	19	6	0	3	2	2	218
08:15	172	17	1	0	1	0	1	192
08:30	200	13	6	0	2	0	1	222
08:45	204	27	10	1	4	0	0	246
H/TOT	762	76	23	1	10	2	4	878
09:00	175	28	11	0	3	0	0	217
09:15	173	25	7	2	1	0	0	208
09:30	155	17	2	3	4	1	0	182
09:45	165	25	7	0	2	0	0	199
H/TOT	668	95	27	5	10	1	0	806
P/TOT	2011	257	65	7	29	9	13	2391

TIME	FROM ARM C NOTTINGHAM ROAD (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	137	27	3	0	3	2	1	173
07:15	226	34	10	0	3	1	1	275
07:30	222	26	10	0	4	0	1	263
07:45	229	29	3	0	2	3	3	269
H/TOT	814	116	26	0	12	6	6	980
08:00	223	35	6	1	4	2	3	274
08:15	249	31	11	0	3	0	5	299
08:30	234	26	10	0	2	0	5	277
08:45	210	21	10	2	2	4	2	251
H/TOT	916	113	37	3	11	6	15	1101
09:00	190	32	4	0	3	2	1	232
09:15	167	29	4	2	2	1	1	206
09:30	153	20	5	4	1	0	0	183
09:45	155	24	9	2	2	1	1	194
H/TOT	665	105	22	8	8	4	3	815
P/TOT	2395	334	85	11	31	16	24	2896

TIME	TO ARM B BARRATT LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	19	2	1	0	0	0	0	22
16:15	13	2	0	0	0	0	0	15
16:30	27	4	0	0	0	0	0	31
16:45	20	1	0	0	0	0	0	21
H/TOT	79	9	1	0	0	0	0	89
17:00	23	3	0	0	0	0	1	27
17:15	20	0	0	0	0	0	0	20
17:30	24	0	0	0	0	0	0	24
17:45	24	4	0	0	0	0	0	28
H/TOT	91	7	0	0	0	0	1	99
18:00	20	2	0	0	0	0	2	24
18:15	19	0	1	0	0	0	1	21
18:30	17	1	0	0	0	0	0	18
18:45	19	1	0	0	0	0	0	20
H/TOT	75	4	1	0	0	0	3	83
P/TOT	245	20	2	0	0	0	4	271

TIME	FROM ARM B BARRATT LANE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	6	3	1	0	0	0	0	10
16:15	6	3	0	0	0	0	0	9
16:30	15	1	0	0	0	0	0	16
16:45	12	2	0	0	0	0	2	16
H/TOT	39	9	1	0	0	0	2	51
17:00	10	1	1	0	0	1	0	13
17:15	12	3	0	0	0	0	0	15
17:30	7	1	0	0	0	0	0	8
17:45	18	3	0	0	0	0	0	21
H/TOT	47	8	1	0	0	1	0	57
18:00	12	0	0	0	0	0	0	12
18:15	13	0	0	0	0	0	0	13
18:30	9	1	0	0	0	0	1	11
18:45	15	0	0	0	0	0	2	17
H/TOT	49	1	0	0	0	0	3	53
P/TOT	135	18	2	0	0	1	5	161

TIME	TO ARM C NOTTINGHAM ROAD (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	214	31	1	0	1	5	0	252
16:15	247	28	1	0	3	2	4	285
16:30	237	27	3	1	3	2	1	274
16:45	255	30	3	0	2	4	5	299
H/TOT	953	116	8	1	9	13	10	1110
17:00	291	23	3	0	4	7	5	333
17:15	253	19	3	0	2	3	3	283
17:30	228	13	3	0	1	1	4	250
17:45	243	12	0	0	4	2	2	263
H/TOT	1015	67	9	0	11	13	14	1129
18:00	223	9	3	0	2	3	4	244
18:15	218	14	2	0	3	1	4	242
18:30	224	13	2	1	2	1	4	247
18:45	167	20	2	0	2	0	3	194
H/TOT	832	56	9	1	9	5	15	927
P/TOT	2800	239	26	2	29	31	39	3166

TIME	FROM ARM C NOTTINGHAM ROAD (SW)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	249	25	4	0	1	1	4	284
16:15	215	17	3	0	3	2	1	241
16:30	231	25	1	1	2	4	0	264
16:45	251	19	1	0	2	1	0	274
H/TOT	946	86	9	1	8	8	5	1063
17:00	259	18	1	0	3	5	2	288
17:15	267	21	2	0	3	2	4	299
17:30	258	16	1	0	2	3	0	280
17:45	238	29	1	2	1	2	0	273
H/TOT	1022	84	5	2	9	12	6	1140
18:00	232	17	2	0	5	2	2	260
18:15	213	10	3	0	1	4	1	232
18:30	215	13	2	0	3	1	0	234
18:45	195	12	1	0	2	10	0	220
H/TOT	855	52	8	0	11	17	3	946
P/TOT	2823	222	22	3	28	37	14	3149

MANUAL CLASSIFIED COUNTS

JOB REF: 15686

JOB NAME: TOTON

SITE: 5 **DATE:** 16/07/2026

LOCATION: RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD **DAY:** THURSDAY

TIME	A TO B FROM RUSSELL DRIVE TO WOLLATON ROAD								A TO C FROM RUSSELL DRIVE TO TROWELL ROAD								B TO A FROM WOLLATON ROAD TO RUSSELL DRIVE								B TO C FROM WOLLATON ROAD TO TROWELL 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	3	2	0	0	0	0	0	5	71	17	0	0	3	1	0	92	0	0	0	0	0	0	0	0	4	0	1	0	0	0	0	5
07:15	5	0	0	0	0	0	0	5	70	20	2	2	0	0	0	94	2	0	0	0	0	0	0	2	2	1	0	0	0	0	1	4
07:30	5	1	0	0	0	0	0	6	115	12	3	2	4	1	2	139	3	0	0	0	0	0	0	3	9	0	0	0	0	0	0	9
07:45	10	0	0	0	0	0	0	10	91	14	5	2	3	1	1	117	6	0	0	0	0	0	0	6	14	0	0	0	0	0	1	15
H/TOT	23	3	0	0	0	0	0	26	347	63	10	6	10	3	3	442	11	0	0	0	0	0	0	11	29	1	1	0	0	0	2	33
08:00	2	1	0	0	0	0	0	3	116	18	1	2	2	0	0	139	3	0	1	0	0	0	0	4	23	3	0	0	0	0	2	28
08:15	3	1	0	0	0	0	0	4	133	13	5	3	1	0	5	160	6	0	1	0	0	0	0	7	23	2	0	0	0	0	0	25
08:30	3	1	0	0	0	0	0	4	105	9	2	2	3	0	1	122	4	2	0	0	0	0	0	6	20	1	0	1	0	0	0	22
08:45	0	0	0	0	0	0	0	0	89	6	1	1	4	0	2	103	5	0	0	0	0	0	0	5	21	0	1	0	0	0	0	22
H/TOT	8	3	0	0	0	0	0	11	443	46	9	8	10	0	8	524	18	2	2	0	0	0	0	22	87	6	1	1	0	0	2	97
09:00	3	1	0	0	0	0	0	4	79	11	5	3	3	1	1	103	1	1	1	0	0	0	0	3	11	0	0	0	0	0	0	11
09:15	0	0	1	0	0	0	0	1	78	18	3	1	3	3	0	106	4	0	0	0	0	0	0	4	13	2	0	0	0	0	0	15
09:30	1	0	0	0	0	0	0	1	67	8	4	3	2	0	0	84	3	1	0	0	0	0	0	4	12	0	0	0	0	0	1	13
09:45	2	0	0	0	0	0	0	2	70	12	5	1	3	0	0	91	0	1	1	0	0	0	0	2	9	4	1	0	2	1	0	17
H/TOT	6	1	1	0	0	0	0	8	294	49	17	8	11	4	1	384	8	3	2	0	0	0	0	13	45	6	1	0	2	1	1	56
P/TOT	37	7	1	0	0	0	0	45	1084	158	36	22	31	7	12	1350	37	5	4	0	0	0	0	46	161	13	3	1	2	1	5	186

MANUAL CLASSIFIED COUNTS

JOB REF: 15686

JOB NAME: TOTON

SITE: 5 **DATE:** 16/07/2026

LOCATION: RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD **DAY:** THURSDAY

TIME	A TO B FROM RUSSELL DRIVE TO WOLLATON ROAD								A TO C FROM RUSSELL DRIVE TO TROWELL ROAD								B TO A FROM WOLLATON ROAD TO RUSSELL DRIVE								B TO C FROM WOLLATON ROAD TO TROWELL 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	4	1	0	0	0	0	0	5	101	23	2	0	3	1	0	130	8	1	0	0	0	1	0	10	34	4	1	0	0	0	3	42
16:15	4	1	0	0	0	0	0	5	121	20	3	0	1	2	0	147	5	0	0	0	0	0	0	5	35	6	0	0	0	0	1	42
16:30	3	1	0	0	0	1	0	5	132	11	2	1	2	4	1	153	16	1	0	0	0	0	0	17	24	7	0	0	0	0	3	34
16:45	5	0	0	0	0	0	0	5	129	18	4	1	0	1	3	156	11	1	0	0	0	0	0	12	27	1	0	0	0	0	0	28
H/TOT	16	3	0	0	0	1	0	20	483	72	11	2	6	8	4	586	40	3	0	0	0	1	0	44	120	18	1	0	0	0	7	146
17:00	5	0	0	0	0	0	0	5	118	8	2	0	2	1	2	133	11	1	0	0	0	0	0	12	18	0	0	0	0	0	1	19
17:15	7	0	0	0	0	0	0	7	109	8	1	0	3	0	4	125	8	2	0	0	0	0	0	10	40	3	0	0	0	0	1	44
17:30	5	0	0	0	0	0	0	5	132	15	0	0	0	0	2	149	15	0	0	0	0	0	0	15	29	5	0	0	0	0	3	37
17:45	5	1	0	0	0	0	0	6	118	11	0	0	1	1	1	132	9	2	1	0	0	0	0	12	35	0	0	0	0	0	1	36
H/TOT	22	1	0	0	0	0	0	23	477	42	3	0	6	2	9	539	43	5	1	0	0	0	0	49	122	8	0	0	0	0	6	136
18:00	9	0	0	0	0	0	0	9	119	9	2	0	2	1	1	134	19	1	0	0	0	0	0	20	35	3	0	0	0	0	1	39
18:15	8	0	0	0	0	0	0	8	89	7	0	0	2	2	2	102	15	0	0	0	0	1	0	16	14	0	0	0	0	0	3	17
18:30	3	0	0	0	0	0	0	3	101	15	0	0	0	0	1	117	6	0	0	0	0	0	0	6	10	0	0	0	0	0	0	10
18:45	3	0	0	0	0	0	0	3	86	8	1	0	0	1	1	97	4	0	0	0	0	0	0	4	7	1	0	1	0	0	1	10
H/TOT	23	0	0	0	0	0	0	23	395	39	3	0	4	4	5	450	44	1	0	0	0	1	0	46	66	4	0	1	0	0	5	76
P/TOT	61	4	0	0	0	1	0	66	1355	153	17	2	16	14	18	1575	127	9	1	0	0	2	0	139	308	30	1	1	0	0	18	358

MANUAL CLASSIFIED COUNTS

JOB REF: 15686

JOB NAME: TOTON

SITE: 5 **DATE:** 16/07/2026

LOCATION: RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD **DAY:** THURSDAY

TIME	C TO A FROM TROWELL ROAD TO RUSSELL DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	101	22	7	3	3	0	1	137
07:15	141	32	8	2	3	4	0	190
07:30	106	20	4	1	5	1	2	139
07:45	120	22	7	1	4	1	2	157
H/TOT	468	96	26	7	15	6	5	623
08:00	111	24	4	1	3	2	1	146
08:15	109	15	5	2	2	1	3	137
08:30	93	17	2	2	3	1	0	118
08:45	109	41	6	3	2	1	2	164
H/TOT	422	97	17	8	10	5	6	565
09:00	97	24	3	3	3	1	1	132
09:15	91	18	6	2	2	0	1	120
09:30	96	21	5	2	2	0	0	126
09:45	96	23	6	4	2	0	1	132
H/TOT	380	86	20	11	9	1	3	510
P/TOT	1270	279	63	26	34	12	14	1698

TIME	C TO B FROM TROWELL ROAD TO WOLLATON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	5	0	0	0	0	0	1	6
07:15	6	3	0	0	0	0	1	10
07:30	10	0	0	0	0	0	0	10
07:45	18	3	1	0	0	0	0	22
H/TOT	39	6	1	0	0	0	2	48
08:00	22	2	1	0	0	0	0	25
08:15	21	2	0	0	0	0	0	23
08:30	25	2	0	0	0	0	1	28
08:45	17	1	0	0	0	0	1	19
H/TOT	85	7	1	0	0	0	2	95
09:00	17	1	1	0	0	0	1	20
09:15	19	3	1	0	1	0	3	27
09:30	10	1	0	0	2	0	1	14
09:45	12	2	0	0	0	0	1	15
H/TOT	58	7	2	0	3	0	6	76
P/TOT	182	20	4	0	3	0	10	219

TIME	TO ARM A RUSSELL DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	101	22	7	3	3	0	1	137
07:15	143	32	8	2	3	4	0	192
07:30	109	20	4	1	5	1	2	142
07:45	126	22	7	1	4	1	2	163
H/TOT	479	96	26	7	15	6	5	634
08:00	114	24	5	1	3	2	1	150
08:15	115	15	6	2	2	1	3	144
08:30	97	19	2	2	3	1	0	124
08:45	114	41	6	3	2	1	2	169
H/TOT	440	99	19	8	10	5	6	587
09:00	98	25	4	3	3	1	1	135
09:15	95	18	6	2	2	0	1	124
09:30	99	22	5	2	2	0	0	130
09:45	96	24	7	4	2	0	1	134
H/TOT	388	89	22	11	9	1	3	523
P/TOT	1307	284	67	26	34	12	14	1744

TIME	FROM ARM A RUSSELL DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	74	19	0	0	3	1	0	97
07:15	75	20	2	2	0	0	0	99
07:30	120	13	3	2	4	1	2	145
07:45	101	14	5	2	3	1	1	127
H/TOT	370	66	10	6	10	3	3	468
08:00	118	19	1	2	2	0	0	142
08:15	136	14	5	3	1	0	5	164
08:30	108	10	2	2	3	0	1	126
08:45	89	6	1	1	4	0	2	103
H/TOT	451	49	9	8	10	0	8	535
09:00	82	12	5	3	3	1	1	107
09:15	78	18	4	1	3	3	0	107
09:30	68	8	4	3	2	0	0	85
09:45	72	12	5	1	3	0	0	93
H/TOT	300	50	18	8	11	4	1	392
P/TOT	1121	165	37	22	31	7	12	1395

TIME	C TO A FROM TROWELL ROAD TO RUSSELL DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	84	10	3	0	0	2	3	102
16:15	93	10	2	0	1	0	0	106
16:30	72	7	0	0	2	0	0	81
16:45	75	10	2	0	1	1	1	90
H/TOT	324	37	7	0	4	3	4	379
17:00	78	10	1	0	1	1	0	91
17:15	81	7	1	0	2	0	1	92
17:30	86	4	1	0	2	0	2	95
17:45	82	5	0	1	1	0	0	89
H/TOT	327	26	3	1	6	1	3	367
18:00	82	8	0	0	1	0	0	91
18:15	71	8	0	0	0	1	1	81
18:30	65	8	0	1	3	0	1	78
18:45	81	3	1	0	0	0	0	85
H/TOT	299	27	1	1	4	1	2	335
P/TOT	950	90	11	2	14	5	9	1081

TIME	C TO B FROM TROWELL ROAD TO WOLLATON ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	32	7	0	0	0	1	1	41
16:15	34	1	0	0	0	0	1	36
16:30	33	8	0	0	0	0	0	41
16:45	27	1	1	0	0	1	0	30
H/TOT	126	17	1	0	0	2	2	148
17:00	38	1	0	0	0	0	0	39
17:15	46	2	0	0	0	0	1	49
17:30	33	5	0	0	0	0	1	39
17:45	48	10	1	0	0	0	0	59
H/TOT	165	18	1	0	0	0	2	186
18:00	24	1	0	0	0	0	0	25
18:15	15	2	0	0	0	0	1	18
18:30	12	0	0	0	0	0	0	12
18:45	7	0	0	0	0	0	0	7
H/TOT	58	3	0	0	0	0	1	62
P/TOT	349	38	2	0	0	2	5	396

TIME	TO ARM A RUSSELL DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	92	11	3	0	0	3	3	112
16:15	98	10	2	0	1	0	0	111
16:30	88	8	0	0	2	0	0	98
16:45	86	11	2	0	1	1	1	102
H/TOT	364	40	7	0	4	4	4	423
17:00	89	11	1	0	1	1	0	103
17:15	89	9	1	0	2	0	1	102
17:30	101	4	1	0	2	0	2	110
17:45	91	7	1	1	1	0	0	101
H/TOT	370	31	4	1	6	1	3	416
18:00	101	9	0	0	1	0	0	111
18:15	86	8	0	0	0	2	1	97
18:30	71	8	0	1	3	0	1	84
18:45	85	3	1	0	0	0	0	89
H/TOT	343	28	1	1	4	2	2	381
P/TOT	1077	99	12	2	14	7	9	1220

TIME	FROM ARM A RUSSELL DRIVE							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	105	24	2	0	3	1	0	135
16:15	125	21	3	0	1	2	0	152
16:30	135	12	2	1	2	5	1	158
16:45	134	18	4	1	0	1	3	161
H/TOT	499	75	11	2	6	9	4	606
17:00	123	8	2	0	2	1	2	138
17:15	116	8	1	0	3	0	4	132
17:30	137	15	0	0	0	0	2	154
17:45	123	12	0	0	1	1	1	138
H/TOT	499	43	3	0	6	2	9	562
18:00	128	9	2	0	2	1	1	143
18:15	97	7	0	0	2	2	2	110
18:30	104	15	0	0	0	0	1	120
18:45	89	8	1	0	0	1	1	100
H/TOT	418	39	3	0	4	4	5	473
P/TOT	1416	157	17	2	16	15	18	1641

MANUAL CLASSIFIED COUNTS

JOB REF: 15686

JOB NAME: TOTON

SITE: 5 **DATE:** 16/07/2026

LOCATION: RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD **DAY:** THURSDAY

TIME	TO ARM B WOLLATON ROAD								FROM ARM B WOLLATON ROAD								TIME	TO ARM C TROWELL ROAD								FROM ARM C TROWELL 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	8	2	0	0	0	0	1	11	4	0	1	0	0	0	0	5	07:00	75	17	1	0	3	1	0	97	106	22	7	3	3	0	2	143
07:15	11	3	0	0	0	0	1	15	4	1	0	0	0	0	1	6	07:15	72	21	2	2	0	0	1	98	147	35	8	2	3	4	1	200
07:30	15	1	0	0	0	0	0	16	12	0	0	0	0	0	0	12	07:30	124	12	3	2	4	1	2	148	116	20	4	1	5	1	2	149
07:45	28	3	1	0	0	0	0	32	20	0	0	0	0	0	1	21	07:45	105	14	5	2	3	1	2	132	138	25	8	1	4	1	2	179
H/TOT	62	9	1	0	0	0	2	74	40	1	1	0	0	0	2	44	H/TOT	376	64	11	6	10	3	5	475	507	102	27	7	15	6	7	671
08:00	24	3	1	0	0	0	0	28	26	3	1	0	0	0	2	32	08:00	139	21	1	2	2	0	2	167	133	26	5	1	3	2	1	171
08:15	24	3	0	0	0	0	0	27	29	2	1	0	0	0	0	32	08:15	156	15	5	3	1	0	5	185	130	17	5	2	2	1	3	160
08:30	28	3	0	0	0	0	1	32	24	3	0	1	0	0	0	28	08:30	125	10	2	3	3	0	1	144	118	19	2	2	3	1	1	146
08:45	17	1	0	0	0	0	1	19	26	0	1	0	0	0	0	27	08:45	110	6	2	1	4	0	2	125	126	42	6	3	2	1	3	183
H/TOT	93	10	1	0	0	0	2	106	105	8	3	1	0	0	2	119	H/TOT	530	52	10	9	10	0	10	621	507	104	18	8	10	5	8	660
09:00	20	2	1	0	0	0	1	24	12	1	1	0	0	0	0	14	09:00	90	11	5	3	3	1	1	114	114	25	4	3	3	1	2	152
09:15	19	3	2	0	1	0	3	28	17	2	0	0	0	0	0	19	09:15	91	20	3	1	3	3	0	121	110	21	7	2	3	0	4	147
09:30	11	1	0	0	2	0	1	15	15	1	0	0	0	0	1	17	09:30	79	8	4	3	2	0	1	97	106	22	5	2	4	0	1	140
09:45	14	2	0	0	0	0	1	17	9	5	2	0	2	1	0	19	09:45	79	16	6	1	5	1	0	108	108	25	6	4	2	0	2	147
H/TOT	64	8	3	0	3	0	6	84	53	9	3	0	2	1	1	69	H/TOT	339	55	18	8	13	5	2	440	438	93	22	11	12	1	9	586
P/TOT	219	27	5	0	3	0	10	264	198	18	7	1	2	1	5	232	P/TOT	1245	171	39	23	33	8	17	1536	1452	299	67	26	37	12	24	1917

TIME	TO ARM B WOLLATON ROAD								FROM ARM B WOLLATON ROAD								TIME	TO ARM C TROWELL ROAD								FROM ARM C TROWELL 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	36	8	0	0	0	1	1	46	42	5	1	0	0	1	3	52	16:00	135	27	3	0	3	1	3	172	116	17	3	0	0	3	4	143
16:15	38	2	0	0	0	0	1	41	40	6	0	0	0	0	1	47	16:15	156	26	3	0	1	2	1	189	127	11	2	0	1	0	1	142
16:30	36	9	0	0	0	1	0	46	40	8	0	0	0	0	3	51	16:30	156	18	2	1	2	4	4	187	105	15	0	0	2	0	0	122
16:45	32	1	1	0	0	1	0	35	38	2	0	0	0	0	0	40	16:45	156	19	4	1	0	1	3	184	102	11	3	0	1	2	1	120
H/TOT	142	20	1	0	0	3	2	168	160	21	1	0	0	1	7	190	H/TOT	603	90	12	2	6	8	11	732	450	54	8	0	4	5	6	527
17:00	43	1	0	0	0	0	0	44	29	1	0	0	0	0	1	31	17:00	136	8	2	0	2	1	3	152	116	11	1	0	1	1	0	130
17:15	53	2	0	0	0	0	1	56	48	5	0	0	0	0	1	54	17:15	149	11	1	0	3	0	5	169	127	9	1	0	2	0	2	141
17:30	38	5	0	0	0	0	1	44	44	5	0	0	0	0	3	52	17:30	161	20	0	0	0	0	5	186	119	9	1	0	2	0	3	134
17:45	53	11	1	0	0	0	0	65	44	2	1	0	0	0	1	48	17:45	153	11	0	0	1	1	2	168	130	15	1	1	1	0	0	148
H/TOT	187	19	1	0	0	0	2	209	165	13	1	0	0	0	6	185	H/TOT	599	50	3	0	6	2	15	675	492	44	4	1	6	1	5	553
18:00	33	1	0	0	0	0	0	34	54	4	0	0	0	0	1	59	18:00	154	12	2	0	2	1	2	173	106	9	0	0	1	0	0	116
18:15	23	2	0	0	0	0	1	26	29	0	0	0	0	1	3	33	18:15	103	7	0	0	2	2	5	119	86	10	0	0	0	1	2	99
18:30	15	0	0	0	0	0	0	15	16	0	0	0	0	0	0	16	18:30	111	15	0	0	0	0	1	127	77	8	0	1	3	0	1	90
18:45	10	0	0	0	0	0	0	10	11	1	0	1	0	0	1	14	18:45	93	9	1	1	0	1	2	107	88	3	1	0	0	0	0	92
H/TOT	81	3	0	0	0	0	1	85	110	5	0	1	0	1	5	122	H/TOT	461	43	3	1	4	4	10	526	357	30	1	1	4	1	3	397
P/TOT	410	42	2	0	0	3	5	462	435	39	2	1	0	2	18	497	P/TOT	1663	183	18	3	16	14	36	1933	1299	128	13	2	14	7	14	1477

MANUAL CLASSIFIED COUNTS

JOB REF: 15686

JOB NAME: TOTON

SITE: 5 **DATE:** 16/07/2026

LOCATION: RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD **DAY:** THURSDAY

APPENDIX E

Signal Controller Specifications

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Administration

General Specifications

Customer Name	A-one+ / NCC	Customer Order No.	
Intersection/ General Description	A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)	Controller/ Serial Number	7024700
		S.T.S. /EM Number	J31311 Issue 10
Controller	○ New ◉ Modification	Equipment Installation by	
Area Specifications/ Customer Drawings		Slot Cutting by	
Specification Section		Civil Works by	
Contract/Tender Ref:		Customer's Engineer	Stuart Beniston
Quotation No.		Telephone Number	01623 886742
Works Order No.	E83071		

Signal Company Use Only

Signal Engineer: P M ROUSE / NICK RULE / SK/PJ

(IF PROM Label as >) PROM Number: 16700 PROM Variant: 2

Configuration Check Value: CB 8E AC 0

Controller Options

Hardware: T800 Firmware Type and Issue: PB800 ISS 31 Other Options: KTD LO

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options ○ ○ ○ ○

Cabinet/Rack Variant Cuckoo Options ☐

Mains Supply	240 Volts	50 Hz					
Peak Lamp Current	11 Amps	Dimming Voltage	None	Answer Issue	0	Date Created	30/07/07
Average Lamp Power	2612 Watts						
Total Average Power	2840 Watts	Low Inrush Transformer	☐	Edit Issue	45		

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams

(•) Current Number of Streams 3

Phases

( ) Current Total Number of Phases 18

(•) Number of Real Phases 15

( ) Number of Dummy Phases 3

Stages

( ) Current Number of stages (inc. ALL-RED stages) 14

Switched Signs

( ) Number of Switched Signs 0

Action

Add At | Delete At

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC
- [x] Serial/Internal UTMC OTU
- [ ] Free-standing OTU
- [ ] Integral TC12 OTU
- [x] Serial MOVA

- [x] Master Time Clock
- [ ] Holiday Clock
- [x] FT To Current MAX
- [ ] Linked Fixed Time

- [x] Lamp Monitoring
- [x] RED Lamp Monitoring
- [x] Pelican/Puffin/Toucan
- [ ] Standalone Manual

- [x] Extend All Red
- [x] Speed Measurement
- [ ] Ripple Change
- [ ] London IMU

- [ ] Non-UK
- [ ] Fail to Part Time
- [ ] Fail To Hardware Flashing
- [ ]
- [ ] Download To Level 3

8 Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
[ ] Part Time	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Emergency Vehicles	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Hurry Call	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ]	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Manual Control	◉	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Manual Step On	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○	○	○
[x] UTC	○	○	◉	○	○	○	○	○	○	○	○	○	○
[ ]	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] CLF (Non-Base Time)	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] CLF (Base Time)	○	○	○	◉	○	○	○	○	○	○	○	○	○
[x] Vehicle Actuated	○	○	○	○	◉	○	○	○	○	○	○	○	○
[x] Fixed Time	○	○	○	○	○	◉	○	○	○	○	○	○	○

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard.8DF

Default PROM data file

Correspondence Monitoring to inc.

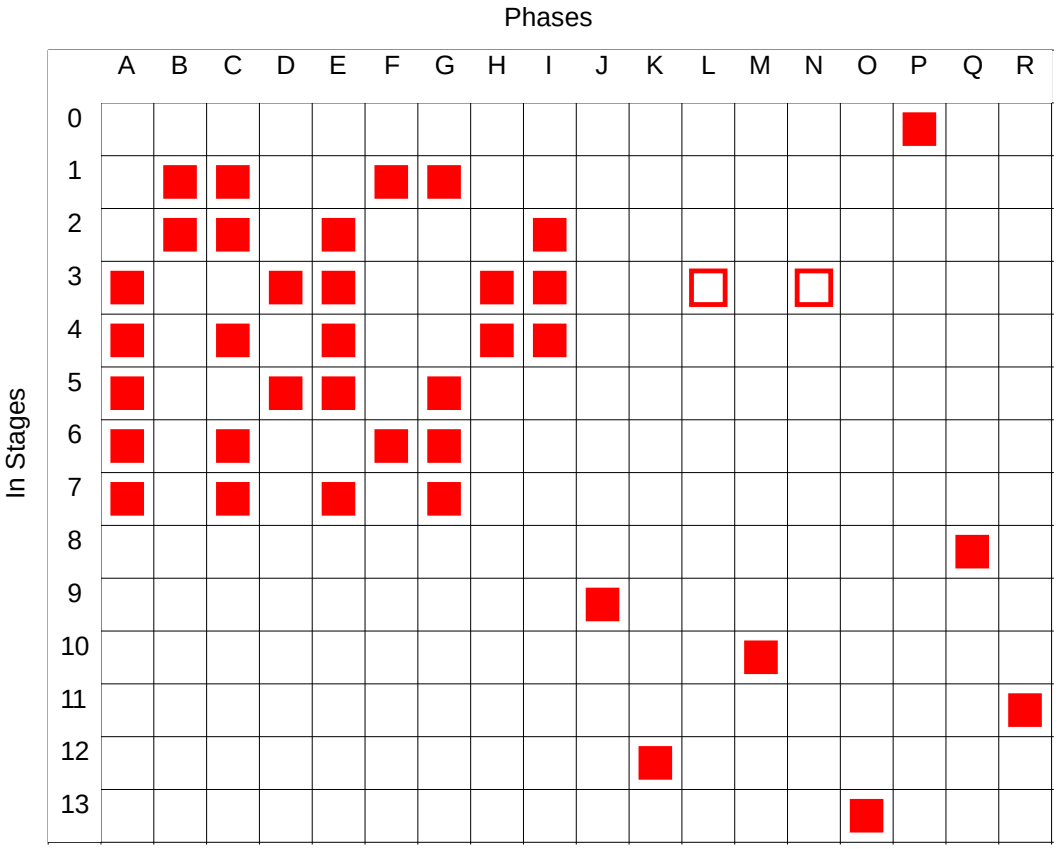
- [x] Reds
- [ ] Switched Signs
- [x] Ambers
- [ ] Ignore Reds and Ambers during Fault

Flash Rate (ms)

400 Off 400 On

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phases in Stages



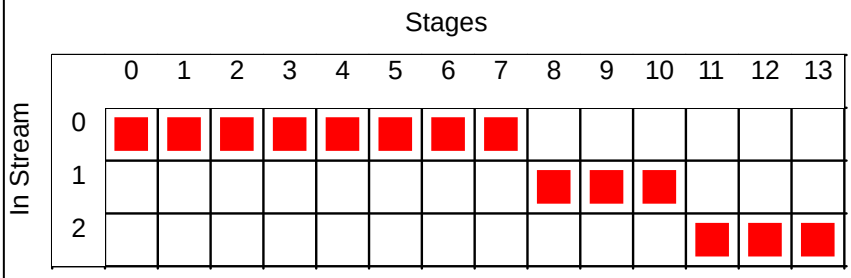
Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Stages in Streams

Stages in Streams

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	7	9	12					
Startup Stage	7	9	12					
Switch Off Stage								
Standalone Pedestrian	☐	☑	☑	☐	☐	☐	☐	☐

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase Type and Conditions

Phase Type and Conditions

(•) Phases A to P ( ) Phases Q to F2

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	WEST CIRCULAR	0 - UK Traffic	0	0 - E	
B	A52 EASTBOUND	0 - UK Traffic	0	0 - E	
C	NORTH CIRCULAR	0 - UK Traffic	0	0 - E	
D	B6003 SOUTHBOUND	0 - UK Traffic	0	0 - E	
E	EAST CIRCULAR	0 - UK Traffic	0	0 - E	
F	A52 WESTBOUND	0 - UK Traffic	0	0 - E	
G	SOUTH CIRCULAR	0 - UK Traffic	0	0 - E	
H	B6003 NORTHBOUND	0 - UK Traffic	0	0 - E	
I	A52 THROUGH-ABOUT	0 - UK Traffic	0	0 - E	
J	A52 WESTBOUND EXIT	0 - UK Traffic	0	0 - E	
K	A52 EASTBOUND EXIT	0 - UK Traffic	0	0 - E	
L	PED ACROSS A52 EASTBOUND	3 - UK Near Side Pedestrian	3	0 - E	
M	PED ACROSS A52 WESTBOUND EXIT	3 - UK Near Side Pedestrian	0	0 - E	
N	PED ACROSS A52 WESTBOUND	3 - UK Near Side Pedestrian	3	0 - E	
O	PED ACROSS A52 EASTBOUND EXIT	3 - UK Near Side Pedestrian	0	0 - E	
P	DUMMY STREAM 0	2 - UK GreenArrow	0	0 - E	

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase Type and Conditions

Phase Type and Conditions

○ Phases A to P ◉ Phases Q to F2

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
Q	DUMMY STREAM 1	2 - UK GreenArrow	0	0 - E	
R	DUMMY STREAM 2	2 - UK GreenArrow	0	0 - E	

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Opposing and Conflicting Phases

Select Stream(s) To Configure

(•) All ( ) 0 ( ) 1 ( ) 2 ( ) ( ) ( ) ( ) ( ) ( )

Initialise

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		Co	o	o	o	o	o	o	o			o		o		o		
B	Co		o	o	o	o	o	o	o			Co		o		o		
C	o	o		Co	o	o	o	o	o			o		o		o		
D	o	o	Co		o	o	o	o	o			o		o		o		
E	o	o	o	o		Co	o	o	o			o		o		o		
F	o	o	o	o	Co		o	o	o			o		Co		o		
G	o	o	o	o	o	o		Co	Co			o		o		o		
H	o	o	o	o	o	o	Co		o			o		o		o		
I	o	o	o	o	o	o	Co	o				o		o		o		
J													Co				o	
K															Co			o
L	o	Co	o	o	o	o	o	o	o					o		o		
M										Co							o	
N	o	o	o	o	o	Co	o	o	o			o				o		
O											Co							o
P	o	o	o	o	o	o	o	o	o			o		o				
Q										o			o					
R											o				o			

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

(•) Phases A to P ( ) Phases Q to F2

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	0.0	0	0	0	0	0	0	0	0	☐
B	7	0	0.0	40	35	40	30	0	0	0	0	☐
C	7	0	0.0	0	0	0	0	0	0	0	0	☐
D	7	0	0.0	16	20	16	16	0	0	0	0	☐
E	7	0	0.0	0	0	0	0	0	0	0	0	☐
F	7	0	0.0	40	35	40	30	0	0	0	0	☐
G	7	0	0.0	0	0	0	0	0	0	0	0	☐
H	7	0	0.0	16	20	16	16	0	0	0	0	☐
I	7	0	0.0	16	20	16	16	0	0	0	0	☐
J	20	0	0.0	0	0	0	0	0	0	0	0	☐
K	20	0	0.0	0	0	0	0	0	0	0	0	☐
L	6	2	0.0	0	0	0	0	0	0	0	0	☐
M	5	2	0.0	0	0	0	0	0	0	0	0	☐
N	6	2	0.0	0	0	0	0	0	0	0	0	☐
O	5	2	0.0	0	0	0	0	0	0	0	0	☐
P	1	0	0.0	0	0	0	0	0	0	0	0	☐

Note: For Standalone Streams see Help for use of Max Sets.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

○ Phases A to P ◉ Phases Q to F2

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
Q	1	0	0.0	0	0	0	0	0	0	0	0	☐
R	1	0	0.0	0	0	0	0	0	0	0	0	☐
												☐
												☐
												☐
												☐
												☐
												☐
												☐
												☐
												☐
												☐
												☐
												☐
												☐

Note: For Standalone Streams see Help for use of Max Sets.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ 2 ○ ○ ○ ○ ○ ○

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

To Phase

From 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		0																
M										0								
N						0												
O											0							
P																		
Q																		
R																		

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Intergreen Handset Limits

HIGH 199

Copy Intergreen Values

To Phase

From 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																		
M																		
N																		
O																		
P																		
Q																		
R																		

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.
A	3	255
B	3	255
C	3	255
D	3	255
E	3	255
F	3	255
G	3	255
H	3	255
I	3	255
J	3	255
K	3	255
L	3	255
M	3	255
N	3	255
O	3	255
P	1	255

Phase	Min. Green Min.	Min. Green Max.
Q	1	255
R	1	255
S		
T		
U		
V		
W		
X		
Y		
Z		
A2		
B2		
C2		
D2		
E2		
F2		

Max. Green — Min. 0 Max. 255

Vehicle Extension — Min. 0.0 Max. 10.0

Phase Delay — Min. 0 Max. 30

Starting I/G — Min. 8 Max. 12

Min Pedestrian Clearance (PBT) — Min. 2 Max. 3

Traffic Phase Leaving — Min. 3.0 Max. 3.0

Traffic Phase Red/Amber — Min. 2 Max. 2

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

VA Demand and Extend Definitions

VA Demand and Extend Definitions

(●) Phases A to P ( ) Phases Q to F2

Phase	Demands For Unlatched demands precede the name with a #. Conditioning MUST be used to specify unlatched demands.				Extensions			
A								
B	BX5	BX6	BX7		BX5	BX6	BX7	
C								
D	DX12	DX13	DSL14	DSL15	DX12	DX13	DSL14	DSL15
E								
F	FX37	FX38	FX39		FX37	FX38		
G								
H	HX44	HX45	HX46	HX22	HX44	HX45	HX46	HX22
I	IX50	ISL51	IX24	ISL25	IX50	ISL51	IX24	ISL25
J								
K								
L	PEDL							
M	PEDM							
N	PEDN							
O	PEDO							
P								

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Phases A to P ○ Phases Q to F2 ◉

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
Q				
R				

Extensions

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐

Q	R
☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐

Q	R
☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑

Q	R
☑	☑

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B	C	D	E	F	G	H	I	J	K					

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase - On Crossing and Kerbside Detector Definitions

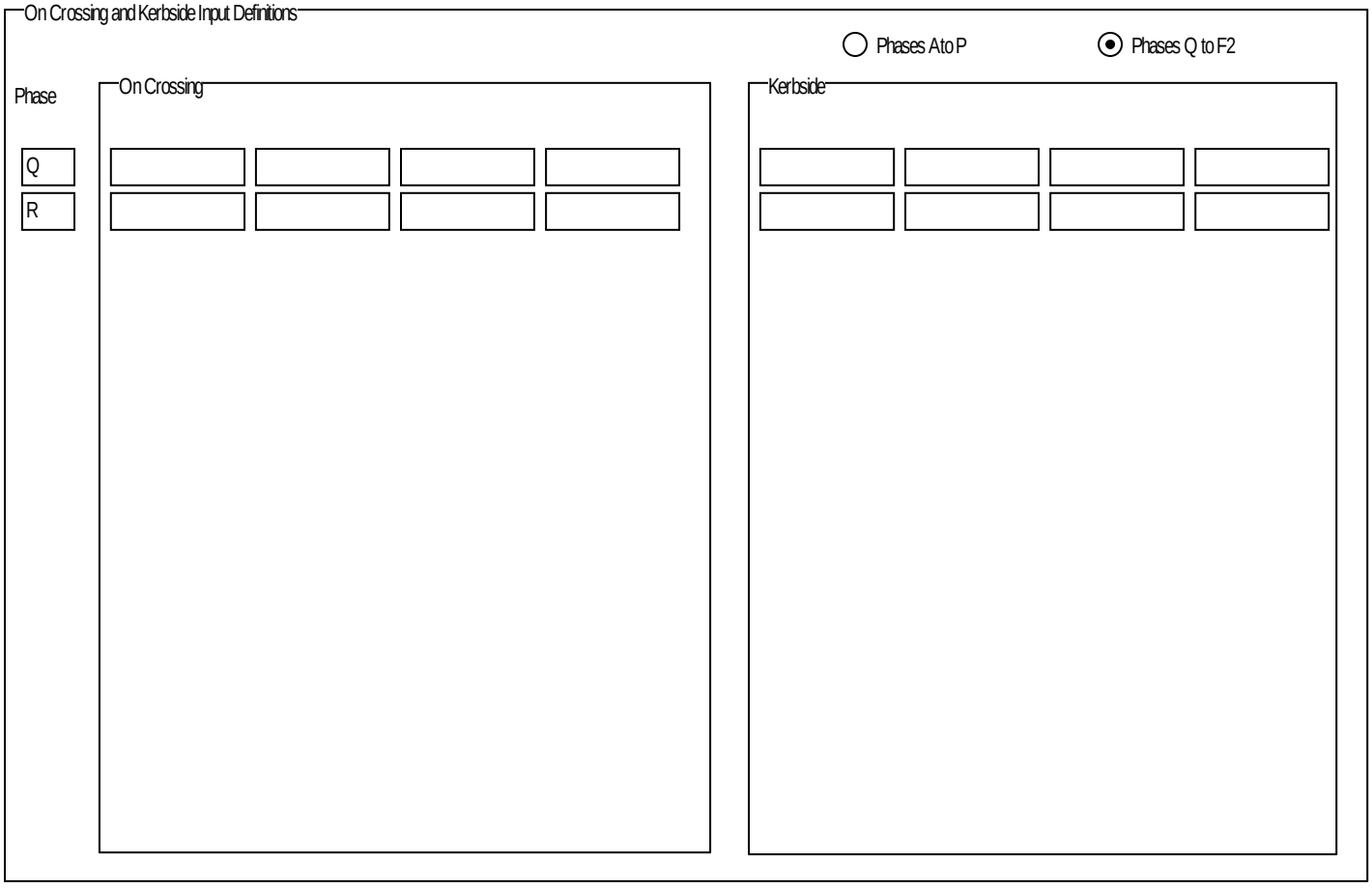
On Crossing and Kerbside Input Definitions

(●) Phases A to P ( ) Phases Q to F2

Phase	On Crossing				Kerbside			
A								
B								
C								
D								
E								
F								
G								
H								
I								
J								
K								
L	ONCRL1	ONCRL2						
M	ONCRM1	ONCRM2						
N	ONCRN1	ONCRN2						
O	ONCRO1	ONCRO2						
P								

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase - On Crossing and Kerbside Detector Definitions



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times

Pedestrian Enable VA Mode (PEV)

Streams 0	1	2	3	4	5	6	7
	0-Disabled	0-Disabled					

Pedestrian All Red Times (Vehicle to Pedestrian)

Streams	0	1	2	3	4	5	6	7
(PAR n 0) VA Gap Change		0	0					
(PAR n 1) VA Max Change		0	0					
(PAR n 2) FVP Change		0	0					
(PAR n 3) UTC Change		0	0					
(PAR n 4) Local Link Change		0	0					

Handset Range Limits

	Min	Max
(PAR n 2) FVP Change	0	0

Pelican Intergreen times

	0	1	2	3	4	5	6	7
(PIT n 0) Veh Red/Ped Flash Green		0	0					
(PIT n 1) Veh Flash Amber/Ped Flash Green		0	0					
(PIT n 2) Veh Flash Amber/Ped red		0	0					
(PIT n 3) Veh Flash Amber/Ped Red Quiescent		0	0					

	Min	Max
(PIT n 0) Veh Red/Ped Flash Green	0	0
(PIT n 1) Veh Flash Amber/Ped Flash Green	0	0
(PIT n 2) Veh Flash Amber/Ped red	0	0
(PIT n 3) Veh Flash Amber/Ped Red Quiescent	0	0

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

Phase	PDD Ped Demand Delay	PDX Ped Demand Hold	CMX Clearance Maximum	CDY 0 Clearance Delay Gap Change	CDY 1 Clearance Delay Max Change	CRD Clearance Minimum Red
A	0	0.0	0	0	0	0
B	0	0.0	0	0	0	0
C	0	0.0	0	0	0	0
D	0	0.0	0	0	0	0
E	0	0.0	0	0	0	0
F	0	0.0	0	0	0	0
G	0	0.0	0	0	0	0
H	0	0.0	0	0	0	0
I	0	0.0	0	0	0	0
J	0	0.0	0	0	0	0
K	0	0.0	0	0	0	0
L	0	0.0	10	0	0	0
M	0	0.0	8	0	0	0
N	0	0.0	9	0	0	0
O	0	0.0	6	0	0	0
P	0	0.0	0	0	0	0

(●) Phases A to P ( ) Phases Q to F2

☐

☐

Pedestrian Handset Range Limits

	MIN	MAX
Demand Delay PDD	0	4
Demand Hold PDX	0.0	4.0
Clearance Maximum CMX	6	20
Clearance Delays CDY 0 and CDY1	0	0
Clearance Minimum Red CRD	0	0

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

Phase	PDD Ped Demand Delay	PDX Ped Demand Hold	CMX Clearance Maximum	CDY 0 Clearance Delay Gap Change	CDY 1 Clearance Delay Max Change	CRD Clearance Minimum Red
Q	0	0.0	0	0	0	0
R	0	0.0	0	0	0	0

○ Phases A to P ◉ Phases Q to F2

☐

☐

Pedestrian Handset Range Limits

	MIN	MAX
Demand Delay PDD	0	4
Demand Hold PDX	0.0	4.0
Clearance Maximum CMX	6	20
Clearance Delays CDY 0 and CDY1	0	0
Clearance Minimum Red CRD	0	0

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times

Streams	0	1	2	3	4	5	6	7

Computer Control

PV		
Window Time UIE	0	0

Local Link

PV1		
Link Delay Time LKD	0	0
Link Window Time LKW	0	0
Link Override Time LKO	0	0

Kerbside Mat Test Output

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets
- (•) 1
- ( ) 2
- ( ) 3
- ( ) 4

Modes	Restrictions Apply To:	No Restrictions
	(•)	( )
Cableless Linking	(•)	( )
Vehicle Actuated	(•)	( )
	( )	( )
Fixed Time	(•)	( )
	( )	( )

Modes	Restrictions Apply To:	No Restrictions
Manual	( )	(•)
	( )	( )
	( )	( )
	( )	( )
	( )	( )

To Stage

From Stage	0	1	2	3	4	5	6	7	8	9	10	11	12	13
0			X	X	X	X	X	X						
1	X													
2	X													
3	X		1											
4	X		1											
5	X		1											
6	X		1	1	1	1								
7	X		1											
8											X			
9									X					
10									X					
11														X
12												X		
13												X		

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets
- ○ 1
- ◉ 2
- ○ 3
- ○ 4

Modes	Restrictions Apply To:	No Restrictions
Urban Traffic Control	◉	○
	◉	○
	◉	○
	○	○
	◉	○
	○	○

Modes	Restrictions Apply To:	No Restrictions
Manual	○	◉
	○	○
	○	○
	○	○
	○	○

To Stage

From Stage	0	1	2	3	4	5	6	7	8	9	10	11	12	13
0			X	X	X	X	X	X						
1	X													
2	X													
3	X		P											
4	X		P											
5	X		P											
6	X		P	P	P	P								
7	X		P											
8											X			
9									X					
10									X					
11														X
12												X		
13												X		

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	1	2	3	4	5	6	7	8	9	10	11	12	13		
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4	5	6	7	8	9	10	11	12	13		
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3	4	5	6	7	8	9	10	11	12	13		
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	1	0	0	0	0	0	0	0	0	0	0	0	0		

16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Exceptional Stages

☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase Delays

Phase Delays

(●) Phase Delays 0-29 ( ) Phase Delays 30-59 ( ) Phase Delays 60-89 ( ) Phase Delays 90-119

No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds
0	A	3	1	6	15	B	1	3	5
1	A	4	1	3	16	G	1	3	7
2	A	4	2	3	17	C	1	3	9
3	C	1	3	4	18	A	3	1	6
4	C	1	5	4	19	E	3	1	3
5	C	2	3	4	20	H	3	1	3
6	C	2	5	4	21	I	3	1	3
7	E	3	1	3	22				0
8	E	3	6	3	23				0
9	E	5	1	3	24				0
10	E	5	6	3	25				0
11	G	1	2	7	26				0
12	G	1	3	7	27				0
13	G	1	4	7	28	A	3	1	12
14				0	29	E	3	1	6

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☐	☑	☐	☑	☐	☑	☐	☑	☑	☑	☑	☐	☐	☐	☐	☐
Extend	☐	☑	☐	☑	☐	☑	☐	☑	☑	☑	☑	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

CLF - Plan(s)

CLF - Plan(s)

0 Plan No.

Copy From

Plan Specifics

0 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 70

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	27	4	3	16			
1	37	1	3	17			
2	62	1	1	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Alowed

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

CLF - Plan(s)

CLF - Plan(s)

1 Plan No.

Copy From

Plan Specifics

1 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	17	4	3	16			
1	27	1	3	17			
2	52	1	1	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Alowed

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

CLF - Plan(s)

CLF - Plan(s)

2 Plan No.

Copy From

Plan Specifics

2 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 70

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	27	4	3	16			
1	37	1	3	17			
2	62	1	1	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Alowed

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

CLF - Plan(s)

CLF - Plan(s)

3 Plan No.

Copy From

Plan Specifics

3 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	18	4	3	16			
1	28	1	3	17			
2	52	1	1	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Alowed

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

CLF - Plan(s)

CLF - Plan(s)

4 Plan No.

Copy From

Plan Specifics

4 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 74

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	29	4	3	16			
1	39	1	3	17			
2	66	1	1	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

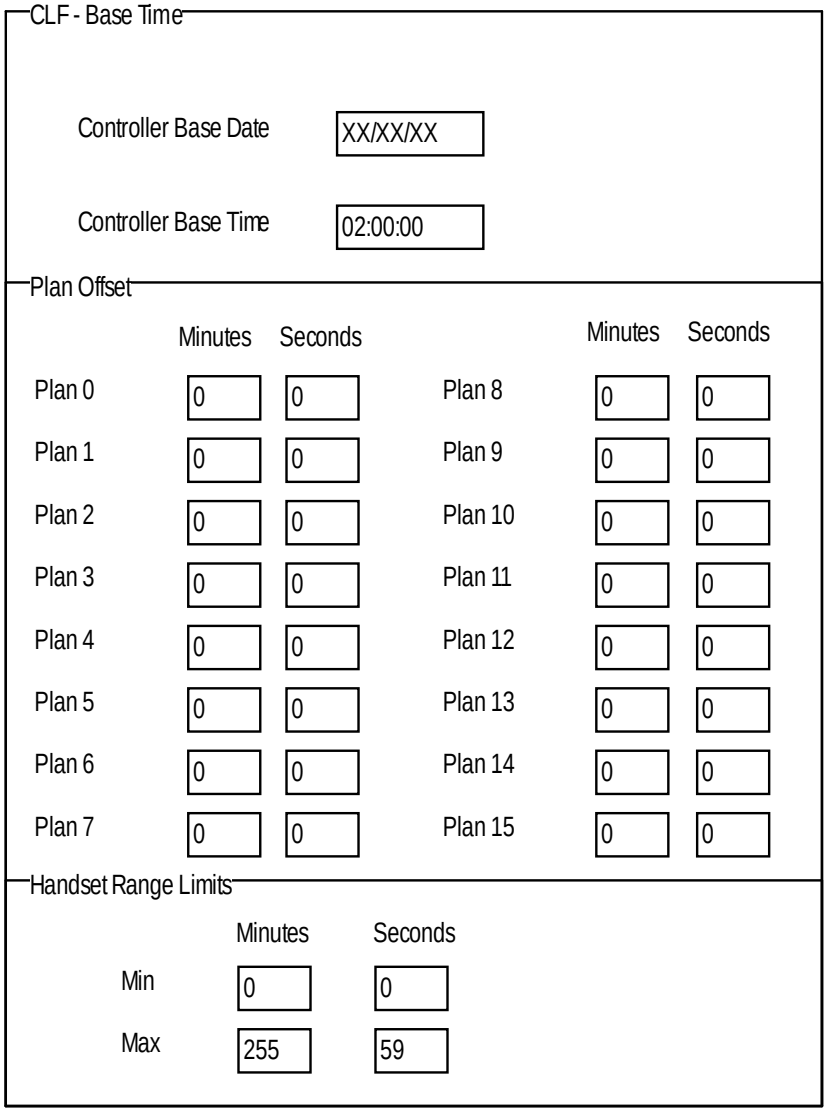
7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Alowed

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

CLF - Base Time



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

CLF - Demand Dependent Moves

Clear Grid Data

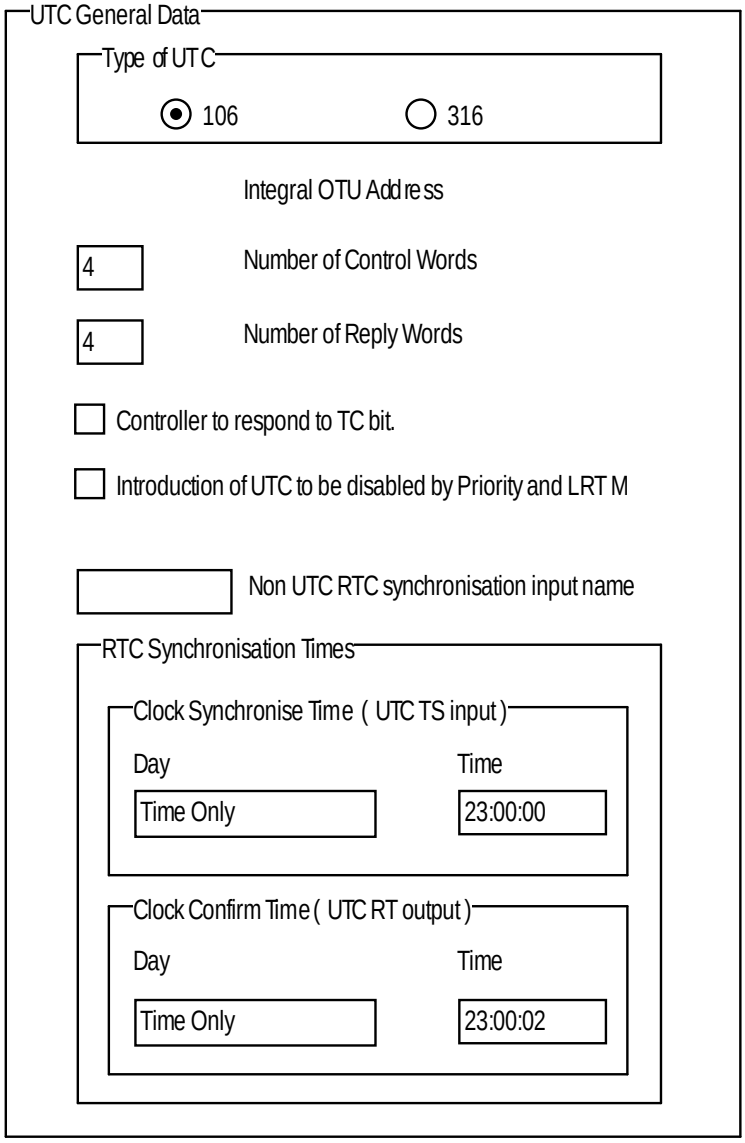
Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
0																		
1		■				■												
2																		
3																		
4																		
5																		
6																		
7																		
8																		
9																		
10																		
11																		
12																		
13																		

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

UTC General Data



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	F1	F2	F3	F4	F5	F6	F7	
Word 2					SO	TS		MOVAT0
Word 3								
Word 4	F9	F10	F12	F13				

Reply Words

Word 1	G1	G2	G3	G4	G5	G6	G7	GB
Word 2	GD	GF	GH	GI	DF	TF	DC	LF1
Word 3	LF2	PI	CC	CF	CO			
Word 4	G9	G10	G12	G13				
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	F2	G2		18			
3	F3	G3		19			
4	F4	G4		20			
5	F5	G5		21			
6	F6	G6		22			
7	F7	G7		23			
8				24			
9	F9	G9		25			
10	F10	G10		26			
11				27			
12	F12	G12		28			
13	F13	G13		29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
0																		
1		■				■												
2																		
3																		
4																		
5																		
6																		
7																		
8																		
9																		
10																		
11																		
12																		
13																		

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping

☑ Combined

Set Selection

○ ○ ○ ○ ○

1	AX1	2	AX2	3	BIN3	4	BIN4	5	BX5	6	BX6	7	BX7	8	BSL8
9	BSL9	10	BSL10	11	DIN11	12	DX12	13	DX13	14	DSL14	15	DSL15	16	
17		18		19		20		21	HIN21	22	HX22	23	HSL23	24	IX24
25	ISL25	26		27		28		29		30		31		32	
33	EX33	34	EX34	35	FIN35	36	FIN36	37	FX37	38	FX38	39	FX39	40	FSL40
41	FSL41	42	FSL42	43	HIN43	44	HX44	45	HX45	46	HX46	47	HSL47	48	HSL48
49	HSL49	50	IX50	51	ISL51	52		53		54		55		56	
57		58		59		60		61		62		63		64	

Note - only 32 detectors available on MOVA 4.0

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

MTC - Time Switch Parameters

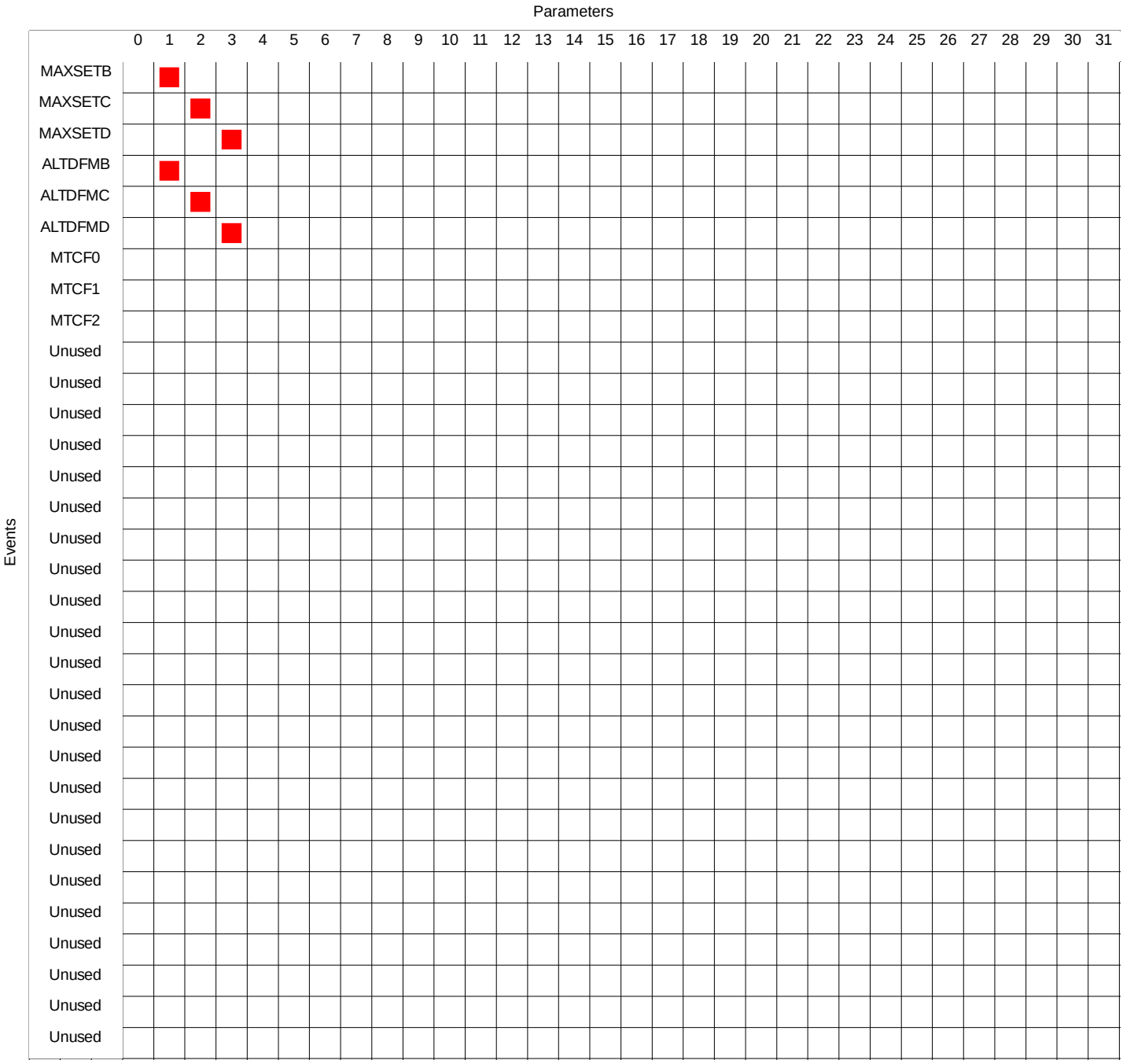
MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	Alternate DFM	ALTDFMB
4	Alternate DFM	ALTDFMC
5	Alternate DFM	ALTDFMD
6	Conditioning	MTCF0
7	Conditioning	MTCF1
8	Conditioning	MTCF2
9	No Action	
10	No Action	
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

	Type	Event
16	No Action	
17	No Action	
18	No Action	
19	No Action	
20	No Action	
21	No Action	
22	No Action	
23	No Action	
24	No Action	
25	No Action	
26	No Action	
27	No Action	
28	No Action	
29	No Action	
30	No Action	
31	No Action	

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

MTC - Time Switch Parameters Array



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☑	☑
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

MTC - Timetable

MTC - Timetable

View Timetable Settings

(•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/ Parameter
0	9	07:00:00	INTRODUCE MAXSET A	2	0
1	9	09:30:00	INTRODUCE MAXSET B	2	1
2	9	15:30:00	INTRODUCE MAXSET C	2	2
3	7	19:00:00	INTRODUCE MAXSET D	2	3
4	0	08:00:00	INTRODUCE MAXSET B	2	1
5	1	09:00:00	INTRODUCE MAXSET B	2	1
6	9	07:00:00	INTRODUCE CLF PLAN 0	1	0
7	9	09:30:00	INTRODUCE CLF PLAN 1	1	1
8	9	15:30:00	INTRODUCE CLF PLAN 2	1	2
9	7	19:00:00	INTRODUCE CLF PLAN 3	1	3
10	0	08:00:00	INTRODUCE CLF PLAN 1	1	1
11	1	09:00:00	INTRODUCE CLF PLAN 1	1	1
12	10	09:00:00	ENABLE ALL RED GDNQ59	4	7
13	10	18:00:00	DISABLE ALL RED GDNQ59	3	7
14	9	08:15:00	DISABLE MOVA CRB AM PEAK	3	8
15	9	08:50:00	ENABLE MOVA CRB AM PEAK	4	8

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

MTC - Timetable

MTC - Timetable

View Timetable Settings

○ 0 - 15 ◉ 16 - 31 ○ 32 - 47 ○ 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/ Parameter
16	9	15:15:00	DISABLE MOVA CRB PM PEAK	3	8
17	9	15:50:00	ENABLE MOVA CRB PM PEAK	4	8
18	9	08:30:00	INTRODUCE CLF PLAN 4	1	4
19	0			0	0
20	0			0	0
21	0			0	0
22	0			0	0
23	0			0	0
24	0			0	0
25	0			0	0
26	0			0	0
27	0			0	0
28	0			0	0
29	0			0	0
30	0			0	0
31	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order : E83071
EM Number : J31311
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Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

- (●) 200-240
- ( )
- ( ) 50-0-50, 100-120
- ( ) 230 CLS

Red Lamp Monitoring

Max Red Bulb Wattage: 50

First Red Lamp Fault Speed: 0

- [x] RLF2 Cancels RLM additional Intergreens
- [ ] RLF2 Only Cleared by RFL = 1
- [ ] RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
0	10

Streams with Phase BlackOut on RLF2

0	1	2	3				
[ ]	[x]	[x]	[x]	[ ]	[ ]	[ ]	[ ]

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Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

LMU - Sensors

LMU - Sensors

Onboard Sensors

Sensor\ Phase	Sensor Type	Bulb Watts	Sensor\ Phase	Sensor Type	Bulb Watts
1\A	As Seq.	40	17\Q		
2\B	As Seq.	40	18\R		
3\C	As Seq.	40	19\S		
4\D	As Seq.	40	20\T		
5\E	As Seq.	40	21\U		
6\F	As Seq.	40	22\V		
7\G	As Seq.	40	23\W		
8\H	As Seq.	40	24\X		
9\I	As Seq.	40	25\Y		
10\J	As Seq.	40	26\Z		
11\K	As Seq.	40	27\A2		
12\L	None	40	28\B2		
13\M	None	40	29\C2		
14\N	None	40	30\D2		
15\O	None	40	31\E2		
16\P	As Seq.	40	32\F2		

External Sensors

Sensor\ Pin	Drive	Sensor Type	Bulb Watts
33\b14		Regulatory Sign	7
34\z16		Regulatory Sign	7
35\z14		Regulatory Sign	7
36\z12		Regulatory Sign	7
37\b14		Regulatory Sign	7
38\z16		Regulatory Sign	7
39\z14		Regulatory Sign	7
40\z12		Regulatory Sign	7
41\b14			
42\z16			
43\z14			
44\z12			
45\b14			
46\z16			
47\z14			
48\z12			

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select

1 of 2

Sensor	Phase	Sensor Type	LED R+W	Load Type	LLF Profile
1	A	As Seq.	Auto		
2	B	As Seq.	Auto		
3	C	As Seq.	Auto		
4	D	As Seq.	Auto		
5	E	As Seq.	Auto		
6	F	As Seq.	Auto		
7	G	As Seq.	Auto		
8	H	As Seq.	Auto		
9	I	As Seq.	Auto		
10	J	As Seq.	Auto		
11	K	As Seq.	Auto		
16	P	As Seq.	Auto		
33	N/A	Regulatory Sign	Auto		
34	N/A	Regulatory Sign	Auto		
35	N/A	Regulatory Sign	Auto		
36	N/A	Regulatory Sign	Auto		

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select

2 of 2

Sensor	Phase	Sensor Type	LED R+W	Load Type	LLF Profile
37	N/A	Regulatory Sign	Auto		
38	N/A	Regulatory Sign	Auto		
39	N/A	Regulatory Sign	Auto		
40	N/A	Regulatory Sign	Auto		

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

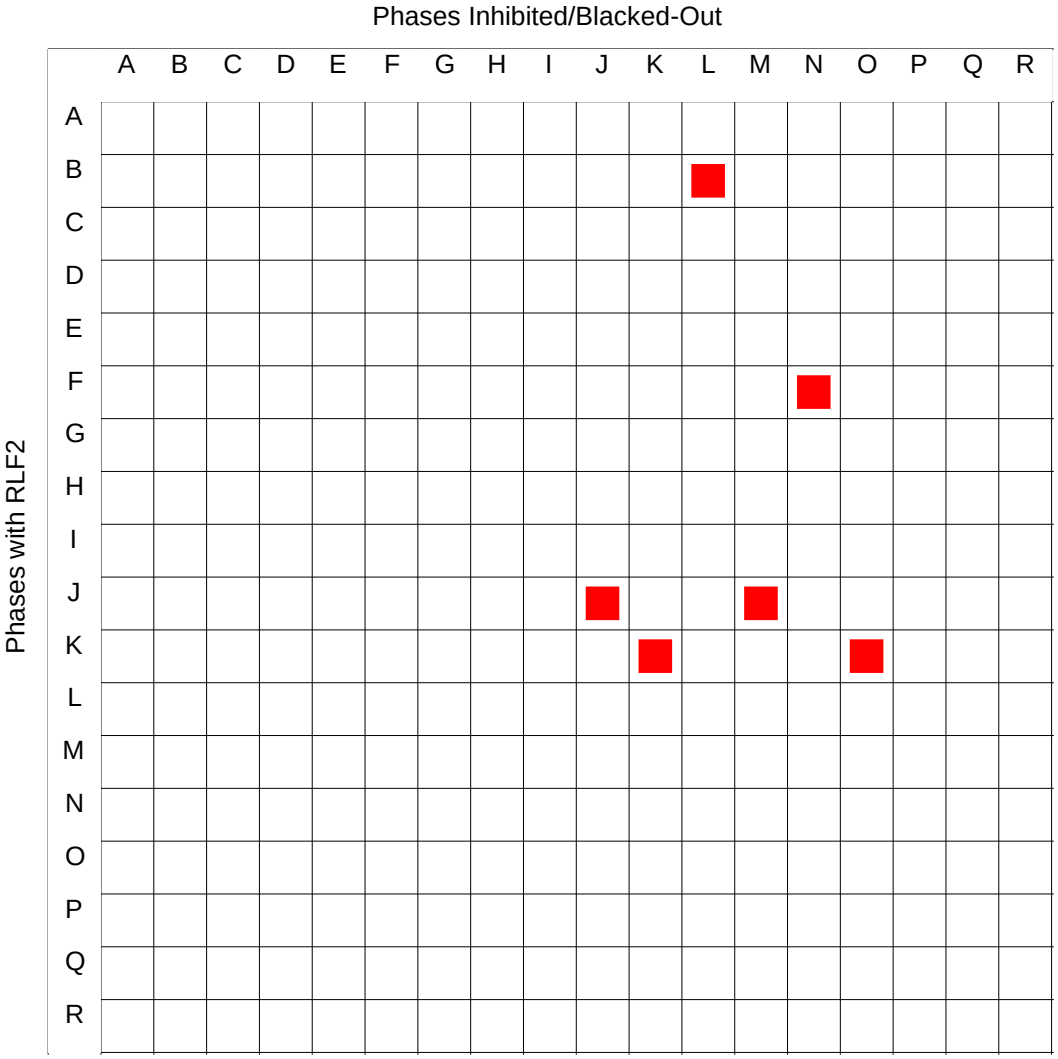
RLM Additional Intergreens

Phases Delayed

Phases with RLF1	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A																		
B												2						
C																		
D																		
E																		
F														2				
G																		
H																		
I																		
J													2					
K															2			
L																		
M																		
N																		
O																		
P																		
Q																		
R																		

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

RLM Phase Inhibits



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	ALL RED	0	8	11					
1	A52 E/B + W/B	1	9	12					
2	A52 E/B RIGHT TURN	2	9	12					
3	B6003 N/B + S/B + PEDS L + N	3	9	12					
4	B6003 N/B RIGHT TURN	4	9	12					
5	B6003 S/B RIGHT TURN	5	9	12					
6	A52 W/B RIGHT TURN	6	9	12					
7	ALL CIRCULATORY	7	9	12					

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☑	☑	☑	☑	☑

Manual Mode Enable

- ○ Always
- ○ When Handset Plugged in (Note 1)
- ◉ When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

General Buttons

	None	SW1	SW2	SW3
Momentary		☑	☑	☑
Dim Override	◉	○	○	○
RR	◉	○	○	○

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Manual Mode - Optional Phases Appearance

Manual Mode - Optional Phases Appearance

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Never Appears	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Demand Dependant	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Always Appears	◉	◉	◉	◉	◉	◉	◉	◉	◉	◉	◉	◉	◉	◉	◉	◉

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Never Appears	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Demand Dependant	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Always Appears	◉	◉	○	○	○	○	○	○	○	○	○	○	○	○	○	○

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Extend All Red - General

Extend All Red - General

Auto Extend to Max

Part Time	☐
Emergency Vehicle	☐
Hurry Call	☐
LRT	☐
Priority	☐
Manual	☐
Manual Step On	☐
UTC	☐
MOVA	☐
CLF	☐
VA*	☐
Fixed Time	☐

All Red Timings

Stream	0	1	2	3	4	5	6	7
Extension Time	1.0	0.0	0.0					
Max Time	3	0	0					

* Selecting Extend to Max on VA mode will also cause Extend to Max on CLF, UTC and Priority modes.

Detectors Associated with All Red Extension Units

Unit	Associated Detectors							
1	GDNQ59							
2	GDNQ59							
3								
4								
5								
6								
7								

The association between detectors and extension units must be performed in special conditioning.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Extend All Red - Stage To Stage Moves

To Stage

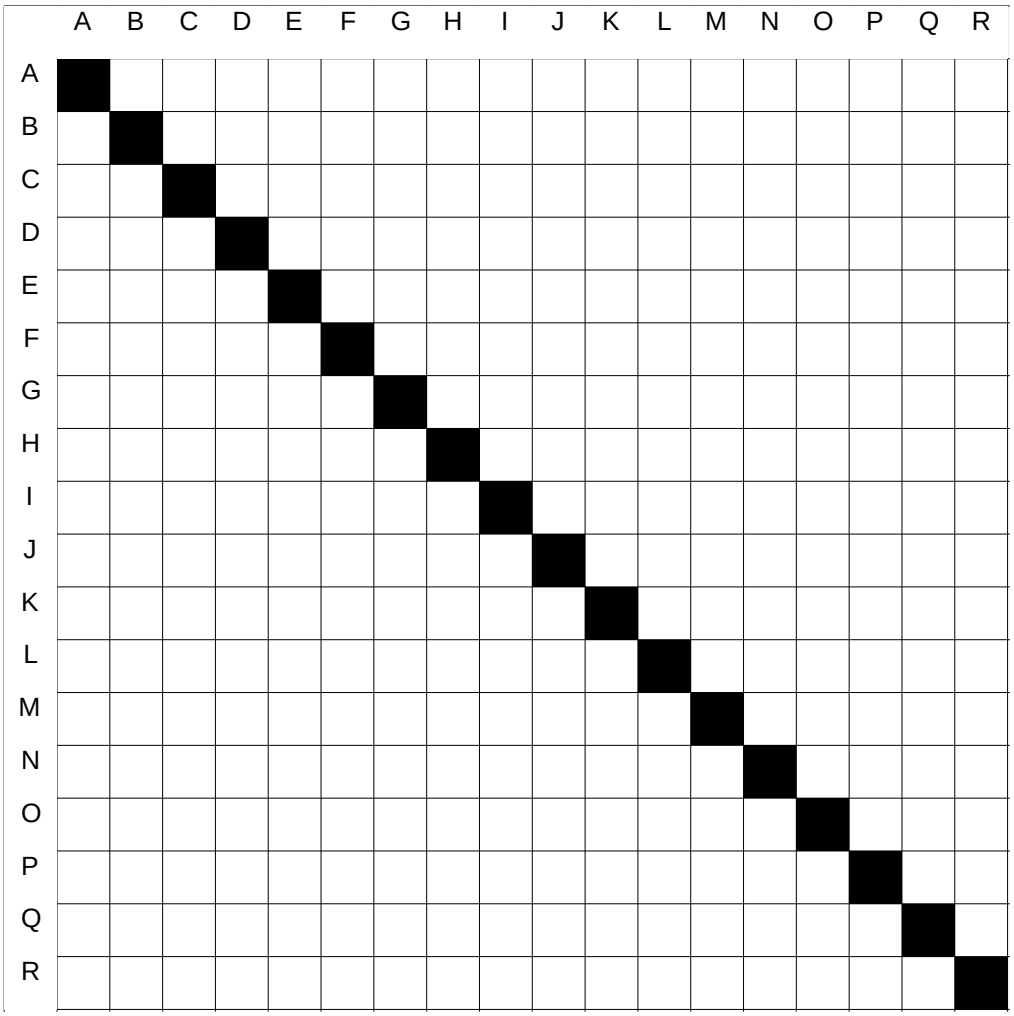
From Stage	0	1	2	3	4	5	6	7	8	9	10	11	12	13
0														
1			2	2	2	2		2						
2		1					1							
3		1					1							
4		1					1							
5		1					1							
6			2	2	2	2		2						
7		1					1							
8														
9														
10														
11														
12														
13														

Works Order : E83071
EM Number : J31311
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Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Extend All Red - Independent Intergreens

Phase Not Affected by Hold

Phase Terminating



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Speed Discrimination / Speed Assessment Equipment

Speed Discrimination / Speed Assessment Equipment

(●) SDE/SA Card
( ) Internal SDE/SA

Equipment Type
(●) SDE ( ) SA

Loop Spacing
( ) 3.05m (●) 3.66m

Note:
3.05m is Non-Standard

Number of Assessors
0

*
Assessor Types:
1 = Double SDE
2 = Triple SDE Inner
3 = Triple SDE Outer
4 = Speed Assessment

Assessor Number	Assessor Input Name	Assessor Type *	Associated Phase
0			
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

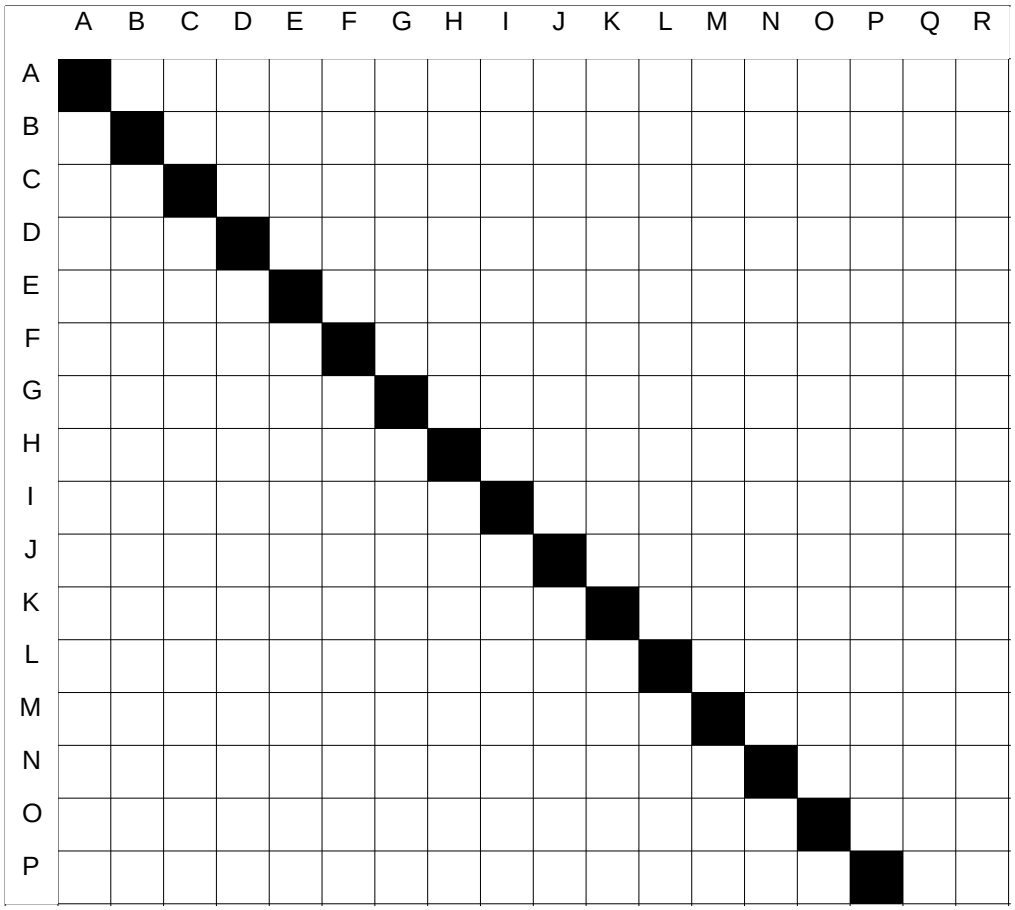
Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN	Phase Terminated	Extra Intergreen	Curtailed VA Extensions to Force Extra IGN
A		☐	Q		☐
B		☐	R		☐
C		☐	S		☐
D		☐	T		☐
E		☐	U		☐
F		☐	V		☐
G		☐	W		☐
H		☐	X		☐
I		☐	Y		☐
J		☐	Z		☐
K		☐	A2		☐
L		☐	B2		☐
M		☐	C2		☐
N		☐	D2		☐
O		☐	E2		☐
P		☐	F2		☐

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SDE - Gaining Phase Delays Affected

Gaining Phase Delays to be Increased

Terminating Phases



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Special Conditioning

```
; 1. MANUAL PANEL
; ===============

(CCTO3+CCTO4+CCTO0+CCTO1)=MIL22                    ; BQ16 OR BQ17 OR FQ52 OR FQ53 ACTIVE LIGHT AUX 1 LED
CCTO5=MIL23                                       ; IQ18 ACTIVE LIGHT AUX 2 LED
CCTO2=MIL05                                       ; EXITQ54 ACTIVE LIGHT AUX 3 LED
(MODE0 EQL<6>).MOVAT0=MIL07                       ; MOVA ACTIVE LIGHT HURRY CALL LED
(MODE0 EQL<6>).NOT(MOVAT0)=MIL17                  ; UTC ACTIVE LIGHT HIGHER PRIORITY LED
MAUXSW1=SCRT7                                     ; SWITCH 1 PRESSED PULSES MOVADET'S 16,17,52 AND 53.
MAUXSW2=SCRT8                                     ; SWITCH 2 PRESSED PULSES MOVADET18 ( IQ18 )
MAUXSW3=SCRT9                                     ; SWITCH 3 PRESSED PULSES MOVADET54 ( EXITQ54 )

; 2. CONTROLLER REPLIES
; =====================
NOT(DSRACC)=TF                  ; HANDSET SETS TF FLAG.
NOT(LMPDIM)=DC                  ; LAMPS DIMMED SETS DC.
NOT(FLF55)=LF1                  ; ANY LAMP FAILURE REPLY LF1.
NOT(FLF22B0)=LF2                ; FIRST RED LAMP FAILURE REPLY LF2.
NOT(FLF22B1)=PI                 ; PEDS LOCKED OUT REPLIES PI.
NOT(FLFCOM)=CF                  ; FAULT REPLIES CF.
DOORSW=CO                       ; DOOR OPEN REPLIES CO.


; 3. DETECTION
; ============

(BSL8+BSL9+BSL10)=+LCPHB                          ; EXTRA DETECTION TO DEMAND AND EXTEND PHASES
BSL8_EXT:=+EXOB
        *=+EXCB
BSL9_EXT:=+EXOB
        *=+EXCB
BSL10_EXT:=+EXOB
         *=+EXCB

(FSL40+FSL41+FSL42)=+LCPHF                        ; EXTRA DETECTION TO DEMAND AND EXTEND PHASES
FSL40_EXT:=+EXOF
         *=+EXCF
FSL41_EXT:=+EXOF
         *=+EXCF
FSL42_EXT:=+EXOF
         *=+EXCF

(HSL47+HSL48+HSL49+HSL23)=+LCPHH                  ; EXTRA DETECTION TO DEMAND AND EXTEND PHASES
HSL47_EXT:=+EXOH
         *=+EXCH
HSL48_EXT:=+EXOH
         *=+EXCH
HSL49_EXT:=+EXOH
         *=+EXCH
HSL23_EXT:=+EXOH
         *=+EXCH




; 4. EXTEND ALL RED UNIT 1                          ; GDNQ59 LOOP
; ========================                          ; ===========

CFE8.NOT(MTCF1).CCTO6=IGEO1             ; LOOP ACTIVE EXTEND THE ALL BETWEEN STAGES MARKED
```

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Special Conditioning

```
HLDON0=+MOVADET59                          ; SET MOVADET59 WHILE THE LOOP IS ACTIVE
CFE9.NOT(MTCF1).CCTO6=IGEO2                ; LOOP ACTIVE EXTEND THE ALL BETWEEN STAGES 6 and 5


; 5. MOVA OUTPUT PULSES
; =====================

; BQ16
; ====
IFT (SCRT7+CCTO3).NOT(CNDTMA11).NOT(1SCRT236).NOT(CNDTMA12) THN        ; BQ16 AFTER THE CALL DELAY
    RUN<11>                                                           ; SET BIT TO STOP THE O/P FROM PULSING
    RUN<12>                                                           ; RUN OUTPUT TIMER
END                                                                   ; RUN OVERRIDE TIMER
CNDTMA11=+MOVADET16                                                   ; SET OUTPUT PULSE MOVADET16
CCTO3=1SCRT236                                                        ; CLEAR BIT WHEN LOOPS HAVE CLEARED

; BQ17
; ====
IFT (SCRT7+CCTO4).NOT(CNDTMA13).NOT(1SCRT237).NOT(CNDTMA12) THN        ; BQ17 AFTER THE CALL DELAY
    RUN<13>                                                           ; SET BIT TO STOP THE O/P FROM PULSING
    RUN<12>                                                           ; RUN OUTPUT TIMER
END                                                                   ; RUN OVERRIDE TIMER
CNDTMA13=+MOVADET17                                                   ; SET OUTPUT PULSE MOVADET17
CCTO4=1SCRT237                                                        ; CLEAR BIT WHEN LOOPS HAVE CLEARED

; IQ18
; ====
IFT SCRT8 THN                                                         ; IQ18 ACTIVE AFTER THE CALL DELAY SET
    RUN<19>                                                           ; MOVADET18, IF SWITCH 2 IS PRESSED PULSE
END                                                                   ; MOVADET18 FOR 2 SECS
(CCTO5+CNDTMA19)=+MOVADET18

; FQ52
; ====
  IFT (SCRT7+CCTO0).NOT(CNDTMA14).NOT(1SCRT238).NOT(CNDTMA15) THN        ; FQ52 AFTER THE CALL DELAY
    RUN<14>                                                           ; SET BIT TO STOP THE O/P FROM PULSING
    RUN<15>                                                           ; RUN OUTPUT TIMER
END                                                                   ; RUN OVERRIDE TIMER
CNDTMA14=+MOVADET52                                                   ; SET OUTPUT PULSE MOVADET52
CCTO0=1SCRT238                                                        ; CLEAR BIT WHEN LOOPS HAVE CLEARED

; FQ53
; ====
 IFT (SCRT7+CCTO1.NOT(CNDTMA16).NOT(1SCRT239).NOT(CNDTMA15)) THN        ; FQ53 AFTER THE CALL DELAY
    RUN<16>                                                           ; SET BIT TO STOP THE O/P FROM PULSING
    RUN<15>                                                           ; RUN OUTPUT TIMER
END                                                                   ; RUN OVERRIDE TIMER
CNDTMA16=+MOVADET53                                                   ; SET OUTPUT PULSE MOVADET53
CCTO1=1SCRT239                                                        ; CLEAR BIT WHEN LOOPS HAVE CLEARED

; EXITQ54
; =======
 IFT (SCRT9+CCTO2).NOT(CNDTMA17).NOT(1SCRT242).NOT(CNDTMA18) THN        ; EXITQ54 AFTER THE CALL DELAY
    RUN<17>                                                           ; SET BIT TO STOP THE O/P FROM PULSING
    RUN<18>                                                           ; RUN OUTPUT TIMER
END                                                                   ; RUN OVERRIDE TIMER
CNDTMA17=+MOVADET54                                                   ; SET OUTPUT PULSE MOVADET54
CCTO2=1SCRT242                                                        ; CLEAR BIT WHEN LOOPS HAVE CLEARED
```

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Special Conditioning

```
; 6. PHASE CONFIRMS TO MOVA
; =========================

NOT(PHASEB)=GB                                                  ; PHASE OVERLAP CONFIRMS
NOT(PHASED)=GD
NOT(PHASEF)=GF
NOT(PHASEH)=GH
NOT(PHASEI)=GI
PRSLMPAL.NOT(LMUINHL)=+MOVADET19                                ; PED WAIT LAMP CONFIRMS
PRSLMPAM.NOT(LMUINHM)=+MOVADET20
PRSLMPAN.NOT(LMUINHN)=+MOVADET55
PRSLMPAO.NOT(LMUINHO)=+MOVADET56



; 7. MOVA CRB STREAM 0
; ====================

IFT (PRSLMPRA+PRSLMPAA+PRSLMPGA) THN                            ; MIN LAMPS OFF TIMER TO STOP THE CRB'S BEING
    RUN<94>                                                     ; PULSED WHEN THE LAMP RELAYS ARE TESTED
END
IFT NOT(MODE0 EQL<6>).NOT(CNDTMA95).SSNRM THN                   ; NOT IN MOVA MODE AND IN NORMAL RUN TIMER
    RUN<95>
END
IFT CNDTER95+((PRVMOD0 EQL<6>).NOT(MODE0 EQL<6>)) THN
    LOD<10> 1SCRTCH0
    TRUE=2SCRT1
END                                                             ; START A 2 SEC INTERNAL TIMER FOR CRB TOGGLE
NOT(1SCRTST0 EQL<0>)=.2SCRT1
IFT (1SCRTST0 GRT<0>) THN
    DEC 1SCRTCH0
END
SSNRM.(NOT(2SCRT1)+(MODE0 EQL<6>)).CNDTMA94.NOT(MTCF2.CFE1)=MOVACRB    ; WHEN TIMER TERMINATES TOGGLE CRB



; 8. SPECIAL CONDITIONING FOR MODES OF OPERATION
; ==============================================

NOT((MODE0 EQL<6>)+(MODE0 EQL<2>)+(MODE0 EQL<4>))=SCRT4

SCRT4:::::::::::::=PHDLAY000
                  *=PHDLAY001
                  *=PHDLAY002
                  *=PHDLAY003
                  *=PHDLAY004
                  *=PHDLAY005
                  *=PHDLAY006
                  *=PHDLAY007
                  *=PHDLAY008
                  *=PHDLAY009
                  *=PHDLAY010
                  *=PHDLAY011
                  *=PHDLAY012
                  *=PHDLAY013

NOT(MODE0 EQL<3>)::::::=PHDLAY015
                       *=PHDLAY016
                       *=PHDLAY017
                       *=PHDLAY018
                       *=PHDLAY019
```

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Special Conditioning

```
                    *=PHDLAY020
                    *=PHDLAY021



; 9. CLF ENABLED / DISABLED BY CFE SWITCH
; ========================================

CFE7=DISCLF0                                                    ; CLF DISABLED BY CFE7=1



; 10. PED TERMINATION
; ===================

STAGE3.NOT(MINL)=1AUXCMDL4
STAGE3.NOT(PHASEL).PRSLMPAL.NOT(LCPHB+UCPHB+LCPHC+UCPHC+LCPHF+UCPHF+LCPHG+UCPHG $
+LCST1+UCST1+LCST2+UCST2+LCST4+UCST4+LCST5+UCST5+LCST6+UCST6)=+UCST1


PHASEN.NOT(MINN)=1AUXCMDN4
STAGE3.NOT(PHASEN).PRSLMPAN.NOT(LCPHB+UCPHB+LCPHC+UCPHC+LCPHF+UCPHF+LCPHG+UCPHG $
+LCST1+UCST1+LCST2+UCST2+LCST4+UCST4+LCST5+UCST5+LCST6+UCST6)=+UCST1




; 11. STREAM 0 MIN ON START UP/MOVA INIALISATION
; ==============================================

IFT (MODE0 EQL<8>)+((PRVMOD0 EQL<6>).NOT(MODE0 EQL<6>)) THN
    RUN<93>
END
CNDTMA93::::::::=+UCPHA
                 *=+UCPHB
                 *=+UCPHC
                 *=+UCPHD
                 *=+UCPHE
                 *=+UCPHF
                 *=+UCPHG
                 *=+UCPHH
                 *=+UCPHI

NOT(CNDTMA93)::::::::::=.EXOA
                        *=.EXCA
                        *=.EXOB
                        *=.EXCB
                        *=.EXOC
                        *=.EXCC
                        *=.EXOD
                        *=.EXCD
                        *=.EXOE
                        *=.EXCE

NOT(CNDTMA93)::::::::=.EXOF
                      *=.EXCF
                      *=.EXOG
                      *=.EXCG
                      *=.EXOH
                      *=.EXCH
                      *=.EXOI
```

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Special Conditioning

```
                    *=.EXCI


 ; 12. STAGE PREVENTS
 ; ==================

 (MODE0 EQL<2>):=PRVST2
                 *=PRVST6

 (MODE0 EQL<2>).NOT((LCPHD+UCPHD.LCPHH+UCPHH)+(LCPHD+UCPHD.LCPHI+UCPHI))=PRVST3
```

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Special Conditioning

```
; 13. STREAM 1 + 2 PED PREVENTS
; ============================

; PED LINK PHASE M
; ================

IFT TERME THN                                       ; WHEN PHASE "E" LOSES RIGHT OF WAY SET SCRT5 TO HOLD
    TRUE=SCRT5                                      ; OUTPUT
    RUN<36>                                         ; RUN OVERRIDE TIMER
END
IFT TERMF THN                                       ; WHEN DELAY TIMER TERMINATES LIFT THE PREVENT ON STAGE 10
    RUN<37>
END
LMPON.SCRT5.CNDTMA36=PRVST10                        ; PREVENT STAGE 10 IF PHASE F IS AT RIGHT OF WAY
IFT CNDTER37 THN
    FALSE=SCRT5
END


; PED LINK PHASE O
; ================

IFT TERMA THN                                       ; WHEN PHASE "A" LOSES RIGHT OF WAY SET SCRT5 TO HOLD
    TRUE=SCRT6                                      ; OUTPUT
    RUN<38>                                         ; RUN OVERRIDE TIMER
END
IFT TERMB THN                                       ; WHEN DELAY TIMER TERMINATES LIFT THE PREVENT ON STAGE 13
    RUN<39>
END
LMPON.SCRT6.CNDTMA38=PRVST13                        ; PREVENT STAGE 13 IF PHASE B IS AT RIGHT OF WAY
IFT CNDTER39 THN
    FALSE=SCRT6
END



; 14 AX2 QUEUE LOOP ( CONTROLLED PHASE DELAY AND MOVADET60 PULSE )
; =================

IFT STAGE3.AX2.(NOT CNDTMA0) THN                        ; AX2 CALL / CANCEL TIMERS USING AUXILIARY TIMERS
    RUN <1>
    TRUE=+1SCRT240
END
IFT NOT(STAGE3.AX2).(NOT CNDTMA1) THN                   ; TIMERS 0 (CALL) AND 1 (CANCEL).
    RUN <0>
    FALSE=.1SCRT240
END
NOT((MODE0 EQL<6>).1SCRT240)=PHDLAY028
1SCRT240=MOVADET60



; 15. EX33 AND EX34 QUEUE LOOPS ( CONTROLLED PHASE DELAY AND MOVADET61 PULSE )
; ============================

IFT STAGE3.(EX33).(NOT CNDTMA2) THN      ; EX33 CALL/CANCEL TIMERS USING AUXILIARY TIMERS
    RUN <3>
    TRUE=+1SCRT241
END
IFT NOT(STAGE3.EX33).(NOT CNDTMA3) THN
    RUN <2>
```

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Special Conditioning

```
    FALSE=.1SCRT241
END

IFT STAGE3.(EX34).(NOT CNDTMA49) THN      ; EX34 CALL/CANCEL TIMERS USING AUXILIARY TIMERS
    RUN <50>
    TRUE=+2SCRT242
END
IFT NOT(STAGE3.EX34).(NOT CNDTMA50) THN
    RUN <49>
    FALSE=.2SCRT242
END


NOT((MODE0 EQL<6>).1SCRT241+2SCRT242)=PHDLAY029
1SCRT241+2SCRT242=MOVADET61




; 16. EX33 AND EX34 QUEUE LOOPS ( CONTROLLED PHASE DELAY AND MOVADET61 PULSE )
; ============================

;IFT STAGE3.(EX33+EX34).(NOT CNDTMA2) THN      ; EX34 AND EX34 CALL/CANCEL TIMERS USING AUXILIARY TIMERS
;    RUN <3>
;    TRUE=+1SCRT241
;END
;IFT NOT(STAGE3.EX33+EX34).(NOT CNDTMA3) THN
;    RUN <2>
;    FALSE=.1SCRT241
;END
;NOT((MODE0 EQL<6>).1SCRT241)=PHDLAY029
;1SCRT241=MOVADET61


; 17. STAGE 1 TO RIGHT OF WAY
; ===========================

IFT STAGE1.NOT(1SCRT251) THN                    ; STAGE 1 AT RIGHT OF ALLOW TIMES OF THE CALL DELAYS
    TRUE=1SCRT251
    RUN<8>
END
IFT CNDTER8 THN                                 ; TIMER EXPIRED SETS SCRT BIT TO STOP REPULSING
    TRUE=1SCRT250
END

     :=.1SCRT250                                ; STAGE 1 ENDED RESETS SCRT BITS
     *=.1SCRT251



; 18. CQ62 QUEUE LOOP TO MOVADET 62
; =================================

IFT 1SCRT250.CQ62.(NOT CNDTMA4) THN               ; CQ62 CALL/CANCEL TIMERS USING AUXILIARY TIMERS
    RUN <5>
    TRUE=+1SCRT252
END
IFT NOT(1SCRT250.CQ62).(NOT CNDTMA5) THN          ; TIMERS 4 (CALL) AND 5 (CANCEL).
    RUN <4>
    FALSE=.1SCRT252
```

Special Conditioning

```
END
IFT 1SCRT250.1SCRT252.NOT(CNDTMA33).NOT(1SCRT253) THN
    RUN<32>
    RUN<33>
END
CNDTMA32.NOT(FLD22B1)=MOVADET62                    ; PULSE MOVADET62 WHEN CQ62 IS ACTIVE AFTER THE CALL DELAY
1SCRT252=1SCRT253


; 19. GQ63 QUEUE LOOP TO MOVADET 63
; =================================

IFT 1SCRT250.GQ63.(NOT CNDTMA6) THN                  ; GQ63 CALL/CANCEL TIMERS USING AUXILIARY TIMERS
    RUN <7>
    TRUE=+1SCRT243
END
IFT NOT(1SCRT250.GQ63).(NOT CNDTMA7) THN            ; TIMERS 6 (CALL) AND 7 (CANCEL).
    RUN <6>
    FALSE=.1SCRT243
END

IFT 1SCRT250.1SCRT243.NOT(CNDTMA35).NOT(1SCRT254) THN
    RUN<34>
    RUN<35>
END
CNDTMA34.NOT(FLD27B0)=MOVADET63                    ; PULSE MOVADET63 WHEN GQ63 IS ACTIVE AFTER THE CALL DELAY
1SCRT243=1SCRT254

;-----------------------------------------------------------------------------------------------------------

; 20. MOVADET 64 CALLS
; ====================

; AX1 QUEUE LOOP
; ==============

IFT AX1.(NOT CNDTMA9) THN                                ; AX1 CALL/CANCEL TIMERS USING AUXILIARY TIMERS
    RUN <10>
    TRUE=+1SCRT255
END
IFT NOT(AX1).(NOT CNDTMA10) THN                          ; TIMERS 9 (CALL) AND 10 (CANCEL).
    RUN <9>
    FALSE=.1SCRT255
END


; AX2 QUEUE LOOP
; ==============

IFT AX2.(NOT CNDTMA20) THN                               ; AX2 CALL/CANCEL TIMERS USING AUXILIARY TIMERS
    RUN <21>
    TRUE=+1SCRT244
END
IFT NOT(AX2).(NOT CNDTMA21) THN                          ; TIMERS 20 (CALL) AND 21 (CANCEL).
    RUN <20>
    FALSE=.1SCRT244
END

; EX33 QUEUE LOOP
; ===============
```

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```
IFT EX33.(NOT CNDTMA22) THN                          ; EX33 CALL/CANCEL TIMERS USING AUXILIARY TIMERS
    RUN <23>
    TRUE=+1SCRT245
END
IFT NOT(EX33).(NOT CNDTMA23) THN                      ; TIMERS 22 (CALL) AND 23 (CANCEL).
    RUN <22>
    FALSE=.1SCRT245
END

; EX34 QUEUE LOOP
; ================

IFT EX34.(NOT CNDTMA24) THN                          ; EX34 CALL/CANCEL TIMERS USING AUXILIARY TIMERS
    RUN <25>
    TRUE=+1SCRT246
END
IFT NOT(EX34).(NOT CNDTMA25) THN                      ; TIMERS 24 (CALL) AND 25 (CANCEL).
    RUN <24>
    FALSE=.1SCRT246
END

; CQ62 QUEUE LOOP
; =============

IFT CQ62.(NOT CNDTMA26) THN                           ; CQ62 CALL/CANCEL TIMERS USING AUXILIARY TIMERS
    RUN <27>
    TRUE=+1SCRT247
END
IFT NOT(CQ62).(NOT CNDTMA27) THN                      ; TIMERS 26 (CALL) AND 27 (CANCEL).
    RUN <26>
    FALSE=.1SCRT247
END

; GQ63 QUEUE LOOP
; =============

IFT GQ63.(NOT CNDTMA28) THN                           ; GQ63 CALL/CANCEL TIMERS USING AUXILIARY TIMERS
    RUN <29>
    TRUE=+1SCRT248
END
IFT NOT(GQ63).(NOT CNDTMA29) THN                      ; TIMERS 28 (CALL) AND 29 (CANCEL).
    RUN <28>
    FALSE=.1SCRT248
END

IFT (1SCRT244+1SCRT255).1SCRT247.1SCRT248.(1SCRT245+1SCRT246).NOT(CNDTMA31).NOT(1SCRT249) THN
    RUN<30>
    RUN<31>
END
CNDTMA30=+MOVADET64
(1SCRT244+1SCRT255).1SCRT247.1SCRT248.(1SCRT245+1SCRT246)=1SCRT249
```

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Special Conditioning

```
; MOVA LINKING FROM TOTON PARK _RIDE
; ==================================


;21. MOVADET 32 PULSE INPUT
;==========================
   IFT TOTB.NOT(2SCRT2).NOT(CNDTMA44) THN                    ; WHEN INPUT ACTIVE RUN PULSE DELAY TIMER
        RUN<42>
   END

   IFT CNDTER42 THN                                          ; WHEN PULSE DELAY TIMER EXPIRES RUN PULSE TIMER
        RUN<43>
   END

  TOTB=2SCRT2                                                ;  SET FLAG WHILST INPUT IS ACTIVE

  TOTB.CNDTMA43.CFE32=+MOVADET32                             ; PULSE MOVADET 32 WHILST PULSE TIMER ACTIVE


   IFT CNDTER42 THN
   RUN<44>
   END


;22. MOVADET 31 HOLD INPUT
;=========================

   IFT NOT(CFE2) THN                                         ; IF CFE2=0 THEN USE TOTBX AS MOVA LINKING
      TOTBX=2SCRT15                                          ; INPUT. IF CFE1=1 THEN USE TOTB AS INPUT
   ELS
      TOTB=2SCRT15
   END


  IFT (2SCRT15.NOT(2SCRT4)).NOT(CNDTMA48) THN                ; WHEN INPUT ACTIVE RUN HOLD DELAY TIMER
        RUN<45>
  END

   IFT CNDTER45 THN                                          ; WHEN HOLD DELAY TIMER EXPIRES SET FLAG
        TRUE=2SCRT5
   END


   2SCRT15.2SCRT5.NOT(2SCRT7)=+2SCRT6

    IFT CNDTER45 THN                                         ; START PREVENT TIMER AFTER FLAG IS SET
    RUN<48>
    END



   IFT (NOT(2SCRT15)).2SCRT6.(NOT(CNDTMA46)) THN             ; WHEN INPUT TERMINATES RUN CANCEL DELAY
        RUN<46>
   END

   NOT(CNDTER46+CNDTER47)=.2SCRT6                            ; RESET INPUT FLAG WHEN DELAY TIMER EXPIRES

   CNDTER47=+2SCRT7

   2SCRT6.CFE31=+MOVADET31                                   ; SET MOVA DET 31 IF CFE31=1
```

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```
   IFT CNDTER45 THN                                    ; START OVERRIDE TIMER AFTER FLAG IS SET
        RUN<47>
   END


   NOT(CNDTMA47)=.2SCRT7

   IFT NOT(2SCRT15) THN
        FALSE=2SCRT5
   END

   2SCRT15=2SCRT4

; 23. MOVA LINKING OUTPUTS TO TOTON PARK _RIDE
; ============================================


   PHASED=BARD                                         ; OUTPUT WHILST PHASE D IS AT RIGHT OF WAY


   IFT PHASED.(DX12_EXT).NOT(2SCRT8) THN               ; IF PHASE D IS AT ROW AND EXTENTIONS ACTIVE
     TRUE:=+BARDX                                      ; ON DETECTOR DX12 THEN SET OUPUT
        *=2SCRT8
   END


   NOT(FROMD)=.2SCRT8                                  ; CANCEL OUTOUT IF PHASE D LOSES ROW
   (DX12_EXT)=.BARDX                                   ; OR EXTENSION ON DX12 CEASE

   PHASEF=BARF                                         ; OUTPUT WHILST PHASE F IS AT RIGHT OF WAY


   IFT PHASEF.(FX39_EXT).NOT(2SCRT9) THN               ; IF PHASE F IS AT ROW AND EXTENSIONS ACTIVE
     TRUE:=+BARFX                                      ; ON DETECTOR FX39 THEN SET OUPUT
        *=2SCRT9
   END


   NOT(FROMF)=.2SCRT9                                  ; CANCEL OUTOUT IS PHASE F LOSES ROW
   (FX39_EXT)=.BARFX                                   ; OR EXTENSION ON FX39 CEASE


   PHASEi=BARI                                         ; OUTPUT WHILST PHASE I IS AT RIGHT OF WAY


   IFT PHASEI.EXTAI.NOT(2SCRT10) THN                   ; IF PHASE I IS AT ROW AND EXTENSIONS ACTIVE
     TRUE:=+BARIX                                      ; ON PHASE I THEN SET OUPUT
        *=2SCRT10
   END


   NOT(FROMI)=.2SCRT10                                 ; CANCEL OUTOUT IS PHASE I LOSES ROW
   EXTAI=.BARIX                                        ; OR EXTENSION ON PHASE I CEASE
```

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Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	3	0	255	☐	DELAY CALL AX2	16	2	0	10	☐	O/P PULSE MOVADET53
1	4	0	255	☐	CANCEL DELAY AX2	17	2	0	10	☐	O/P PULSE MOVADET54
2	3	0	255	☐	DELAY CALL EX33	18	40	0	255	☐	OVERRIDE TMER MOVADET54
3	4	0	255	☐	CANCEL DELAY EX33	19	2	0	10	☐	O/P PULSE MOVADET18
4	5	0	255	☐	DELAY CALL CQ MOVA 62	20	10	0	255	☐	DELAY CALL AX2 MOVA 64
5	1	0	255	☐	CANCEL DELAY CQ MOVA 62	21	1	0	255	☐	CANCEL CALL AX2 MOVA 64
6	5	0	255	☐	DELAY CALL GQ MOVA 63	22	10	0	255	☐	DELAY CALL EX33 MOVA 64
7	1	0	255	☐	CANCEL DELAY GQ MOVA 63	23	1	0	255	☐	CANCEL CALL EX33 MOVA 64
8	15	0	255	☐	DELAY O/P MOVA 62_63	24	10	0	255	☐	DELAY CALL EX34 MOVA 64
9	10	0	255	☐	DELAY CALL AX1 MOVA 64	25	1	0	255	☐	CANCEL CALL EX34 MOVA 64
10	1	0	255	☐	CANCEL CALL AX1 MOVA 64	26	10	0	255	☐	DELAY CALL CQ MOVA 64
11	2	0	10	☐	O/P PULSE MOVADET16	27	1	0	255	☐	CANCEL CALL CQ MOVA 64
12	40	0	255	☐	O/RIDE TMER MOVADET16 / 17	28	10	0	255	☐	DELAY CALL GQ MOVA 64
13	2	0	10	☐	O/P PULSE MOVADET17	29	1	0	255	☐	CANCEL CALL GQ MOVA 64
14	2	0	10	☐	O/P PULSE MOVADET52	30	2	0	10	☐	PULSE O/P MOVADET64
15	40	0	255	☐	O/RIDE TMER MOVADET52 / 53	31	60	0	255	☐	OVERRIDE TIMER MOVADET64

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Special Conditioning Timers

Special Conditioning Timers

Timers: 32-63

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
32	2	0	10	☐	O/P PULSE MOVADET62	48	90	0	255	☐	MOVA DET 31 INHIBIT TIMER
33	60	0	255	☐	OVERRIDE TIMER MOVADET62	49	3	0	255	☐	DELAY CALL EX34
34	2	0	10	☐	O/P PULSE MOVADET63	50	4	0	255	☐	CANCEL DELAY EX34
35	60	0	255	☐	OVERRIDE TIMER MOVADET63	51		0	255	☐	
36	70	0	255	☐	PHASE M INHIBIT OVERRIDE	52		0	255	☐	
37	15	0	255	☐	PHASE M DELAY RELEASE	53		0	255	☐	
38	70	0	255	☐	PHASE O INHIBIT OVERRIDE	54		0	255	☐	
39	9	0	255	☐	PHASE O DELAY RELEASE	55		0	255	☐	
40		0	255	☐		56		0	255	☐	
41		0	255	☐		57		0	255	☐	
42	20	0	255	☐	MOVA DET 32 CALL DELAY	58		0	255	☐	
43	2	0	255	☐	MOVA DET 32 PULSE	59		0	255	☐	
44	90	0	255	☐	MOVA DET 32 INHIBIT TIMER	60		0	255	☐	
45	20	0	255	☐	MOVA DET 31 CALL DELAY	61		0	255	☐	
46	20	0	255	☐	MOVA DETE 31 CANCEL DELAY	62		0	255	☐	
47	30	0	255	☐	MOVA DET 31 OVERRIDE TIMER	63		0	255	☐	

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Special Conditioning Timers

Special Conditioning Timers

Timers: 64-95

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
64		0	255	☐		80		0	255	☐	
65		0	255	☐		81		0	255	☐	
66		0	255	☐		82		0	255	☐	
67		0	255	☐		83		0	255	☐	
68		0	255	☐		84		0	255	☐	
69		0	255	☐		85		0	255	☐	
70		0	255	☐		86		0	255	☐	
71		0	255	☐		87		0	255	☐	
72		0	255	☐		88		0	255	☐	
73		0	255	☐		89		0	255	☐	
74		0	255	☐		90		0	255	☐	
75		0	255	☐		91		0	255	☐	
76		0	255	☐		92		0	255	☐	
77		0	255	☐		93	120	0	255	☐	START UP MINS STREAM 0
78		0	255	☐		94	1	1	5	☐	MIN LAMPS OFF TIMER
79		0	255	☐		95	120	0	255	☐	CRB TOGGLE BIT STREAM 0

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Fault Log Flags

Fault Log Flags

Fault No	Cond Flag	Act Flag
0	☑	☐
1	☑	☐
2	☑	☐
3	☑	☐
4	☑	☐
5	☑	☐
6	☑	☐
7	☑	☐
8	☑	☐
9	☑	☐
10	☑	☐
11	☑	☐
12	☐	☐
13	☑	☐
14	☑	☐
15	☑	☐

Fault No	Cond Flag	Act Flag
16	☑	☐
17	☑	☐
18	☑	☐
19	☑	☐
20	☑	☐
21	☑	☐
22	☐	☐
23	☑	☐
24	☑	☐
25	☑	☐
26	☑	☐
27	☑	☐
28	☑	☐
29	☑	☐
30	☑	☐
31	☑	☐

Fault No	Cond Flag	Act Flag
32	☑	☐
33	☑	☐
34	☑	☐
35	☑	☐
36	☑	☐
37	☑	☐
38	☑	☐
39	☑	☐
40	☑	☐
41	☑	☐
42	☑	☐
43	☑	☐
44	☑	☐
45	☑	☐
46	☑	☐
47	☐	☐

Fault No	Cond Flag	Act Flag
48	☑	☐
49	☑	☐
50	☑	☐
51	☑	☐
52	☑	☐
53	☑	☐
54	☑	☐
55	☐	☐
56	☑	☐
57	☑	☐
58	☑	☐
59	☑	☐
60	☑	☐
61	☑	☐
62	☑	☐
63	☑	☐

Note:

Cond Flag -
If a fault occurs which sets a fault log flag that has been checked for this Cond flag option then a flag will be set that can be read in Conditioning.

Act Flag -
If a fault occurs which sets a fault log flag that has been checked for this Act flag option then firstly the lamps

will be switched OFF and secondly a flag will be set that can be read in conditioning, to allow any further actions required to be performed by conditioning.

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Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Special Instructions

Manual Panel Configuration.

Aux 1 - Presence on MOVA Detectors 16,17,52 AND 53 (A52 E+W approach Queue Loops).
Aux 2 - Presence on MOVA Detector 18 (A52 to B6003 SB Slip Queue Loop).
Aux 3 - Presence on MOVA Detector 54 (A52 Exit to Bramcote Queue Loops).

HC LED - Site is under MOVA control.
HP LED - Site is under UTC control.

SWITCH 1 Sends a pules to MOVA Detectors 16,17,52 AND 53 (A52 E+W approach Queue Loops).
SWITCH 2 Sends a pules to MOVA Detector 18 (A52 to B6003 SB Slip Queue Loop).
SWITCH 3 Sends a pules to MOVA Detector 54 (A52 Exit to Bramcote Queue Loops).

==========

J31311

Board	Position	Skt	Port	Type I or O	Line	Cable	Block
CPU	A	X3I	0	I	00 - 07	101	1TBG
CPU	A	X3I	1	I	08 - 15		1TBH
CPU	A	X3O	11	O	88 - 91	105	1TBX
IO1	B	B	2	I	16 - 23	103	1TBJ
IO1	B	E	4	O	32 - 39		1TBK
IO1	B	C	3	I	24 - 31	103	1TBL
IO1	B	D	5	O	40 - 47		1TBM
SDE	F	B	6	I	48 - 55	104	1TBN
SDE	F	B	7	I	56 - 63		1TBP
SDE	F	C	8	I	64 - 71	104	1TBR
SDE	F	C	9	I	72 - 79		1TBS

The socket X3 on the CPU pcb is the double stacked one
X3I = Inner (nearest the board)
X3O = Outer

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/27000/003	Cabinet 8 Phase wired 8 Phase	1		
3	667/1/27000/002	Cabinet 24 Phase wired 32 Phase			
4	667/1/27001/001	Rack 8 Phase wired 16 Phase			
5	667/1/27001/002	Rack 24 Phase wired 32 Phase			
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23	667/1/27072/001	Cableform 8 Phase (long)	1		
24	667/1/27002/000	Lamp Switch Kit 8 Phase	1		
25	667/1/27003/000	I/O Kit	1		
26	667/1/27005/000	SDE Facility Kit	1		
27	667/1/27004/000	Integral OTU Kit			
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39	667/1/16260/000	Configuration Eprom (Issue 10. 0)	1		
40					

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS	
41						
42	667/1/27056/001	Manual Panel Assy (Intersection Cont)				
43	667/1/27056/010	Manual Panel Assy (Sigs on/off)				
44	667/1/27056/000	Manual Panel Blanking Kit				
45						
46						Note 2:
47						Ancillary Processor PLD
48						Variants
49						101 OTU & LMU
50						102 OTU Only
51						103 LMU Only
52	667/7/25171/000	Current Transformer				104 OTU & LMU + Up/Download
53						105 OUT Only + Up/DownLoad
54						NB Controller Has built in LMU
55						So LMU on Ancillary Processor
56						Not required included for info
57						only.
58						
59						
60						Note 3:
61	667/1/27000/101	Cabinet Export 8 Phase wired 16 Phase				Fit Current Transformer
62	667/1/27000/102	Cabinet Export 24 Phase wired 32 Phase				starting from position
63	667/1/27001/101	Rack Export 8 Phase wired 16 Phase				TLB/z/16 on the first phase
64	667/1/27001/102	Rack Export 24 Phase wired 32 Phase				driver PCB. if more than 3
65	667/1/27002/100	Export Lamp Switch Kit				sensors are called up fit the
66	667/1/27084/001	Dimming Assembly (1.5KVA)(Fit Std UK)				4th sensor to the second
67	667/1/27084/002	Dimming Assembly (2.0KVA)				Phases driver PCB, and so on
68	667/1/27084/003	Dimming Assembly (3.0KVA)				until all sensors have been
69	667/1/27130/000	30A Controller Kit				used up.
70						TLB/b/14 - 1st sensor terminal
71	667/1/27001/310	ST800 SE Export Rack up to 8 Phase				TLB/z/16 - 2nd sensor terminal
72	667/1/27223/003	ST800 SE 8 Phase Driver No LMU				TLB/z/14 - 3rd sensor terminal
73	667/1/27223/403	ST800 SE 4 Phase Driver No LMU				TLB/z/12 - 4th sensor terminal
74						TLB/z/12 - 4th sensor terminal
75						
76						
77	667/1/27000/301	ST800 P In a Cabinet 4Ph 1 Stream PED				TLB/z/12 - 4th sensor terminal
78	667/1/27012/000	PED 2nd Stream Kit for ST800 P				
79	667/1/27001/300	ST800 P Rack Only 4Ph 1 Stream PED				

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Special Instructions

```
; DETECTOR PACK INSTALLATION DETAILS
; ================================

PACK 1  PACK 2  PACK 3  PACK 4  PACK 5  PACK 6  PACK 7  PACK 8  PACK 9  PACK 10  PACK 11 PACK 12 PACK 13 PACK 14

AX1     BX5     BSL8    DIN11   DSL14   EX33    FX37    FSL40   HIN43   HSL47    IX50    EXITQ54  HIN21  IX24
AX2     BX6     BSL9    DX12    DSL15   EX34    FX38    FSL41   HX44    HSL48    ISL51   GQ       HX22   ISL25
BIN3    BX7     BSL10   DX13    BQ16    FIN35   FX39    FSL42   HX45    HSL49    FQ52    IQ18     HSL23
BIN4    SPARE   SPARE   CQ      BQ17    FIN36   SPARE   SPARE   HX46    SPARE    FQ53    SPARE    SPARE


; HANDSET CFE SOFTWARE SWITCHES
; ============================

CFE1=1 TO ENABLE FACILITY                   ; REMOVE CRB (MOVA) BY TIME OF DAY

CFE7=1 TO ENABLE FACILITY                   ; CLF NOT USED IF CFE7=1

CFE8=1 TO ENABLE FACILITY                   ; EXTEND ALL RED FROM PHASE E TO PHASE F

CFE9=1 TO ENABLE FACILITY                   ; EXTEND ALL RED FROM PHASE F TO PHASE E

CFE2=1 TO TOGGLE INPUTS                     ; Toggles between TOTB and TOTBX as an input for MOVADET31

CFE31=1 TO ENABLE FACILITY                   ; Enables Hold Link from Toton Park + Ride (MOVADET31)

CFE32=1 TO ENABLE FACILITY                   ; Enables Pulse Link from Toton Park + Ride (MOVADET32)
```

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	FQ52	6	0	
1	FQ53	6	0	
2	EXITQ54	10	0	
3	BQ16	6	0	
4	BQ17	6	0	
5	IQ18	7	1	
6	GDNQ59	20	1	
7		0	0	

Works Order : E83071
EM Number : J31311
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Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Port Number & Type

Port: 0

Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	0	0	I	AX1	☑	☐	☐	☐	☐	I	2	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	1
○	1	1	I	AX2	☑	☐	☐	☐	☐	I	2	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	2
○	2	2	I	BIN3	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	3
○	3	3	I	BIN4	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	4
○	4	4	I	BX5	☑	☐	☐	☐	☐	A	1	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	5
○	5	5	I	BX6	☑	☐	☐	☐	☐	A	1	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	6
○	6	6	I	BX7	☑	☐	☐	☐	☐	A	1	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	7
○	7	7	I	BSL8	☑	☐	☐		☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	8

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 1

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	8	0	I	BSL9	☑	☐	☐	☐	☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	1
○	9	1	I	BSL10	☑	☐	☐	☐	☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	2
○	10	2	I	DIN11	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	3
○	11	3	I	DX12	☑	☐	☐	☐	☐	A	1	2.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	4
○	12	4	I	DX13	☑	☐	☐	☐	☐	A	1	2.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	5
○	13	5	I	DSL14	☑	☐	☐	☐	☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	6
○	14	6	I	DSL15	☑	☐	☐	☐	☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	7
○	15	7	I	BQ16	☑	☐	☐		☐	I	2	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1TBH	8

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 2

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	16	0	I	BQ17	☑	☐	☐	☐	☐	I	2	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1TBJ	1
○	17	1	I	CQ62	☑	☐	☐	☐	☐	I	2	0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	2
○	18	2	I	EX33	☑	☐	☐	☐	☐	I	2	2.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	3
○	19	3	I	EX34	☑	☐	☐	☐	☐	I	2	2.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	4
○	20	4	I	FIN35	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	5
○	21	5	I	FIN36	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	6
○	22	6	I	FX37	☑	☐	☐	☐	☐	A	1	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	7
○	23	7	I	FX38	☑	☐	☐		☐	A	1	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	8

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 3

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	24	0	I	FX39	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	1
○	25	1	I	FSL40	☑	☐	☐	☐	☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	2
○	26	2	I	FSL41	☑	☐	☐	☐	☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	3
○	27	3	I	FSL42	☑	☐	☐	☐	☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	4
○	28	4	I	HIN43	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	5
○	29	5	I	HX44	☑	☐	☐	☐	☐	A	1	3.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	6
○	30	6	I	HX45	☑	☐	☐	☐	☐	A	1	3.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	7
○	31	7	I	HX46	☑	☐	☐		☐	A	1	3.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	8

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 4

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	32	0	O	BARD	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	9+10
○	33	1	O	BARDX	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	11+12
○	34	2	O	BARF	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	1+2
○	35	3	O	BARFX	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	3+4
○	36	4	O	BARI	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	5+6
○	37	5	O	BARIX	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	7+8
○	38	6	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	9+10
○	39	7	O		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	11+12

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 6

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	48	0	I	HSL47	☑	☐	☐	☐	☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	1
○	49	1	I	HSL48	☑	☐	☐	☐	☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	2
○	50	2	I	HSL49	☑	☐	☐	☐	☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	3
○	51	3	I	IX50	☑	☐	☐	☐	☐	A	1	2.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	4
○	52	4	I	ISL51	☑	☐	☐	☐	☐	A	1	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	5
○	53	5	I	FQ52	☑	☐	☐	☐	☐	I	2	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1TBN	6
○	54	6	I	FQ53	☑	☐	☐	☐	☐	I	2	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1TBN	7
○	55	7	I	EXITQ54	☑	☐	☐		☐	I	2	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1TBN	8

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 7

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	56	0	I	GQ63	☑	☐	☐	☐	☐	I	2	0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	1
○	57	1	I	IQ18	☑	☐	☐	☐	☐	I	2	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1TBP	2
○	58	2	I	GDNQ59	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☑	☑	☐	☐	1TBP	3
○	59	3	I	PEDL	☑	☐	☐	☐	☐	A	3	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	4
○	60	4	I	PEDM	☑	☐	☐	☐	☐	A	3	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	5
○	61	5	I	PEDN	☑	☐	☐	☐	☐	A	3	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	6
○	62	6	I	PEDO	☑	☐	☐	☐	☐	A	3	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	7
○	63	7	I	ONCRL1	☑	☐	☐		☐	A	1	2.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBP	8

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 8

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	64	0	I	ONCRL2	☑	☐	☐	☐	☐	A	1	2.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	1
○	65	1	I	ONCRM1	☑	☐	☐	☐	☐	A	1	2.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	2
○	66	2	I	ONCRM2	☑	☐	☐	☐	☐	A	1	2.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	3
○	67	3	I	ONCRN1	☑	☐	☐	☐	☐	A	1	2.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	4
○	68	4	I	ONCRN2	☑	☐	☐	☐	☐	A	1	2.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	5
○	69	5	I	ONCRO1	☑	☐	☐	☐	☐	A	1	2.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	6
○	70	6	I	ONCRO2	☑	☐	☐	☐	☐	A	1	2.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	7
○	71	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	8

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 9

○ ○ ◉ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Reqd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	72	0	I	HIN21	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	1
○	73	1	I	HX22	☑	☐	☐	☐	☐	A	0	3.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	2
○	74	2	I	HSL23	☑	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	3
○	75	3	I	SPARE1	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	4
○	76	4	I	IX24	☑	☐	☐	☐	☐	A	0	2.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	5
○	77	5	I	ISL25	☑	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	6
○	78	6	I	TOTB	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	7
○	79	7	I	TOTBX	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBS	8

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Aspect Drives

Aspect Drives

(●) A-L ( ) M-X ( ) Y-F2

Phase Driver Card 1

	Used For	Term Block	Term No
A - Red	Phase	1TBA	1
A - Amber	Phase	1TBA	2
A - Green	Phase	1TBA	3
B - Red	Phase	1TBA	4
B - Amber	Phase	1TBA	5
B - Green	Phase	1TBA	6
C - Red	Phase	1TBA	7
C - Amber	Phase	1TBA	8
C - Green	Phase	1TBA	9
D - Red	Phase	1TBA	10
D - Amber	Phase	1TBA	11
D - Green	Phase	1TBA	12

Phase Driver Card 1

	Used For	Term Block	Term No
E - Red	Phase	1TBB	1
E - Amber	Phase	1TBB	2
E - Green	Phase	1TBB	3
F - Red	Phase	1TBB	4
F - Amber	Phase	1TBB	5
F - Green	Phase	1TBB	6
G - Red	Phase	1TBB	7
G - Amber	Phase	1TBB	8
G - Green	Phase	1TBB	9
H - Red	Phase	1TBB	10
H - Amber	Phase	1TBB	11
H - Green	Phase	1TBB	12

Phase Driver Card 2

	Used For	Term Block	Term No
I - Red	Phase	1TBC	1
I - Amber	Phase	1TBC	2
I - Green	Phase	1TBC	3
J - Red	Phase	1TBC	4
J - Amber	Phase	1TBC	5
J - Green	Phase	1TBC	6
K - Red	Phase	1TBC	7
K - Amber	Phase	1TBC	8
K - Green	Phase	1TBC	9
L - Red	Phase	1TBC	10
L - Amber	Phase	1TBC	11
L - Green	Phase	1TBC	12

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Aspect Drives

Aspect Drives

○ A-L ◉ M-X ○ Y-F2

Phase Driver Card 2

	Used For	Term Block	Term No
M - Red	Phase	1TBD	1
M - Amber	Phase	1TBD	2
M - Green	Phase	1TBD	3
N - Red	Phase	1TBD	4
N - Amber	Phase	1TBD	5
N - Green	Phase	1TBD	6
O - Red	Phase	1TBD	7
O - Amber	Phase	1TBD	8
O - Green	Phase	1TBD	9
P - Red			
P - Amber			
P - Green			

Phase Driver Card 3

	Used For	Term Block	Term No
Q - Red			
Q - Amber			
Q - Green			
R - Red			
R - Amber			
R - Green			
S - Red			
S - Amber			
S - Green			
T - Red			
T - Amber			
T - Green			

Phase Driver Card 3

	Used For	Term Block	Term No
U - Red			
U - Amber			
U - Green			
V - Red			
V - Amber			
V - Green			
W - Red			
W - Amber			
W - Green			
X - Red			
X - Amber			
X - Green			

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	120	120	120	120
	InActive (Hrs)	18	18	18	18
Group 2	Active (Mins)	30	30	30	30
	InActive (Hrs)				
Group 3	Active (Mins)	60	60	60	60
	InActive (Hrs)				
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to D)

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

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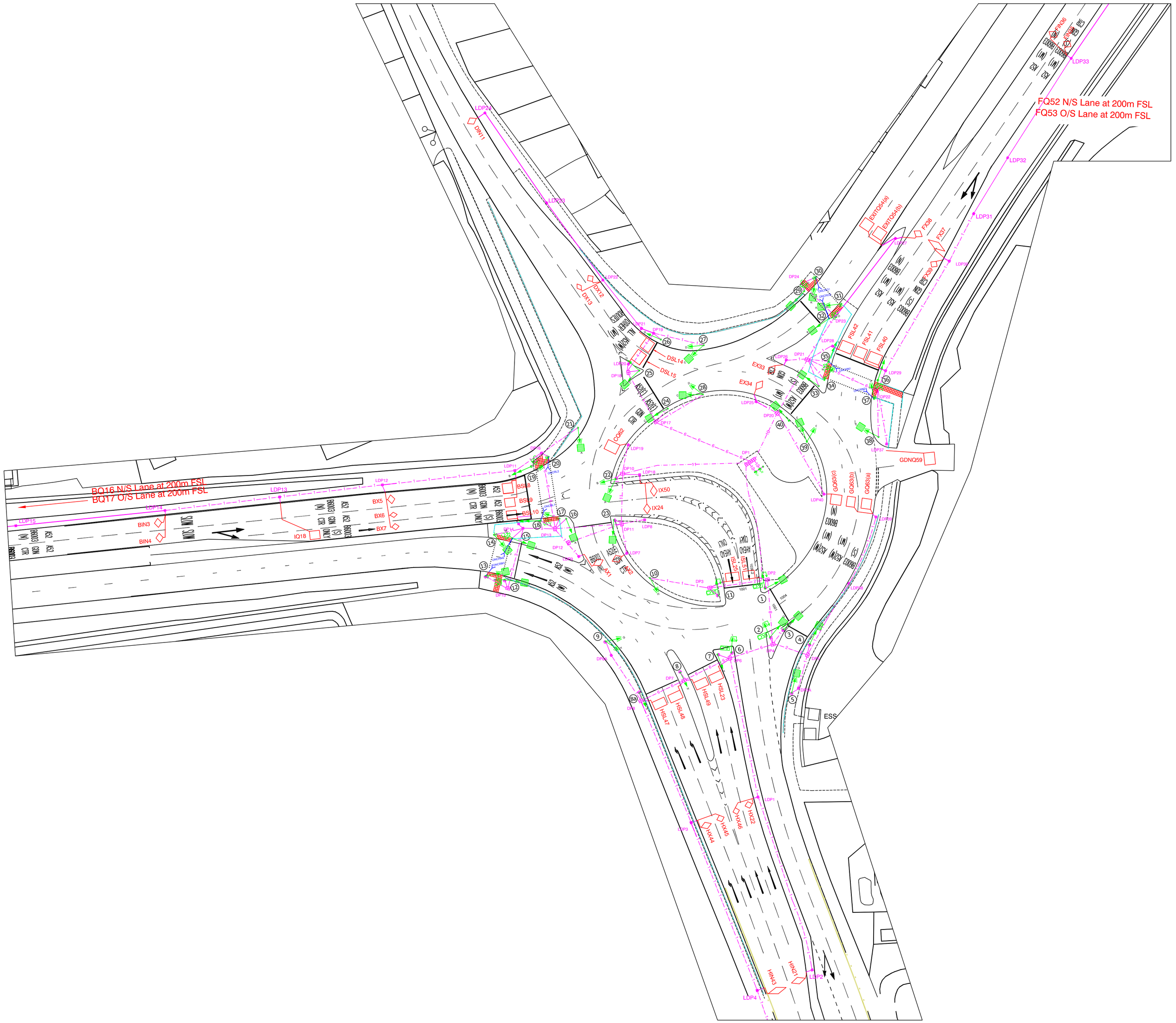
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DETECTOR LOOP FEEDER CABLE DETAILS

MEC	1 pair	LDP9	LOOP AX1
MEC	1 pair	LDP7	LOOP AX2
MEC	1 pair	LDP14	LOOP BIN3
MEC	1 pair	LDP14	LOOP BIN4
MEC	1 pair	LDP12	LOOP BX5
MEC	1 pair	LDP12	LOOP BX6
MEC	1 pair	LDP12	LOOP BX7
MEC	1 pair	LDP11	LOOP BSL8
MEC	1 pair	LDP11	LOOP BSL9
MEC	1 pair	LDP10	LOOP BSL10
MEC	1 pair	LDP24	LOOP DIN11
MEC	1 pair	LDP22	LOOP DX12
MEC	1 pair	LDP22	LOOP DX13
MEC	1 pair	LDP21	LOOP DSL14
MEC	1 pair	LDP20	LOOP DSL15
MEC	1 pair	LDP17	LOOP BQ16
MEC	1 pair	LDP17	LOOP BQ17
MEC	1 pair	LDP19	LOOP CQ62
MEC	1 pair	LDP26	LOOP EX33
MEC	1 pair	LDP25	LOOP EX34
MEC	1 pair	LDP33	LOOP FIN35
MEC	1 pair	LDP33	LOOP FIN36
MEC	1 pair	LDP30	LOOP FX37
MEC	1 pair	LDP27	LOOP FX38
MEC	1 pair	LDP30	LOOP FX39
MEC	1 pair	LDP29	LOOP FSL40
MEC	1 pair	LDP29	LOOP FSL41
MEC	1 pair	LDP28	LOOP FSL42
C	1 pair	LDP4	LOOP HIN43
C	1 pair	LDP3	LOOP HX44
C	1 pair	LDP3	LOOP HX45
C	1 pair	LDP1	LOOP HX46
C	1 pair	DP8	LOOP HSL47
C	1 pair	DP7	LOOP HSL48
C	1 pair	DP7	LOOP HSL49
C	1 pair	LDP18	LOOP IX50
C	1 pair	DP2	LOOP ISL51
MEC	1 pair	LDP36	LOOP FQ52
MEC	1 pair	LDP36	LOOP FQ53
MEC	1 pair	LDP27	LOOP EXITQ54
MEC	1 pair	LDP39	LOOP GQ63 (A)
MEC	1 pair	LDP39	LOOP GQ63 (B)
MEC	1 pair	LDP40	LOOP GQ63 (C)
MEC	1 pair	LDP13	LOOP IQ18
MEC	1 pair	LDP37	LOOP GDNQ59
C	1 pair	LDP2	LOOP HIN21
C	1 pair	LDP1	LOOP HX22
C	1 pair	DP6	LOOP HSL23
C	1 pair	LDP18	LOOP IX24
C	1 pair	DP3	LOOP ISL25

NORTH

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Project

A52 BRIAN CLOUGH WAY / B6003 TOTON LANE, BARDILLS ISLAND (SCN J31151)

Property No.	Project No.

Title

DETECTOR LOOP LOCATIONS

Scale	Drawn	Date
1:500	R DEAN	12/2018
	Ch'kd CG	Date 12/2018
	Auth	Traced

Drawing No. J31151/01 Rev

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A1

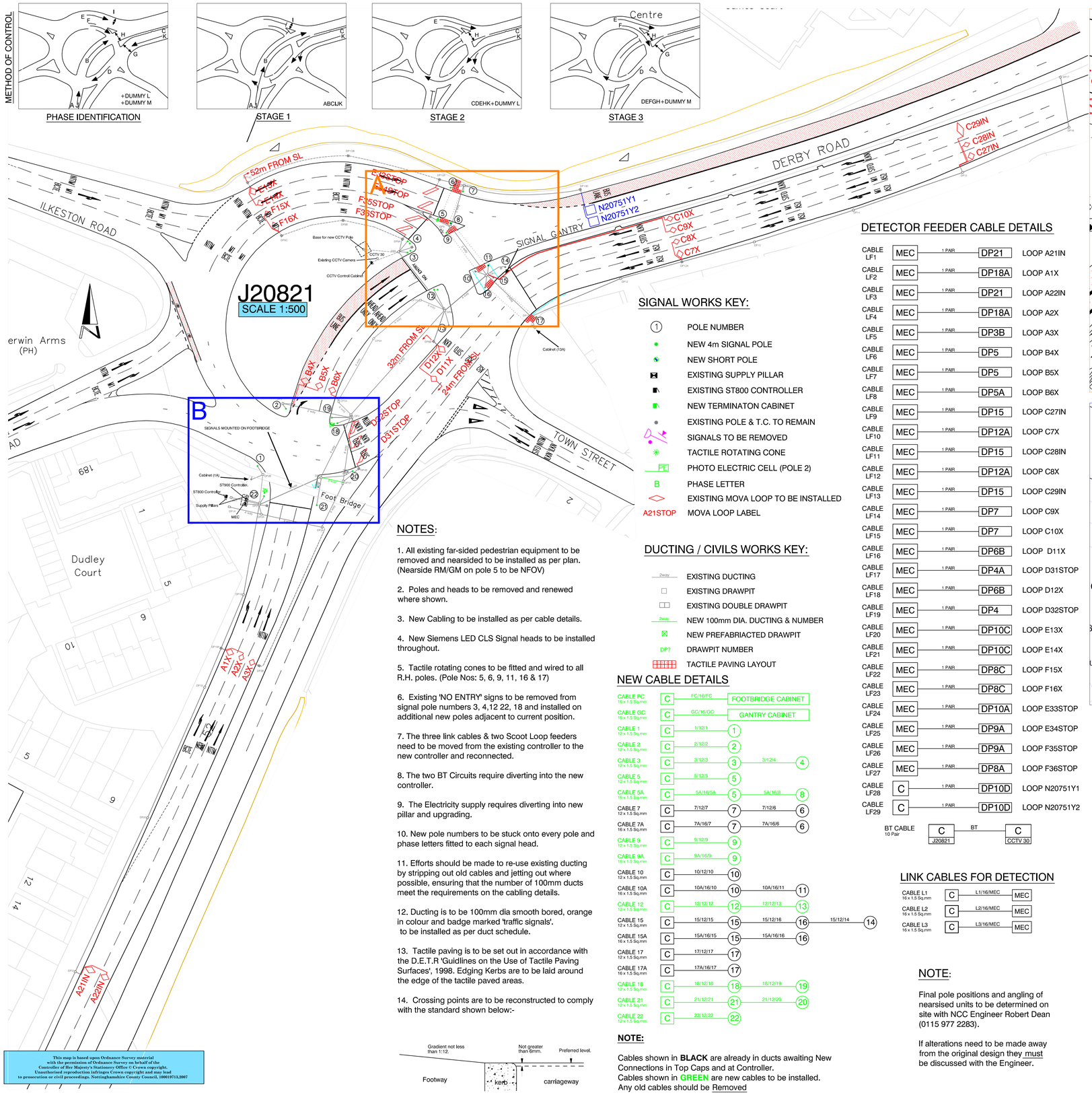
METHOD OF CONTROL

PHASE IDENTIFICATION

STAGE 1

STAGE 2

STAGE 3



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SIGNAL WORKS KEY:

①	POLE NUMBER
●	NEW 4m SIGNAL POLE
◔	NEW SHORT POLE
▣	EXISTING SUPPLY PILLAR
▮	EXISTING ST800 CONTROLLER
▮	NEW TERMINATON CABINET
●	EXISTING POLE & T.C. TO REMAIN
	SIGNALS TO BE REMOVED
✳	TACTILE ROTATING CONE
PE	PHOTO ELECTRIC CELL (POLE 2)
B	PHASE LETTER
◇	EXISTING MOVA LOOP TO BE INSTALLED
A21STOP	MOVA LOOP LABEL

DUCTING / CIVILS WORKS KEY:

2way	EXISTING DUCTING
□	EXISTING DRAWPIT
□□	EXISTING DOUBLE DRAWPIT
2way	NEW 100mm DIA. DUCTING & NUMBER
⊠	NEW PREFABRIACTED DRAWPIT
DP?	DRAWPIT NUMBER
	TACTILE PAVING LAYOUT

NEW CABLE DETAILS

CABLE FC 16 x 1.5 Sq.mm	C	FC/16/FC	FOOTBRIDGE CABINET		
CABLE GC 16 x 1.5 Sq.mm	C	GC/16/GC	GANTRY CABINET		
CABLE 1 12 x 1.5 Sq.mm	C	1/12/1	1		
CABLE 2 12 x 1.5 Sq.mm	C	2/12/2	2		
CABLE 3 12 x 1.5 Sq.mm	C	3/12/3	3	3/12/4	4
CABLE 5 12 x 1.5 Sq.mm	C	5/12/5	5		
CABLE 5A 16 x 1.5 Sq.mm	C	5A/16/5A	5	5A/16/8	8
CABLE 7 12 x 1.5 Sq.mm	C	7/12/7	7	7/12/6	6
CABLE 7A 16 x 1.5 Sq.mm	C	7A/16/7	7	7A/16/6	6
CABLE 9 12 x 1.5 Sq.mm	C	9/12/9	9		
CABLE 9A 16 x 1.5 Sq.mm	C	9A/16/9	9		
CABLE 10 12 x 1.5 Sq.mm	C	10/12/10	10		
CABLE 10A 16 x 1.5 Sq.mm	C	10A/16/10	10	10A/16/11	11
CABLE 12 12 x 1.5 Sq.mm	C	12/12/12	12	12/12/13	13
CABLE 15 12 x 1.5 Sq.mm	C	15/12/15	15	15/12/16	16 — 15/12/14 — 14
CABLE 15A 16 x 1.5 Sq.mm	C	15A/16/15	15	15A/16/16	16
CABLE 17 12 x 1.5 Sq.mm	C	17/12/17	17		
CABLE 17A 16 x 1.5 Sq.mm	C	17A/16/17	17		
CABLE 18 12 x 1.5 Sq.mm	C	18/12/18	18	18/12/19	19
CABLE 21 12 x 1.5 Sq.mm	C	21/12/21	21	21/12/20	20
CABLE 22 12 x 1.5 Sq.mm	C	22/12/22	22		

NOTES:

1. All existing far-sided pedestrian equipment to be removed and nearsided to be installed as per plan. (Nearside RM/GM on pole 5 to be NFOV)

2. Poles and heads to be removed and renewed where shown.

3. New Cabling to be installed as per cable details.

4. New Siemens LED CLS Signal heads to be installed throughout.

5. Tactile rotating cones to be fitted and wired to all R.H. poles. (Pole Nos: 5, 6, 9, 11, 16 & 17)

6. Existing 'NO ENTRY' signs to be removed from signal pole numbers 3, 4,12 22, 18 and installed on additional new poles adjacent to current position.

7. The three link cables & two Scoot Loop feeders need to be moved from the existing controller to the new controller and reconnected.

8. The two BT Circuits require diverting into the new controller.

9. The Electricity supply requires diverting into new pillar and upgrading.

10. New pole numbers to be stuck onto every pole and phase letters fitted to each signal head.

11. Efforts should be made to re-use existing ducting by stripping out old cables and jetting out where possible, ensuring that the number of 100mm ducts meet the requirements on the cabling details.

12. Ducting is to be 100mm dia smooth bored, orange in colour and badge marked 'traffic signals'. to be installed as per duct schedule.

13. Tactile paving is to be set out in accordance with the D.E.T.R 'Guidlines on the Use of Tactile Paving Surfaces', 1998. Edging Kerbs are to be laid around the edge of the tactile paved areas.

14. Crossing points are to be reconstructed to comply with the standard shown below:-

NOTE:

Cables shown in **BLACK** are already in ducts awaiting New Connections in Top Caps and at Controller.
Cables shown in **GREEN** are new cables to be installed.
Any old cables should be Removed

DETECTOR FEEDER CABLE DETAILS

CABLE LF1	MEC	1 PAIR	DP21	LOOP A21IN
CABLE LF2	MEC	1 PAIR	DP18A	LOOP A1X
CABLE LF3	MEC	1 PAIR	DP21	LOOP A22IN
CABLE LF4	MEC	1 PAIR	DP18A	LOOP A2X
CABLE LF5	MEC	1 PAIR	DP3B	LOOP A3X
CABLE LF6	MEC	1 PAIR	DP5	LOOP B4X
CABLE LF7	MEC	1 PAIR	DP5	LOOP B5X
CABLE LF8	MEC	1 PAIR	DP5A	LOOP B6X
CABLE LF9	MEC	1 PAIR	DP15	LOOP C27IN
CABLE LF10	MEC	1 PAIR	DP12A	LOOP C7X
CABLE LF11	MEC	1 PAIR	DP15	LOOP C28IN
CABLE LF12	MEC	1 PAIR	DP12A	LOOP C8X
CABLE LF13	MEC	1 PAIR	DP15	LOOP C29IN
CABLE LF14	MEC	1 PAIR	DP7	LOOP C9X
CABLE LF15	MEC	1 PAIR	DP7	LOOP C10X
CABLE LF16	MEC	1 PAIR	DP6B	LOOP D11X
CABLE LF17	MEC	1 PAIR	DP4A	LOOP D31STOP
CABLE LF18	MEC	1 PAIR	DP6B	LOOP D12X
CABLE LF19	MEC	1 PAIR	DP4	LOOP D32STOP
CABLE LF20	MEC	1 PAIR	DP10C	LOOP E13X
CABLE LF21	MEC	1 PAIR	DP10C	LOOP E14X
CABLE LF22	MEC	1 PAIR	DP8C	LOOP F15X
CABLE LF23	MEC	1 PAIR	DP8C	LOOP F16X
CABLE LF24	MEC	1 PAIR	DP10A	LOOP E33STOP
CABLE LF25	MEC	1 PAIR	DP9A	LOOP E34STOP
CABLE LF26	MEC	1 PAIR	DP9A	LOOP F35STOP
CABLE LF27	MEC	1 PAIR	DP8A	LOOP F36STOP
CABLE LF28	C	1 PAIR	DP10D	LOOP N20751Y1
CABLE LF29	C	1 PAIR	DP10D	LOOP N20751Y2

BT CABLE 10 Pair: C (J20821) — BT — C (CCTV 30)

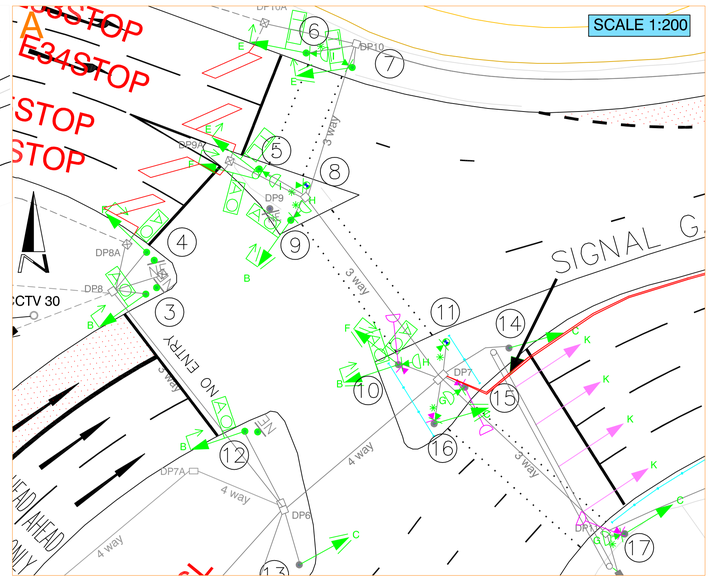
LINK CABLES FOR DETECTION

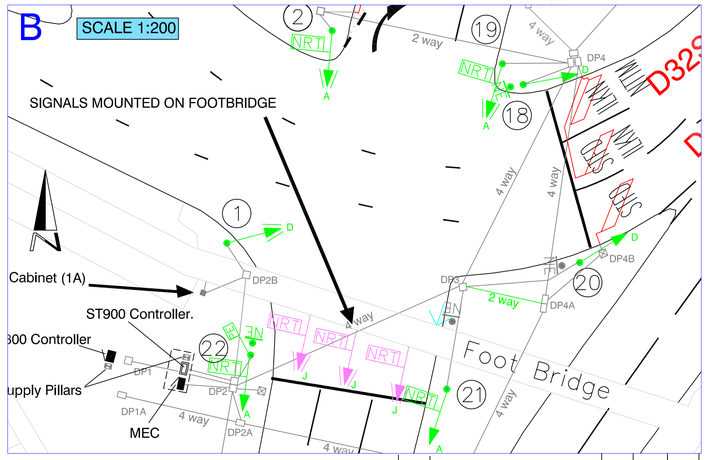
CABLE L1 16 x 1.5 Sq.mm	C	L1/16/MEC	MEC
CABLE L2 16 x 1.5 Sq.mm	C	L2/16/MEC	MEC
CABLE L3 16 x 1.5 Sq.mm	C	L3/16/MEC	MEC

NOTE:

Final pole positions and angling of nearsised units to be determined on site with NCC Engineer Robert Dean (0115 977 2283).

If alterations need to be made away from the original design they must be discussed with the Engineer.





SIGNAL HEAD SCHEDULE:

Siemens CLS LED Signal Heads
Type 01A - R/A/G
Primary Hoods - Poles 18, 20, 14, 16 & 17.
Secondary Hoods - Poles 1, 13 & 15.

Siemens CLS LED Signal Heads
Type 05B - No Right Turn Reg Sign
Primary Hoods - Poles 21 & 22.
Secondary Hoods - Poles 2 & 19.

Siemens CLS LED Signal Heads
Type 06B - Turn Left Reg Sign
Primary Hoods - Poles 5 & 6.
Secondary Hoods - Pole 7.

Siemens CLS LED Signal Heads
Type 06B - Ahead Only Reg Sign
Primary Hoods - Poles 3, 4, 5 & 12.
Secondary Hoods - Poles 9 & (10x2).

Pedestrian nearside Display Unit
Poles 5(NFOV), 6, 7, 8, 9, 10, 11, 15, 16 & 17.

Pedestrian Push Button Unit
Poles 5, 6, 9, 10, 15 & 17.

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Project

A52 DERBY RD / ILKESTON RD / BRIAN CLOUGH WAY (SHERWIN ARMS) (SCN J20821)

Property No.	Project No.
	JH15648

Title

TRAFFIC SIGNAL REFURBISHMENT AND CONVERSION TO NEARSIDED PEDESTRIAN FACILITIES

Scale	Drawn	Date
AS SHOWN	ROBERT DEAN	12/2008
	Ch'kd ANDY KIRK	Date 01/2009
	Auth K ALDRIDGE	Traced

Drawing No. JH15648/01 Rev

Nottinghamshire County Council
Communities
Strategic Director **Steve Calvert**
Trent Bridge House, Fox Road
West Bridgford, Nottingham NG2 6BJ
Tel: 0115 9823 823

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A1

Oct 09,2009 — I:\Djpm.N:\Highways\Traffic\Traffic Eng Team\SCN\Trent\A52\J20821 Sherwin Arms\CAD\J20821 Refurbishment.dwg

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Administration

General Specifications

Customer Name	Notts County Council	Customer Order No.	
Intersection/ General Description	A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)	Controller/ Serial Number	
		S.T.S. /EM Number	J20821 Issue 5
Controller	○ New ◉ Modification	Equipment Installation by	SIEMENS
Area Specifications/ Customer Drawings	SCN J20821	Slot Cutting by	
Specification Section		Civil Works by	
Contract/Tender Ref:		Customer's Engineer	CHRIS GOUGH
Quotation No.		Telephone Number	0115 9774366
Works Order No.			

Signal Company Use Only

Signal Engineer: Paul Johnson

(IF PROM Label as >) PROM Number: 16260 PROM Variant: 0

Configuration Check Value: 9A 2F A7 8D

Controller Options

Hardware: ST900 Firmware Type and Issue: PB801 ISS 13 Other Options:

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack: Cabinet Kit Type Options: ◉ UK-Std ○ Non-UK ○ ○

Cabinet/Rack Variant: Grey Cuckoo Options: None Gemini Unit Fitted: ☑

Mains Supply	240 Volts	50 Hz					
Peak Lamp Current	12 Amps	Dimming Voltage	160	Answer Issue	0	Date Created	30/09/03
Average Lamp Power	2750 Watts						
Total Average Power	2809 Watts	Low Inrush Transformer	☐	Edit Issue	21		

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams

(●) Current Number of Streams [1]

Phases

( ) Current Total Number of Phases [13]

(●) Number of Real Phases [11]

( ) Number of Dummy Phases [2]

Stages

( ) Current Number of stages (inc.ALL-RED stages) [4]

Switched Signs

( ) Number of Switched Signs [0]

Action

[Add At] [Delete At]

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC
- [x] Serial/Internal UTMC OTU
- [ ] Free-standing OTU
- [ ] Integral TC12 OTU
- [x] Serial MOVA

- [x] Master Time Clock
- [ ] Holiday Clock
- [x] FT To Current MAX
- [ ] Linked Fixed Time
- [x] Lamp Monitoring
- [x] RED Lamp Monitoring
- [ ] Pelican/Puffin/Toucan
- [ ] Standalone Manual
- [ ] Extend All Red
- [ ] Speed Measurement
- [ ] Ripple Change
- [ ] London IMU
- [ ] Non-UK
- [ ] Fail to Part Time
- [ ] Fail To Hardware Flashing
- [ ]
- [ ] Download To Level 3

8 Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
[ ] Part Time	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Emergency Vehicles	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Hurry Call	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ]	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Manual Control	◉	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Manual Step On	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○	○	○
[x] UTC	○	○	◉	○	○	○	○	○	○	○	○	○	○
[ ]	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] CLF (Non-Base Time)	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] CLF (Base Time)	○	○	○	◉	○	○	○	○	○	○	○	○	○
[x] Vehicle Actuated	○	○	○	○	◉	○	○	○	○	○	○	○	○
[x] Fixed Time	○	○	○	○	○	◉	○	○	○	○	○	○	○

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standardPB801.8df
Default PROM data file

Correspondence Monitoring to inc.

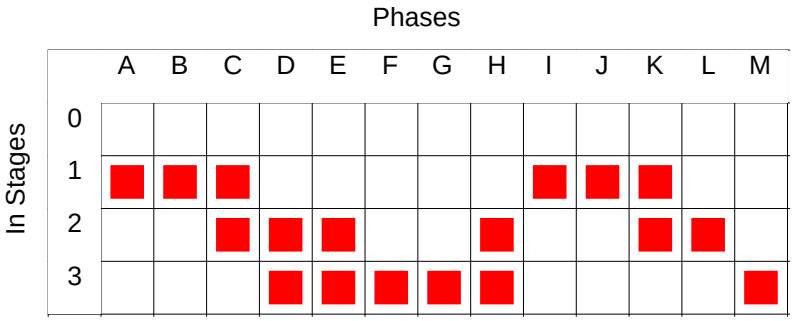
- [x] Reds
- [ ] Switched Signs
- [x] Ambers
- [ ] Ignore Reds and Ambers during

Flash Rate (ms)

400 Off 400 On

Works Order :
EM Number : J20821
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Phases in Stages



Works Order :
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Stages in Streams

Stages in Streams

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	3							
Startup Stage	1							
Switch Off Stage								
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

Stages

In Stream

	0	1	2	3
0	■	■	■	■

Works Order :
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Phase Type and Conditions

Phase Type and Conditions

(•) Phases A to P ( )

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	A52 WEST EXTERNAL (GROUND LEVEL)	0 - UK Traffic	0	0 - E	
B	A52 WEST INTERNAL	0 - UK Traffic	0	0 - E	
C	A52 EAST EXTERNAL	0 - UK Traffic	0	0 - E	
D	A52 EAST INTERNAL RIGHT TURN	0 - UK Traffic	0	0 - E	
E	GYRATORY NORTH LEFT TURN	0 - UK Traffic	0	0 - E	
F	GYRATORY NORTH AHEAD_RIGHT	0 - UK Traffic	0	0 - E	
G	PED X A52 EAST WESTBOUND	3 - UK Near Side Pedestrian	0	0 - E	
H	PED X A52 EAST EASTBOUND	3 - UK Near Side Pedestrian	0	0 - E	
I	PED X GYRATORY NORTH LEFT TURN	3 - UK Near Side Pedestrian	0	0 - E	
J	A52 WEST EXTERNAL (FOOTBRIDGE SIGNALS)	0 - UK Traffic	0	0 - E	
K	A52 EAST EXTERNAL (GANTRY SIGNALS)	0 - UK Traffic	0	0 - E	
L	DUMMY IN STAGE 2	2 - UK GreenArrow	0	0 - E	
M	DUMMY IN STAGE 3	2 - UK GreenArrow	0	0 - E	

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

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Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

Initialise

☑ Amber Conflict Monitoring

To Phase

From Phase

	A	B	C	D	E	F	G	H	I	J	K	L	M
A		o	o	Co	o	o	o	o	o	o	o	o	o
B	o		o	o	Co	Co	o	Co	o	o	o	o	o
C	o	o		o	o	Co	Co	o	o	o	o	o	o
D	Co	o	o		o	o	o	o	o	Co	o	o	o
E	o	Co	o	o		o	o	o	Co	o	o	o	o
F	o	Co	Co	o	o		o	o	o	o	Co	o	o
G	o	o	Co	o	o	o		o	o	o	Co	o	o
H	o	Co	o	o	o	o	o		o	o	o	o	o
I	o	o	o	o	Co	o	o	o		o	o	o	o
J	o	o	o	Co	o	o	o	o	o		o	o	o
K	o	o	o	o	o	Co	Co	o	o	o		o	o
L	o	o	o	o	o	o	o	o	o	o	o		o
M	o	o	o	o	o	o	o	o	o	o	o	o	

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

(●) Phases A to P ( ) Phases Q to X

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	13	0	5.0	28	31	28	20	0	0	0	0	☐
B	4	0	0.0	0	0	0	0	0	0	0	0	☐
C	2	0	5.0	33	39	36	28	0	0	0	0	☐
D	6	0	5.0	14	8	11	9	0	0	0	0	☐
E	2	0	5.0	20	10	14	14	0	0	0	0	☐
F	2	0	5.0	14	8	11	9	0	0	0	0	☐
G	2	0	0.0	0	0	0	0	0	0	0	0	☐
H	2	0	0.0	0	0	0	0	0	0	0	0	☐
I	5	0	0.0	0	0	0	0	0	0	0	0	☐
J	13	0	0.0	0	0	0	0	0	0	0	0	☐
K	2	0	0.0	0	0	0	0	0	0	0	0	☐
L	2	0	0.0	0	0	0	0	0	0	0	0	☐
M	2	0	0.0	0	0	0	0	0	0	0	0	☐
												☐
												☐
												☐

Note: For Standalone Streams see Help for use of Max Sets.

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

To Phase

From 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				9									
K						7	7						
L													
M													

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Intergreen Handset Limits

HIGH 199

Copy Intergreen Values

To Phase

From Phase

	A	B	C	D	E	F	G	H	I	J	K	L	M
A				7									
B					6	6		6					
C						5	5						
D	5									5			
E		6							5				
F		6	8								8		
G			13								13		
H		11											
I					8								
J				7									
K						5	5						
L													
M													

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.	Phase	Min. Green Min.	Min. Green Max.
A	13	255	Q		
B	4	255	R		
C	2	255	S		
D	6	255	T		
E	2	255	U		
F	2	255	V		
G	2	255	W		
H	2	255	X		
I	5	255	Y		
J	13	255	Z		
K	2	255	A2		
L	2	255	B2		
M	2	255	C2		
N			D2		
O			E2		
P			F2		

Max. Green
Min. 0 Max. 255

Vehicle Extension
Min. 0.0 Max. 10.0

Phase Delay
Min. 0 Max. 255

Starting I/G
Min. 8 Max. 12

Min Pedestrian Clearance (PBT)
Min. 0 Max. 12

Traffic Phase Leaving
Min. 3.0 Max. 3.0

Traffic Phase Red/Amber
Min. 2 Max. 2

Works Order :
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VA Demand and Extend Definitions

VA Demand and Extend Definitions

(●) Phases A to P ( )

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	A1X	A2X	A3X	
B	B4X	B5X	B6X	
C	C7X	C8X	C9X	C10X
D	D31STOP	D32STOP	D11X	D12X
E	E33STOP	E34STOP	E13X	E14X
F	F35STOP	F36STOP	F15X	F16X
G	41G3PB			
H	42H3PB			
I	43I4PB			
J				
K				
L				
M				

Extensions

A1X	A2X	A3X	
C7X	C8X	C9X	C10X
D11X	D12X		
E13X	E14X		
F15X	F16X		

Works Order :
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Engineer : Paul Johnson
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Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G	H	I	J	K	L	M			
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G	H	I	J	K	L	M			
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D	E	F	G	H	I	J	K	L	M			
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B	C	D	E	F										

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets
- (•) 1
- ( ) 2
- ( ) 3
- ( ) 4

Modes	Restrictions Apply To:	No Restrictions
	(•)	( )
	(•)	( )
	(•)	( )
	( )	( )
	(•)	( )
	( )	( )

Modes	Restrictions Apply To:	No Restrictions
Manual	(•)	( )
	( )	( )
	( )	( )
	( )	( )
	( )	( )

To Stage / From Stage

From \ To	0	1	2	3
0	■			
1		■		P
2		P	■	
3			P	■

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets
- ○ 1
- ◉ 2
- ○ 3
- ○ 4

Modes	Restrictions Apply To:	No Restrictions
Urban Traffic Control	◉	○
Cableless Linking	◉	○
Vehicle Actuated	◉	○
	○	○
Fixed Time	◉	○
	○	○

Modes	Restrictions Apply To:	No Restrictions
	◉	○
	○	○
	○	○
	○	○
	○	○

To Stage / From Stage

From Stage \ To Stage	0	1	2	3
0			X	X
1	X			2
2	X	3		
3	X		1	

Works Order :
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Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	1	2	3													
☐	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3													
☐	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3													
☐	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	0	0												

16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Exceptional Stages

☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order :
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Phase Delays

Phase Delays

(•) Phase Delays 0-29 ( ) Phase Delays 30-59 ( ) Phase Delays 60-89 ( ) Phase Delays 90-119

No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds
0	B	1	2	7	15				0
1	I	1	2	5	16				0
2	L	1	2	13	17				0
3	M	2	3	7	18				0
4	E	3	1	8	19				0
5	F	3	1	8	20				0
6	G	3	1	3	21				0
7	H	3	1	3	22				0
8				0	23				0
9				0	24				0
10				0	25				0
11				0	26				0
12				0	27				0
13				0	28				0
14				0	29				0

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Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☑	☐	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

CLF - Plan(s)

CLF - Plan(s)

0 Plan No.

Copy From

Plan Specifics

0 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 70

Slow

Fast

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	29	1	2	16			
1	45	1	3	17			
2	66	1	1	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

CLF - Plan(s)

CLF - Plan(s)

1 Plan No.

Copy From

Plan Specifics

0 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 70

Slow

Fast

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	26	1	2	16			
1	45	1	3	17			
2	60	1	1	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

CLF - Plan(s)

CLF - Plan(s)

2 Plan No.

Copy From

Plan Specifics

0 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 70

Slow

Fast

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	23	1	2	16			
1	42	1	3	17			
2	60	1	1	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

CLF - Plan(s)

CLF - Plan(s)

3 Plan No.

Copy From

Plan Specifics

0 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Slow

Fast

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	32	1	2	16			
1	48	1	3	17			
2	6	1	1	18			
3				19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

CLF - Base Time

CLF - Base Time

Controller Base Date: XX/XX/XX

Controller Base Time: 23:00:00

Plan Offset

	Minutes	Seconds		Minutes	Seconds
Plan 0	0	0	Plan 8	0	0
Plan 1	0	0	Plan 9	0	0
Plan 2	0	0	Plan 10	0	0
Plan 3	0	0	Plan 11	0	0
Plan 4	0	0	Plan 12	0	0
Plan 5	0	0	Plan 13	0	0
Plan 6	0	0	Plan 14	0	0
Plan 7	0	0	Plan 15	0	0

Handset Range Limits

	Minutes	Seconds
Min	0	0
Max	255	59

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

UTC General Data

UTC General Data

Type of UTC

(•) 106 ( ) 316

Integral OTU Address

2 Number of Control Words

3 Number of Reply Words

[ ] Controller to respond to TC bit.

[ ] Introduction of UTC to be disabled by Priority and L

[ ] Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

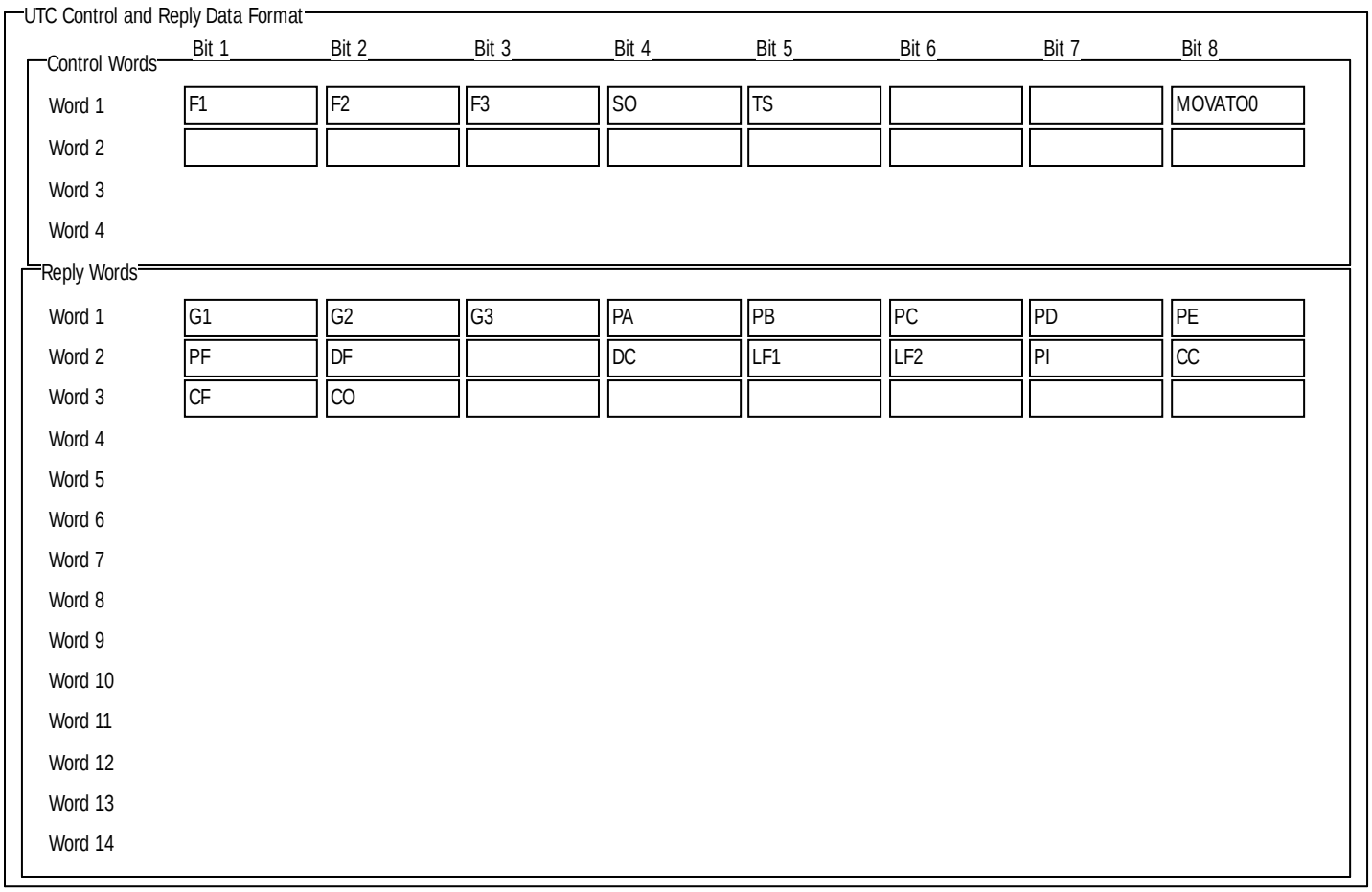
Day	Time
Time Only	23:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Saturday	00:00:00

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

UTC Control and Reply Data Format



Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	F2	G2		18			
3	F3	G3		19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping

☑ Combined

Set Selection

○ ○ ○ ○ ○

1	A1X	2	A2X	3	A3X	4	B4X	5	B5X	6	B6X	7	C7X	8	C8X
9	C9X	10	C10X	11	D11X	12	D12X	13	E13X	14	E14X	15	F15X	16	F16X
17		18		19		20		21	A21IN	22	A22IN	23		24	
25		26		27	C27IN	28	C28IN	29	C29IN	30		31	D31STOP	32	D32STOP
33	E33STOP	34	E34STOP	35	F35STOP	36	F36STOP	37		38		39		40	
41	41G3PB	42	42H3PB	43	43I4PB	44		45		46		47		48	
49	BD4	50	BD3	51	BD2	52	BD1	53	SPARE8	54	SPARE7	55	SPARE6	56	SPARE5
57	SPARE4	58	SPARE3	59	SPARE2	60	SPARE1	61	SCOOT4	62	SCOOT3	63	SCOOT2	64	SCOOT1

Note - only 32 detectors available on MOVA 4.0

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

MTC - Time Switch Parameters

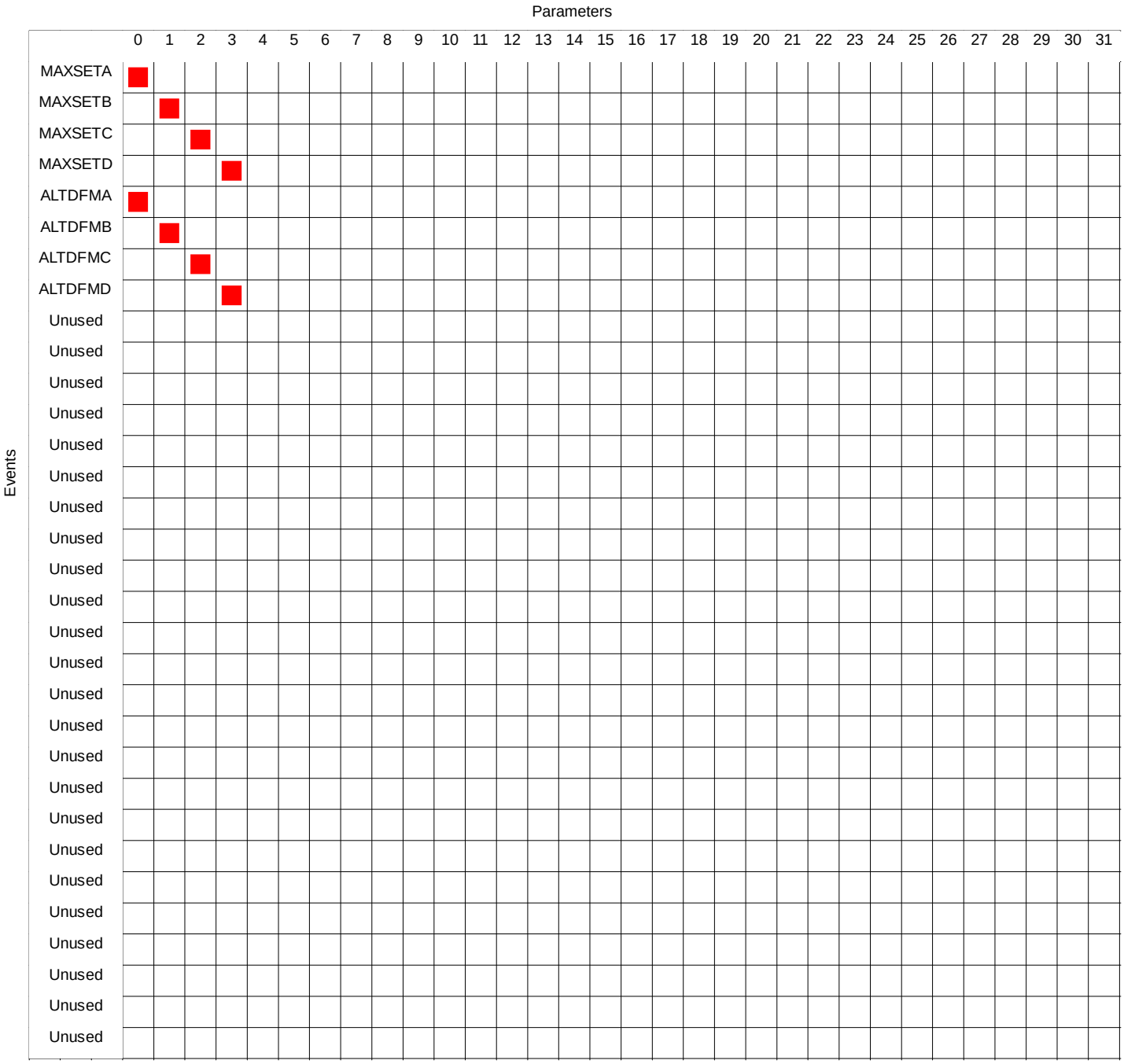
MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETA
1	Alternate Max	MAXSETB
2	Alternate Max	MAXSETC
3	Alternate Max	MAXSETD
4	Alternate DFM	ALTDFMA
5	Alternate DFM	ALTDFMB
6	Alternate DFM	ALTDFMC
7	Alternate DFM	ALTDFMD
8	No Action	
9	No Action	
10	No Action	
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

	Type	Event
16	No Action	
17	No Action	
18	No Action	
19	No Action	
20	No Action	
21	No Action	
22	No Action	
23	No Action	
24	No Action	
25	No Action	
26	No Action	
27	No Action	
28	No Action	
29	No Action	
30	No Action	
31	No Action	

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

MTC - Time Switch Parameters Array



Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

MTC - Timetable

MTC - Timetable

View Timetable Settings

(•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/ Parameter
0	9	07:00:00	CLF PLAN 0	1	0
1	9	08:45:00	CLF PLAN 1	1	1
2	9	15:30:00	CLF PLAN 2	1	2
3	7	18:30:00	CLF PLAN 3	1	3
4	0	08:00:00	CLF PLAN 1	1	1
5	0	15:00:00	CLF PLAN 2	1	2
6	1	08:00:00	CLF PLAN 1	1	1
7	1	15:00:00	CLF PLAN 2	1	2
8	7	07:00:00	MAXSETA	2	0
9	7	08:45:00	MAXSETB	2	1
10	7	15:30:00	MAXSETC	2	2
11	7	18:30:00	MAXSETD	2	3
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

- (●) 200-240
- ( )
- ( ) 50-0-50, 100-120
- ( ) 230 CLS

Red Lamp Monitoring

Max Red Bulb Wattage [50]

First Red Lamp Fault Speed [0]

[ ] RLF2 Cancels RLM additional Intergreens

[ ] RLF2 Only Cleared by RFL = 1

[ ] RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

[ ] 0 [ ] [ ] [ ] [ ] [ ] [ ] [ ]

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

LMU - Sensors

LMU - Sensors

Onboard Sensors

Sensor\ Phase	Sensor Type	Bulb Watts	Sensor\ Phase	Sensor Type	Bulb Watts
1 \ A	As Seq.	40	17 \ Q		
2 \ B	As Seq.	40	18 \ R		
3 \ C	As Seq.	40	19 \ S		
4 \ D	As Seq.	40	20 \ T		
5 \ E	As Seq.	40	21 \ U		
6 \ F	As Seq.	40	22 \ V		
7 \ G	None	40	23 \ W		
8 \ H	None	40	24 \ X		
9 \ I	None	40	25 \ Y		
10 \ J	As Seq.	40	26 \ Z		
11 \ K	As Seq.	40	27 \ A2		
12 \ L	As Seq.	40	28 \ B2		
13 \ M	As Seq.	40	29 \ C2		
14 \ N	As Seq.	40	30 \ D2		
15 \ O	As Seq.	40	31 \ E2		
16 \ P	As Seq.	40	32 \ F2		

External Sensors

Sensor\ Pin	Drive	Sensor Type	Bulb Watts
33 \ b14		Regulatory Sign	7
34 \ z16		Regulatory Sign	7
35 \ z14		Regulatory Sign	7
36 \ z12		Regulatory Sign	7
37 \ b14		Regulatory Sign	7
38 \ z16		Regulatory Sign	7
39 \ z14		Regulatory Sign	7
40 \ z12		Regulatory Sign	7
41 \ b14			
42 \ z16			
43 \ z14			
44 \ z12			
45 \ b14			
46 \ z16			
47 \ z14			
48 \ z12			

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select

1 of 2

Sensor	Phase	Sensor Type	LED R+W	Load Type	LLF Profile
1	A	As Seq.			
2	B	As Seq.			
3	C	As Seq.			
4	D	As Seq.			
5	E	As Seq.			
6	F	As Seq.			
10	J	As Seq.			
11	K	As Seq.			
12	L	As Seq.			
13	M	As Seq.			
14	N	As Seq.			
15	O	As Seq.			
16	P	As Seq.			
33	N/A	Regulatory Sign			
34	N/A	Regulatory Sign			
35	N/A	Regulatory Sign			

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select

2 of 2

Sensor	Phase	Sensor Type	LED R+W	Load Type	LLF Profile
36	N/A	Regulatory Sign			
37	N/A	Regulatory Sign			
38	N/A	Regulatory Sign			
39	N/A	Regulatory Sign			
40	N/A	Regulatory Sign			

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

RLM Additional Intergreens

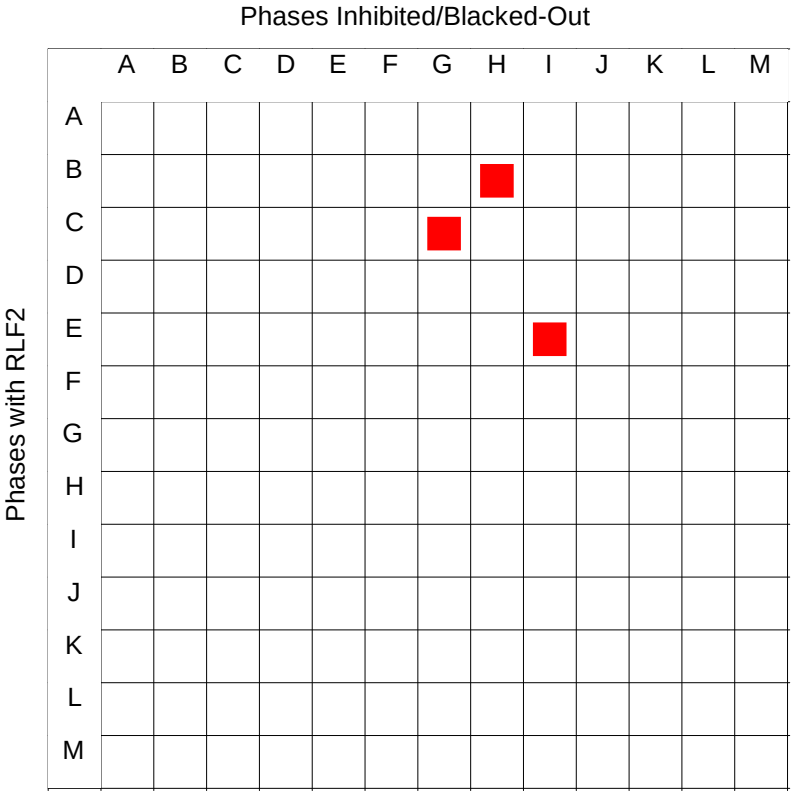
Phases Delayed

Phases with RLF1

	A	B	C	D	E	F	G	H	I	J	K	L	M
A													
B								2					
C							2						
D													
E									2				
F													
G													
H													
I													
J													
K													
L													
M													

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

RLM Phase Inhibits



Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	ALL RED	0							
1	A52 EAST AND WEST AHEADS	1							
2	A52 EAST INTERNAL RIGHT TURN	2							
3	GYRATORY AT A52 EAST AND WEST	3							
4									
5									
6									
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☑	☑	☐	☐	☑

Manual Mode Enable

- ○ Always
- ○ When Handset Plugged in (Note 1)
- ◉ When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	○	◉	○	○
RR	◉	○	○	○

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Special Conditioning

```
; MODES DISABLED BY CERTAIN CONDITIONS.
; -------------------------------------

      SSVA.(F1+F2+F3)=VACONT          ; FORCE BIT AND IN VA SWITCH
                                      ; POSITION DISABLES VA MODE.

  SSFIX.NOT(DSRACC)::=FTCONT         ; NO HANDSET AND IN FIXED TIME
                     *=SSCONT        ; SWITCH POSITION DISABLES FT MODE.
                     *=1SCRT255      ; FIXED TIME MODE DISABLE FLAG.

; DIM CONFIRM REPLY BIT.
; ----------------------

  NOT(NOT(SO).NOT(SOLBRGHT).NOT(MAUXSW1))=DC    ; SOLAR DIM OR DIM OVERRIDE REPLIES DC.
  MAUXSW1= MIL22                                ; DIM OVERRIDE BY SW1 LIGHTX AUX1 LED.

; CONTROLLER FAULT REPLY
; ----------------------
  NOT(FLFCOM)=CF

; UTC ACTIVE LIGHTS MANUAL PANEL AUX LED5
; ---------------------------------------
 (MODE0 EQL<6>)=MIL17
;
; MOVA ACTIVE LIGHTS MANUAL PANEL AUX LED2
; ----------------------------------------
 (MODE0 EQL<6>).MOVAT0=MIL23

; ANY LAMP FAIL
; -------------
  NOT(FLF55)=LF1

; 1ST RED FAIL
; ------------
  NOT(FLF22B0)=LF2

; 2ND RED FAIL
; ------------
  NOT(FLF22B1)=PI

; CONTROLLER DOOR OPEN
; --------------------
  DOORSW=CO

; TO SHOW TRAFFIC PHASES RUNNING THROUGH INTO OR THROUGH INTERSTAGES FOR MOVA
; ---------------------------------------------------------------------------
  NOT(PHASEA)=PA
  NOT(PHASEB)=PB
  NOT(PHASEC)=PC
  NOT(PHASED)=PD
  NOT(PHASEE)=PE
  NOT(PHASEF)=PF
```

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Fault Log Flags

Fault Log Flags

Fault No	Cond Flag	Act Flag
0	☑	☐
1	☑	☐
2	☑	☐
3	☑	☐
4	☑	☐
5	☑	☐
6	☑	☐
7	☑	☐
8	☑	☐
9	☑	☐
10	☑	☐
11	☑	☐
12	☐	☐
13	☑	☐
14	☑	☐
15	☑	☐

Fault No	Cond Flag	Act Flag
16	☑	☐
17	☑	☐
18	☑	☐
19	☑	☐
20	☑	☐
21	☑	☐
22	☐	☐
23	☑	☐
24	☑	☐
25	☑	☐
26	☑	☐
27	☑	☐
28	☑	☐
29	☑	☐
30	☑	☐
31	☑	☐

Fault No	Cond Flag	Act Flag
32	☑	☐
33	☑	☐
34	☑	☐
35	☑	☐
36	☑	☐
37	☑	☐
38	☑	☐
39	☑	☐
40	☑	☐
41	☑	☐
42	☑	☐
43	☑	☐
44	☑	☐
45	☑	☐
46	☑	☐
47	☑	☐

Fault No	Cond Flag	Act Flag
48	☑	☐
49	☑	☐
50	☑	☐
51	☑	☐
52	☑	☐
53	☑	☐
54	☑	☐
55	☐	☐
56	☑	☐
57	☑	☐
58	☑	☐
59	☑	☐
60	☑	☐
61	☑	☐
62	☑	☐
63	☑	☐

Note:

Cond Flag -
If a fault occurs which sets a fault log flag that has been checked for this Cond flag option then a flag will be set that can be read in Conditioning.

Act Flag -
If a fault occurs which sets a fault log flag that has been checked for this Act flag option then firstly the lamps
will be switched OFF and secondly a flag will be set that can be read in conditioning, to allow any further actions required to be performed by conditioning.

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Special Instructions

CABLE LINK IN CONTROLLER TO CCTV CAMERA(CURRENTLY UNUSED).
==========
NOTES:
1. UTC TIME SYNC REPLY SET BY 'CC' BIT, NOT 'RT'. 'CC' BIT DOES NOT REQUIRE A REPLY TIME SETTING.
2. MOVA LOOPS TERMINATED IN MEC - SO I/O FOR DETECTORS LEFT ON 24/16 CARD.
4. SCOOT LOOPS ADDED TO INTELLIGENT BACKPLANE (A1-A4) .
5. SPARE LOOP INPUTS ADDED TO INTELLIGENT BACKPLANE (B1-C4) (SCCOT/QUEUE/FLOW USE).
6. BUS PRIORITY BITS ADDED TO PORTS 0-3 ON SERIAL I/O CARD 1.

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 0

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	0	0	I	BD1	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-0
○	1	1	I	BD2	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-1
○	2	2	I	BD3	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-2
○	3	3	I	BD4	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-3
○	4	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-4
○	5	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-5
○	6	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-6
○	7	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 1

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	8	0	I	A21IN	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-8
○	9	1	I	A1X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-9
○	10	2	I	A22IN	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-10
○	11	3	I	A2X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-11
○	12	4	I	A3X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-12
○	13	5	I	B4X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-13
○	14	6	I	B5X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-14
○	15	7	I	B6X	☑	☐	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-15

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 2

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	16	0	I	C27IN	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-16
○	17	1	I	C7X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-17
○	18	2	I	C28IN	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-18
○	19	3	I	C8X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-19
○	20	4	I	C29IN	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-20
○	21	5	I	C9X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-21
○	22	6	I	C10X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-22
○	23	7	I	D11X	☑	☐	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-23

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 5

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	40	0	I	D31STOP	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-0
○	41	1	I	D12X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-1
○	42	2	I	D32STOP	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-2
○	43	3	I	E13X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-3
○	44	4	I	E33STOP	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-4
○	45	5	I	E14X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-5
○	46	6	I	E34STOP	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-6
○	47	7	I	F15X	☑	☐	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 6

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	48	0	I	F35STOP	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-8
○	49	1	I	F16X	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-9
○	50	2	I	F36STOP	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-10
○	51	3	I	41G3PB	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-11
○	52	4	I	42H3PB	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-12
○	53	5	I	43I4PB	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-13
○	54	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-14
○	55	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-15

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 10

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	80	0	I	SCOOT1	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	A1
○	81	1	I	SCOOT2	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	A2
○	82	2	I	SCOOT3	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	A3
○	83	3	I	SCOOT4	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	A4
○	84	4	I	SPARE1	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	B1
○	85	5	I	SPARE2	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	B2
○	86	6	I	SPARE3	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	B3
○	87	7	I	SPARE4	☑	☑	☐		☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	B4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 11

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	88	0	I	SPARE5	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	C1
○	89	1	I	SPARE6	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	C2
○	90	2	I	SPARE7	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	C3
○	91	3	I	SPARE8	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	C4
○	92	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	D1
○	93	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	D2
○	94	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	D3
○	95	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1 LT3	D4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Aspect Drives

Aspect Drives

(●) A-L ( ) M-X ( ) Y-F2

Phase Driver Card 1

	Used For	Term Block	Term No
A - Red	Phase	1TBA	1
A - Amber	Phase	1TBA	2
A - Green	Phase	1TBA	3
B - Red	Phase	1TBA	4
B - Amber	Phase	1TBA	5
B - Green	Phase	1TBA	6
C - Red	Phase	1TBA	7
C - Amber	Phase	1TBA	8
C - Green	Phase	1TBA	9
D - Red	Phase	1TBA	10
D - Amber	Phase	1TBA	11
D - Green	Phase	1TBA	12

Phase Driver Card 1

	Used For	Term Block	Term No
E - Red	Phase	1TBB	1
E - Amber	Phase	1TBB	2
E - Green	Phase	1TBB	3
F - Red	Phase	1TBB	4
F - Amber	Phase	1TBB	5
F - Green	Phase	1TBB	6
G - Red	Phase	1TBB	7
G - Amber	Phase	1TBB	8
G - Green	Phase	1TBB	9
H - Red	Phase	1TBB	10
H - Amber	Phase	1TBB	11
H - Green	Phase	1TBB	12

Phase Driver Card 2

	Used For	Term Block	Term No
I - Red	Phase	1TBC	1
I - Amber	Phase	1TBC	2
I - Green	Phase	1TBC	3
J - Red	Phase	1TBC	4
J - Amber	Phase	1TBC	5
J - Green	Phase	1TBC	6
K - Red	Phase	1TBC	7
K - Amber	Phase	1TBC	8
K - Green	Phase	1TBC	9
L - Red			
L - Amber			
L - Green			

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	120	120	120	120
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	60	60	60	60
	InActive (Hrs)				
Group 2	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 3	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to D)

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

THE CONTRACTORS ATTENTION IS DRAWN TO THE FOLLOWING HEALTH AND SAFETY RISKS ASSOCIATED WITH THE FOLLOWING HAZARDS

CONSTRUCTION

Specific:

C001 Replacement of existing Traffic Signals electricity feeder pillar & controller cabinet.
C002 Excavation / trench works in verge and carriageway

General:

C003 Working in the vicinity of underground utilities; the following have been identified from records (Refer to Statutory Undertaker C2 records):
- Water (Including Foul / Sewer);
- NRTS (Telent);
- Electricity (LV - Traffic Signals & Street Lighting).

C004 Work at Height - installation of traffic signal heads.
C005 Working in close proximity to live high speed traffic.
C006 Potential for broken ground to contain hazardous material (asbestos).
C007 Working in close proximity to construction plant.

MAINTENANCE/CLEANING

As Above

DECOMMISSIONING/DEMOLITION

As Above

IT IS ASSUMED THAT ALL WORKS BE CARRIED OUT BY A COMPETENT CONTRACTOR, WORKING WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.
FURTHER REFERENCE SHALL BE MADE TO THE PRE-CONSTRUCTION HEALTH AND SAFETY INFORMATION.

Phasing and Staging Diagram (Controller 1)

Stream 0

0	1	2
ALL RED	B	A

Stream 1

3	4	5
ALL RED	D	C

Phasing and Staging Diagram (Controller 2)

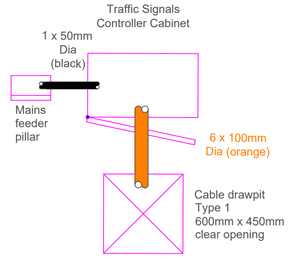
Stream 0

0	1	2
ALL RED	B	A

Stream 1

3	4	5
ALL RED	D	C

ELV Controller Detail



Legend

New Signals Equipment

- ELV Traffic Signals Controller Cabinet and NAL base, grey in colour
- Miscellaneous Equipment Cabinet (MEC) and NAL base, grey in colour
- Mains electricity feeder pillar to house 2-way distribution board for dedicated mains supply to traffic signals, grey in colour
- 4m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 6m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 3 Aspect R/A/G Primary Signal Head
- 3 Aspect R/A/G Primary Signal Head & High Level Duplicate
- 3 Aspect R/A/G Secondary Signal Head
- Photo-electric cell (solar cell)
- Traffic signals pole reference number
- DPx — Traffic signals cable drawpit Type 1 600mm x 450mm clear opening - 'x' denotes individual reference number
- Traffic signals under-kerb duct 50 mm Dia. orange in colour, non-ribbed
- Traffic signals electrical feed duct 50 mm Dia. black in colour, non-ribbed
- Traffic signals duct 100mm Dia. orange in colour, non-ribbed Number corresponds to number of ducts required
- Traffic Signal Carriageway Loop Chamber - 150mm octagonal
- Slot cut inductive loop detector - to be reinstated (Stop Line / Q)

Existing Signals Equipment (indicatively shown)

- Traffic signals pole foundation / retention socket
- DPx — Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- DPx — Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- Traffic signals duct orange in colour, non-ribbed, No. unknown (to be surveyed)
- Slot cut inductive loop detector (Stop Line / Q)
- Slot cut inductive loop detector (MOVA)

Notes:

1. Do not scale.
2. Drawing to be printed in colour.
3. This drawing is to be read in conjunction with the relevant Scheme Delivery Framework contract drawings and documents.
4. The Contractor shall verify the presence and location of all buried services before undertaking any work in any area of the site by carrying out a full non-intrusive survey of the entire site before commencing the works.
5. All dimensions in metres unless otherwise stated.
6. Traffic Signals access chambers / cable drawpits shall be of twin-wall construction and assembled from stackable 150mm deep sections.
7. Chambers and covers to be supplied by NAL Ltd. or similar approved manufacturer.
8. All Traffic Signal poles are to be Passively Safe Aluminum (Class: 100-LE-C-R-NS-MD-0), with vented top caps and shall be grey in colour.
9. All Traffic Signal poles are to be installed in existing pole retention sockets (new pole diameters to be checked against existing pole retention socket for fit). If any existing pole retention socket cannot be used for whatever reason then new NAL (or similar approved) retention socket to be installed as per Jacobs Structures foundation detail 611556-JAC-SGN-W093_XX-DR-CB-0001 / 0002 / 0003.
10. Any new pole retention sockets that are installed in, or adjacent to, soft ground shall have a 1m squared concrete collar to allow for safe positioning and footing of maintenance ladder.
11. Existing Controller Cabinets and Termination Cabinets are to be replaced as part of the works, National Highways to be invited to remove any salvageable parts before being disposed of.
12. Traffic Signal Controller(s) shall be of ELV type and approved in line with TOPAS 2500A and to include an OTU with MOVA v8. Free issue Stratos OTU, router, UTC, MOVA licence and SIM Card(s) to be provided by National Highways to achieve remote monitoring (unless UTC/Stratos can be achieved integrally through a ST950 then Stratos unit will not be provided).
13. Traffic Signal Controller(s) to be installed with a NAL (or similar approved) base and shall have a non-textured, anti-graffiti coating and shall be grey in colour.
14. Existing Feeder Pillars adjacent to Controller Cabinets are to be replaced for new, with a 2-way distribution board. The existing electrical feeds shall be transferred by the Contractor into the new Feeder Pillars.
15. All cables to be ID tagged inside respective cabinet.
16. All Termination cabinets and Controller cabinets to be fitted with thermostatic heaters.
17. A hard-standing area compliant with MCX0812 is to be installed around all Controller and Termination cabinets.
18. 20-core linking cable to be provided between controllers, this is to facilitate linked MOVA.
19. Communications between Controller and in-station is to be via National Highways current communications system. The Traffic Signals Contractor is to refer to NH for guidance on how this is to be reconfigured / achieved.
20. Existing carriageway loop detection shown as RED is indicative and to be retained and connected into new Controller and ID tagged. Note that some loop ID's have changed and old ID is shown in brackets.
21. Existing carriageway loop detection shown as BLACK is indicative and has been found to be faulty and will require re-cutting and connecting into new Controller and ID tagged.
22. Contractor to test all other existing loops prior to starting work. Any loops found to be faulty, or damaged, during the works are to be re-cut to their existing dimensions and distance(s) from stop line.
23. New feeder cable to be installed for all loops (RED & BLACK).
24. All loops (RED & BLACK) to have new IP68 type reusable bottle joints installed between new feeder cable and loop tails.
25. All feeder cables to be ID tagged in all associated chambers and cabinets.
26. All signal heads and slip lane loops to be wired into nearest MEC / Termination cabinet (if closer than Traffic Signal Controller), and wired back to Traffic Signal Controller via link cable.
27. Existing ducting and chambers shown as indicative.
28. Ducting shown as existing is to be proved clear for re-use.
29. Existing Traffic Signal equipment (Traffic Signal poles and associated heads and cabling) to be removed from site and disposed of.
30. All road markings are shown as indicative.
31. Any road markings or finished ground surfaces disturbed by Civils works are to be reinstated immediately following the works.
32. All reinstatement works are to tie neatly into the adjacent constructed profile such that the construction layers and adjacent surfaces are continuous and consistent once reinstatement is complete.

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
C01	28/03/24	FIRST ISSUE	TC	SP	DT	MD
C02	14/10/24	ADDRESSED NH COMMENTS	TC	SP	KP	LR
C03	11/02/25	ACCEPTED FOR CONSTRUCTION	TC	SP	KP	BR

Client: national highways

Designer: Jacobs, Cottons Centre, Cottons Lane, London, SE1 2QG, www.jacobs.com

Project: M1 J25 SIGNALS RENEWAL MDP

Drawing title: M1 J25 SIGNALS RENEWAL MDP
SDF-CE-WO093
TRAFFIC SIGNALS
SHEET 1 OF 5

Drawing status: A5 - ACCEPTED - CONSTRUCTION

State Code	Construction
Project Stage	3D Passport Stage 3
Scale	DO NOT SCALE
Jacobs No.	SDFCE101
Rev	C03
Client no.	611556

Drawing number: PIN 611556 - Originator JAC - Volume HSL - Location W093_XX - Type DR - Role TS - Number 0001

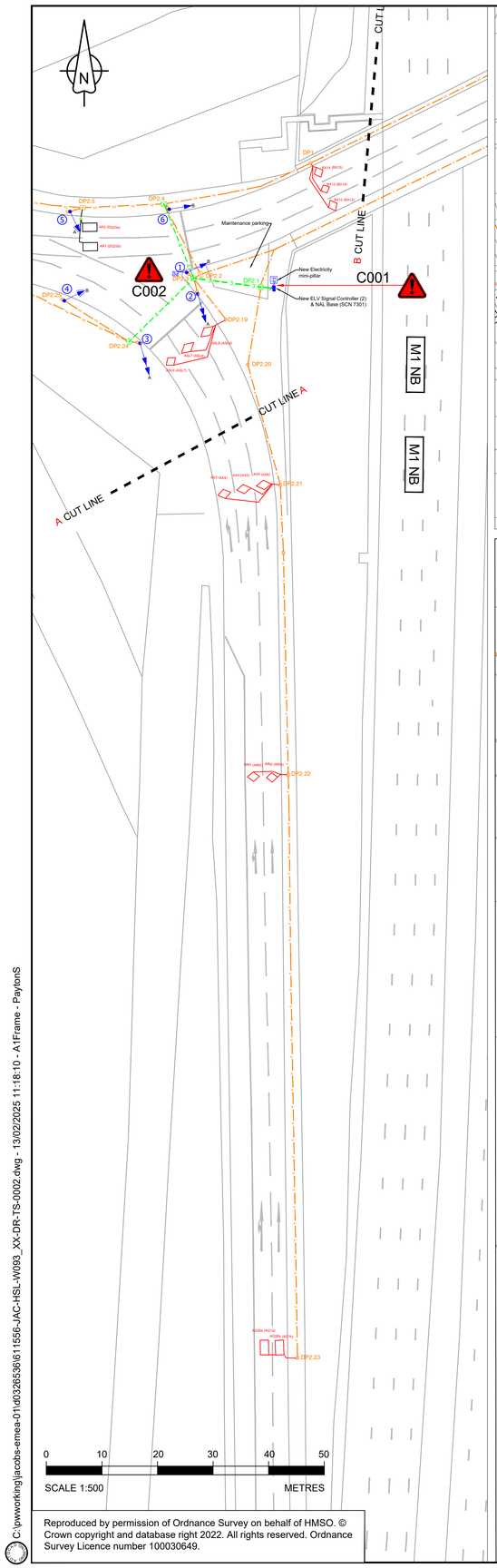
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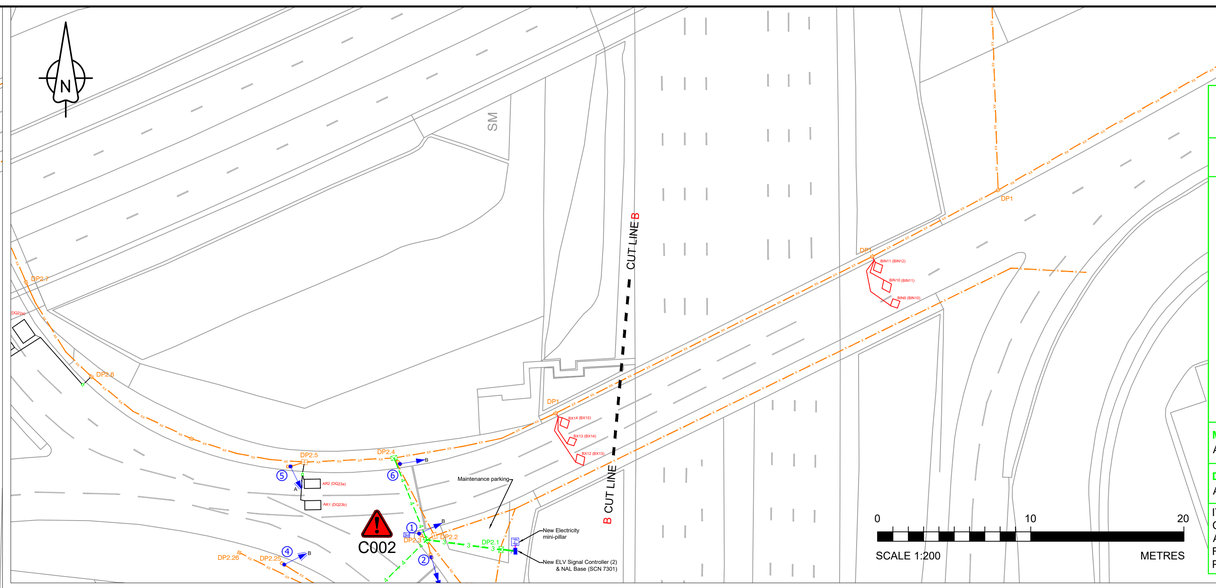
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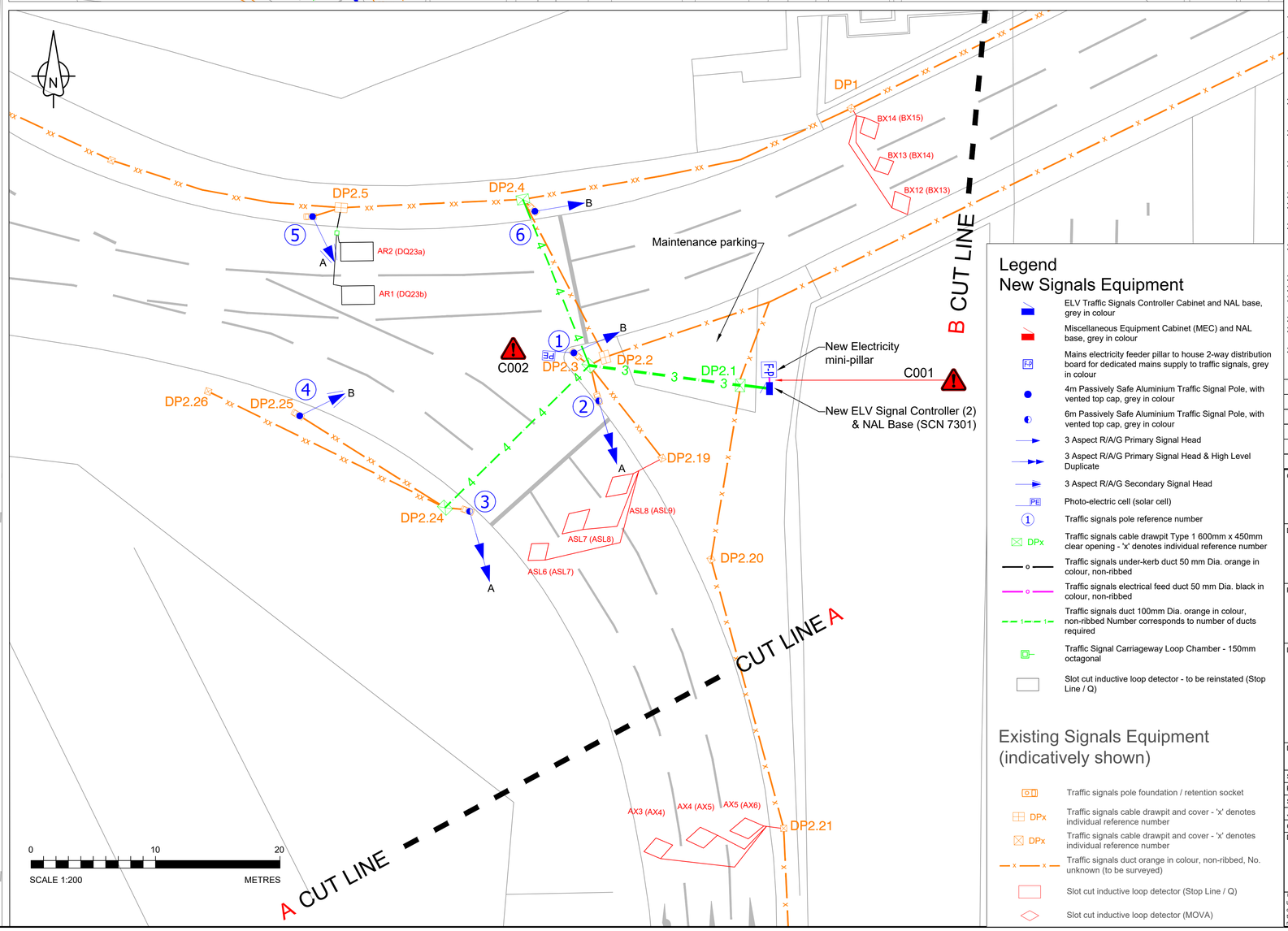
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SCALE 1:500 METRES

OS GRID REF 447192, 335612

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

THE CONTRACTORS ATTENTION IS DRAWN TO THE FOLLOWING HEALTH AND SAFETY RISKS ASSOCIATED WITH THE FOLLOWING HAZARDS

CONSTRUCTION

Specific:

C001 Replacement of existing Traffic Signals electricity feeder pillar & controller cabinet.

C002 Excavation / trench works in verge and carriageway

General:

C003 Working in the vicinity of underground utilities; the following have been identified from records (Refer to Statutory Undertaker C2 records):
- Water (Including Foul / Sewer);
- NRTS (Telent);
- Electricity (LV - Traffic Signals & Street Lighting).

C004 Work at Height - installation of traffic signal heads.

C005 Working in close proximity to live high speed traffic.

C006 Potential for broken ground to contain hazardous material (asbestos).

C007 Working in close proximity to construction plant.

MAINTENANCE/CLEANING

As Above

DECOMMISSIONING/DEMOLITION

As Above

IT IS ASSUMED THAT ALL WORKS BE CARRIED OUT BY A COMPETENT CONTRACTOR, WORKING WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.
FURTHER REFERENCE SHALL BE MADE TO THE PRE-CONSTRUCTION HEALTH AND SAFETY INFORMATION.

Legend

New Signals Equipment

- ELV Traffic Signals Controller Cabinet and NAL base, grey in colour
- Miscellaneous Equipment Cabinet (MEC) and NAL base, grey in colour
- Mains electricity feeder pillar to house 2-way distribution board for dedicated mains supply to traffic signals, grey in colour
- 4m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 6m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 3 Aspect R/A/G Primary Signal Head
- 3 Aspect R/A/G Primary Signal Head & High Level Duplicate
- 3 Aspect R/A/G Secondary Signal Head
- Photo-electric cell (solar cell)
- Traffic signals pole reference number
- Traffic signals cable drawpit Type 1 600mm x 450mm clear opening - 'x' denotes individual reference number
- Traffic signals under-kerb duct 50 mm Dia. orange in colour, non-ribbed
- Traffic signals electrical feed duct 50 mm Dia. black in colour, non-ribbed
- Traffic signals duct 100mm Dia. orange in colour, non-ribbed Number corresponds to number of ducts required
- Traffic Signal Carriageway Loop Chamber - 150mm octagonal
- Slot cut inductive loop detector - to be reinstated (Stop Line / Q)

Existing Signals Equipment (indicatively shown)

- Traffic signals pole foundation / retention socket
- Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- Traffic signals duct orange in colour, non-ribbed, No. unknown (to be surveyed)
- Slot cut inductive loop detector (Stop Line / Q)
- Slot cut inductive loop detector (MOVA)

Notes:

1. Do not scale.
2. Drawing to be printed in colour.
3. This drawing is to be read in conjunction with the relevant Scheme Delivery Framework contract drawings and documents.
4. The Contractor shall verify the presence and location of all buried services before undertaking any work in any area of the site by carrying out a full non-intrusive survey of the entire site before commencing the works.
5. All dimensions in metres unless otherwise stated.
6. Traffic Signals access chambers / cable drawpits shall be of twin-wall construction and assembled from stackable 150mm deep sections.
7. Chambers and covers to be supplied by NAL Ltd. or similar approved manufacturer.
8. All Traffic Signal poles are to be Passively Safe Aluminum (Class: 100-LE-C-R-NS-MD-0), with vented top caps and shall be grey in colour.
9. All Traffic Signal poles are to be installed in existing pole retention sockets (new pole diameters to be checked against existing pole retention socket for fit). If any existing pole retention socket cannot be used for whatever reason then new NAL (or similar approved) retention socket to be installed as per Jacobs Structures foundation detail 611556-JAC-SGN-W093_XX-DR-CB-0001 / 0002 / 0003.
10. Any new pole retention sockets that are installed in, or adjacent to, soft ground shall have a 1m squared concrete collar to allow for safe positioning and footing of maintenance ladder.
11. Existing Controller Cabinets and Termination Cabinets are to be replaced as part of the works, National Highways to be invited to remove any salvageable parts before being disposed of.
12. Traffic Signal Controller(s) shall be of ELV type and approved in line with TOPAS 2500A and to include an OTU with MOVA v8. Free issue Stratos OTU, router, UTC, MOVA licence and SIM Card(s) to be provided by National Highways to achieve remote monitoring (unless UTC/Stratos can be achieved integrally through a ST950 then Stratos unit will not be provided).
13. Traffic Signal Controller(s) to be installed with a NAL (or similar approved) base and shall have a non-textured, anti-graffiti coating and shall be grey in colour.
14. Existing Feeder Pillars adjacent to Controller Cabinets are to be replaced for new, with a 2-way distribution board. The existing electrical feeds shall be transferred by the Contractor into the new Feeder Pillars.
15. All cables to be ID tagged inside respective cabinet.
16. All Termination cabinets and Controller cabinets to be fitted with thermostatic heaters.
17. A hard-standing area compliant with MCX0812 is to be installed around all Controller and Termination cabinets.
18. 20-core linking cable to be provided between controllers, this is to facilitate linked MOVA.
19. Communications between Controller and in-station is to be via National Highways current communications system. The Traffic Signals Contractor is to refer to NH for guidance on how this is to be reconfigured / achieved.
20. Existing carriageway loop detection shown as RED is indicative and to be retained and connected into new Controller and ID tagged. Note that some loop ID's have changed and old ID is shown in brackets.
21. Existing carriageway loop detection shown as BLACK is indicative and has been found to be faulty and will require re-cutting and connecting into new Controller and ID tagged.
22. Contractor to test all other existing loops prior to starting work. Any loops found to be faulty, or damaged, during the works are to be re-cut to their existing dimensions and distance(s) from stop line.
23. New feeder cable to be installed for all loops (RED & BLACK).
24. All loops (RED & BLACK) to have new IP68 type reusable bottle joints installed between new feeder cable and loop tails.
25. All feeder cables to be ID tagged in all associated chambers and cabinets.
26. All signal heads and slip lane loops to be wired into nearest MEC / Termination cabinet (if closer than Traffic Signal Controller), and wired back to Traffic Signal Controller via link cable.
27. Existing ducting and chambers shown as indicative.
28. Ducting shown as existing is to be proved clear for re-use.
29. Existing Traffic Signal equipment (Traffic Signal poles and associated heads and cabling) to be removed from site and disposed of.
30. All road markings are shown as indicative.
31. Any road markings or finished ground surfaces disturbed by Civils works are to be reinstated immediately following the works.
32. All reinstatement works are to tie neatly into the adjacent constructed profile such that the construction layers and adjacent surfaces are continuous and consistent once reinstatement is complete.

C01	28/03/24	FIRST ISSUE	TC	SP	DT	MD
C02	14/10/24	ADDRESSED NH COMMENTS	TC	SP	KP	LR
C03	11/02/25	ACCEPTED FOR CONSTRUCTION	TC	SP	KP	BR
Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd

Client: national highways

Designer: Jacobs, Cottons Centre, Cottons Lane, London, SE1 2QG, www.jacobs.com

Project: M1 J25 SIGNALS RENEWAL MDP

Drawing title: M1 J25 SIGNALS RENEWAL MDP
SDF-CE-WO093
TRAFFIC SIGNALS
SHEET 2 OF 5

Drawing status: A5 - ACCEPTED - CONSTRUCTION

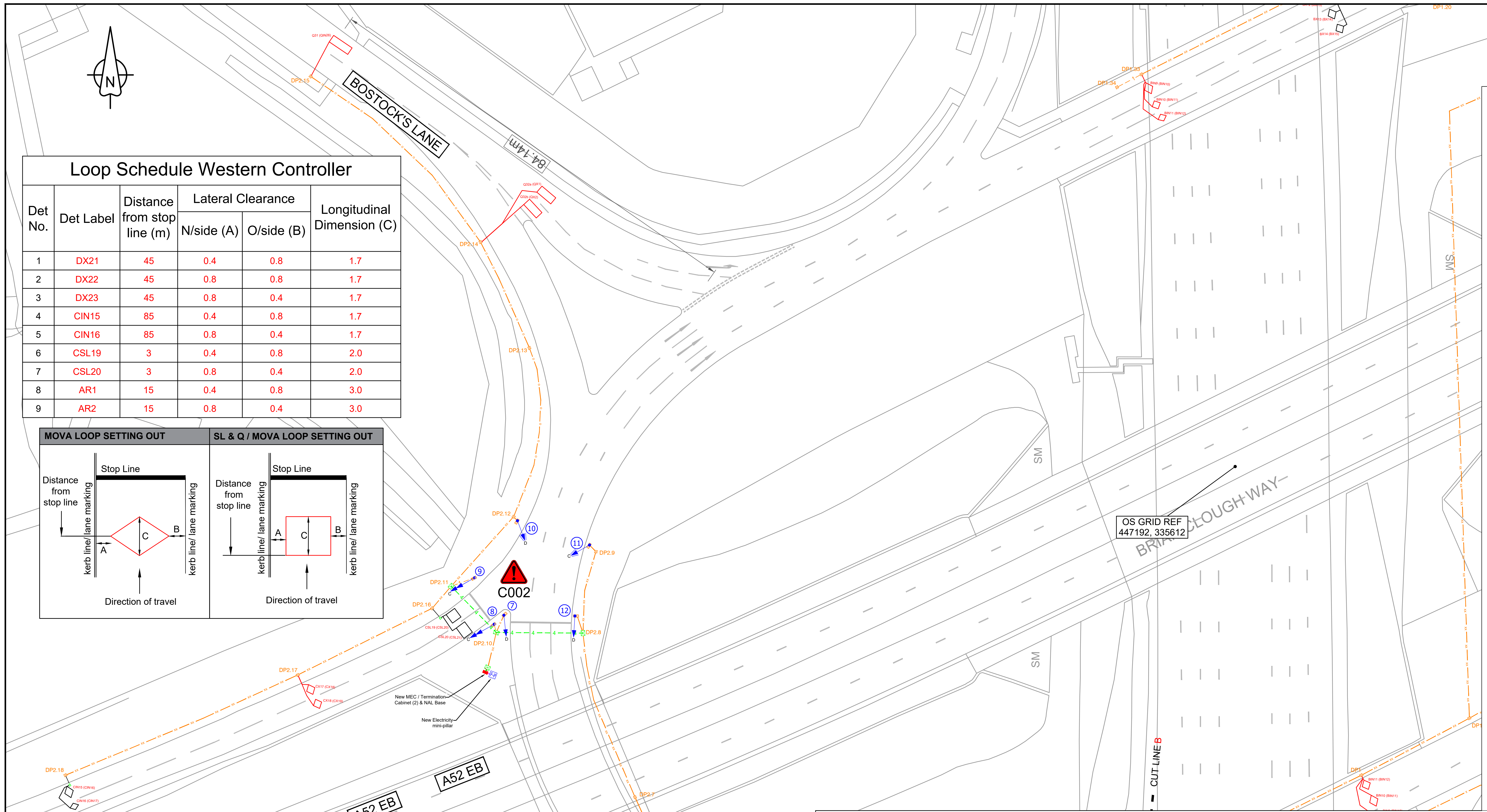
State Code	Construction
Project Stage	3D Passport Stage 3
Scale	DO NOT SCALE
Jacobs No.	SDFCE101
Rev	C03
Client no.	611556

Drawing number: PIN 611556 - Originator JAC - Volume HSL - Location W093_XX - Type DR - Role TS - Number 0002

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OS GRID REF
447192, 335612

Loop Schedule Western Controller

Det No.	Det Label	Distance from stop line (m)	Lateral Clearance		Longitudinal Dimension (C)
			N/side (A)	O/side (B)	
1	DX21	45	0.4	0.8	1.7
2	DX22	45	0.8	0.8	1.7
3	DX23	45	0.8	0.4	1.7
4	CIN15	85	0.4	0.8	1.7
5	CIN16	85	0.8	0.4	1.7
6	CSL19	3	0.4	0.8	2.0
7	CSL20	3	0.8	0.4	2.0
8	AR1	15	0.4	0.8	3.0
9	AR2	15	0.8	0.4	3.0

MOVA LOOP SETTING OUT

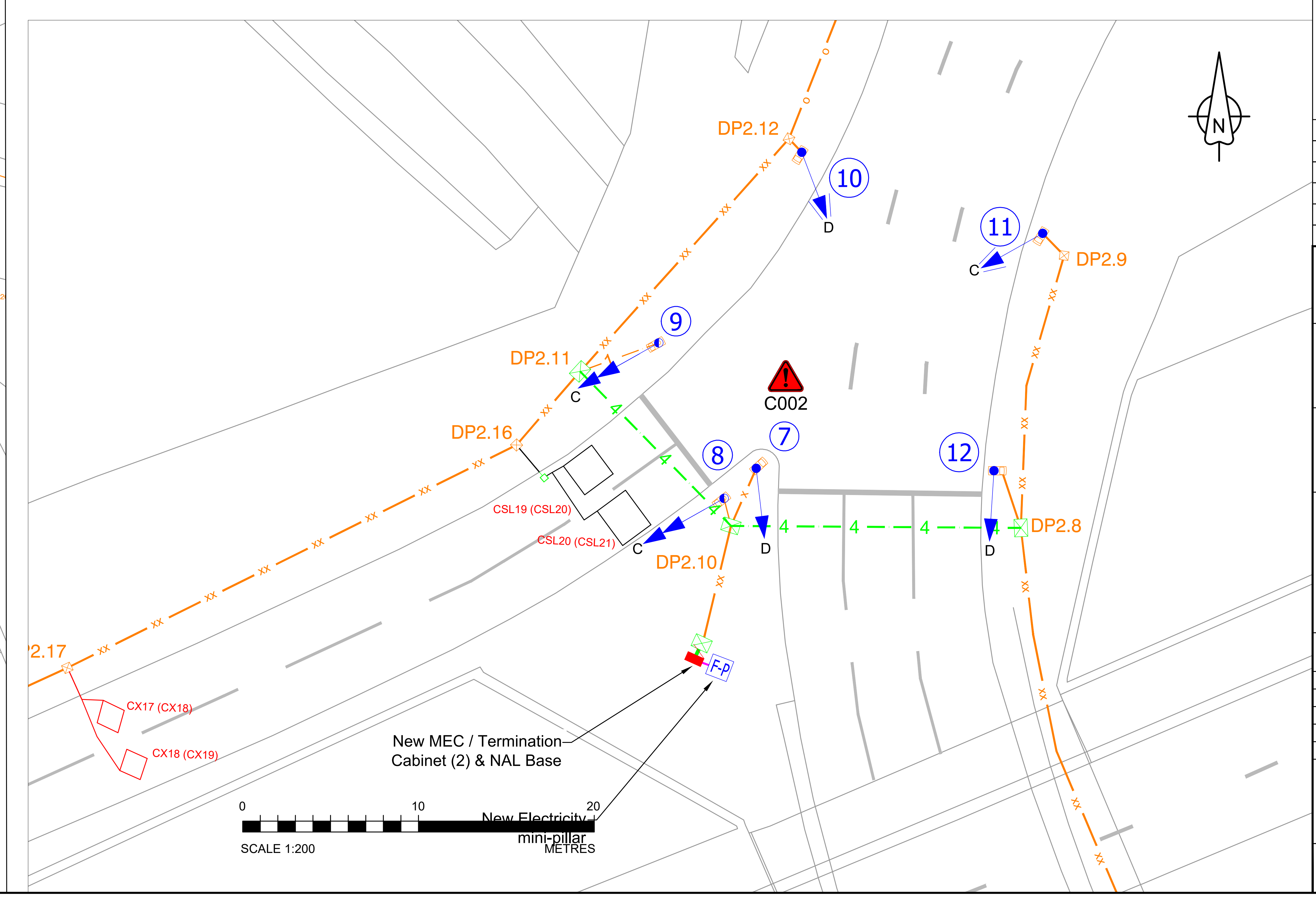
SL & Q / MOVA LOOP SETTING OUT

Legend
New Signals Equipment

🟦	ELV Traffic Signals Controller Cabinet and NAL base, grey in colour
🟥	Miscellaneous Equipment Cabinet (MEC) and NAL base, grey in colour
F-P	Mains electricity feeder pillar to house 2-way distribution board for dedicated mains supply to traffic signals, grey in colour
●	4m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
◐	6m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
→	3 Aspect R/A/G Primary Signal Head
→►	3 Aspect R/A/G Primary Signal Head & High Level Duplicate
→	3 Aspect R/A/G Secondary Signal Head
PE	Photo-electric cell (solar cell)
①	Traffic signals pole reference number
☒ DPx	Traffic signals cable drawpit Type 1 600mm x 450mm clear opening - 'x' denotes individual reference number
—o—	Traffic signals under-kerb duct 50 mm Dia. orange in colour, non-ribbed
—o—	Traffic signals electrical feed duct 50 mm Dia. black in colour, non-ribbed
- - 1 - - 1 -	Traffic signals duct 100mm Dia. orange in colour, non-ribbed Number corresponds to number of ducts required
▣	Traffic Signal Carriageway Loop Chamber - 150mm octagonal
▭	Slot cut inductive loop detector - to be reinstated (Stop Line / Q)

Existing Signals Equipment (indicatively shown)

▭	Traffic signals pole foundation / retention socket
⊞ DPx	Traffic signals cable drawpit and cover - 'x' denotes individual reference number
☒ DPx	Traffic signals cable drawpit and cover - 'x' denotes individual reference number
— x — x —	Traffic signals duct orange in colour, non-ribbed, No. unknown (to be surveyed)
▭	Slot cut inductive loop detector (Stop Line / Q)
◇	Slot cut inductive loop detector (MOVA)



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

THE CONTRACTORS ATTENTION IS DRAWN TO THE FOLLOWING HEALTH AND SAFETY RISKS ASSOCIATED WITH THE FOLLOWING HAZARDS

CONSTRUCTION

Specific:
C001 Replacement of existing Traffic Signals electricity feeder pillar & controller cabinet.
C002 Excavation / trench works in verge and carriageway

General:
C003 Working in the vicinity of underground utilities; the following have been identified from records (Refer to Statutory Undertaker C2 records):
- Water (Including Foul / Sewer);
- NRTS (Telent);
- Electricity (LV - Traffic Signals & Street Lighting).

C004 Work at Height - installation of traffic signal heads.
C005 Working in close proximity to live high speed traffic.
C006 Potential for broken ground to contain hazardous material (asbestos).
C007 Working in close proximity to construction plant.

MAINTENANCE/CLEANING

As Above

DECOMMISSIONING/DEMOLITION

As Above

IT IS ASSUMED THAT ALL WORKS BE CARRIED OUT BY A COMPETENT CONTRACTOR, WORKING WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.
FURTHER REFERENCE SHALL BE MADE TO THE PRE-CONSTRUCTION HEALTH AND SAFETY INFORMATION.

0 10 20 30 40 50
SCALE 1:500 METRES

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Notes:

1. Do not scale.
2. Drawing to be printed in colour.
3. This drawing is to be read in conjunction with the relevant Scheme Delivery Framework contract drawings and documents.
4. The Contractor shall verify the presence and location of all buried services before undertaking any work in any area of the site by carrying out a full non-intrusive survey of the entire site before commencing the works.
5. All dimensions in metres unless otherwise stated.
6. Traffic Signals access chambers / cable drawpits shall be of twin-wall construction and assembled from stackable 150mm deep sections.
7. Chambers and covers to be supplied by NAL Ltd. or similar approved manufacturer.
8. All Traffic Signal poles are to be Passively Safe Aluminum (Class: 100-LE-C-R-NS-MD-0), with vented top caps and shall be grey in colour.
9. All Traffic Signal poles are to be installed in existing pole retention sockets (new pole diameters to be checked against existing pole retention socket for fit). If any existing pole retention socket cannot be used for whatever reason then new NAL (or similar approved) retention socket to be installed as per Jacobs Structures foundation detail 611556-JAC-SGN-W093_XX-DR-CB-0001 / 0002 / 0003.
10. Any new pole retention sockets that are installed in, or adjacent to, soft ground shall have a 1m squared concrete collar to allow for safe positioning and footing of maintenance ladder.
11. Existing Controller Cabinets and Termination Cabinets are to be replaced as part of the works, National Highways to be invited to remove any salvageable parts before being disposed of.
12. Traffic Signal Controller(s) shall be of ELV type and approved in line with TOPAS 2500A and to include an OTU with MOVA v8. Free issue Stratos OTU, router, UTC, MOVA licence and SIM Card(s) to be provided by National Highways to achieve remote monitoring (unless UTC/Stratos can be achieved integrally through a ST950 then Stratos unit will not be provided).
13. Traffic Signal Controller(s) to be installed with a NAL (or similar approved) base and shall have a non-textured, anti-graffiti coating and shall be grey in colour.
14. Existing Feeder Pillars adjacent to Controller Cabinets are to be replaced for new, with a 2-way distribution board. The existing electrical feeds shall be transferred by the Contractor into the new Feeder Pillars.
15. All cables to be ID tagged inside respective cabinet.
16. All Termination cabinets and Controller cabinets to be fitted with thermostatic heaters.
17. A hard-standing area compliant with MCX0812 is to be installed around all Controller and Termination cabinets.
18. 20-core linking cable to be provided between controllers, this is to facilitate linked MOVA.
19. Communications between Controller and in-station is to be via National Highways current communications system. The Traffic Signals Contractor is to refer to NH for guidance on how this is to be reconfigured / achieved.
20. Existing carriageway loop detection shown as RED is indicative and to be retained and connected into new Controller and ID tagged. Note that some loop ID's have changed and old ID is shown in brackets.
21. Existing carriageway loop detection shown as BLACK is indicative and has been found to be faulty and will require re-cutting and connecting into new Controller and ID tagged.
22. Contractor to test all other existing loops prior to starting work. Any loops found to be faulty, or damaged, during the works are to be re-cut to their existing dimensions and distance(s) from stop line.
23. New feeder cable to be installed for all loops (RED & BLACK).
24. All loops (RED & BLACK) to have new IP68 type reusable bottle joints installed between new feeder cable and loop tails.
25. All feeder cables to be ID tagged in all associated chambers and cabinets.
26. All signal heads and slip lane loops to be wired into nearest MEC / Termination cabinet (if closer than Traffic Signal Controller), and wired back to Traffic Signal Controller via link cable.
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C01	28/03/24	FIRST ISSUE	TC	SP	DT	MD
C02	14/10/24	ADDRESSED NH COMMENTS	TC	SP	KP	LR
C03	11/02/25	ACCEPTED FOR CONSTRUCTION	TC	SP	KP	BR
Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd

Client
national highways

Designer
Jacobs.
Cottons Centre, Cottons Lane,
London, SE1 2QG
www.jacobs.com

Project
M1 J25 SIGNALS RENEWAL MDP

Drawing title
M1 J25 SIGNALS RENEWAL MDP
SDF-CE-WO093
TRAFFIC SIGNALS
SHEET 3 OF 5

Drawing status
A5 - ACCEPTED - CONSTRUCTION

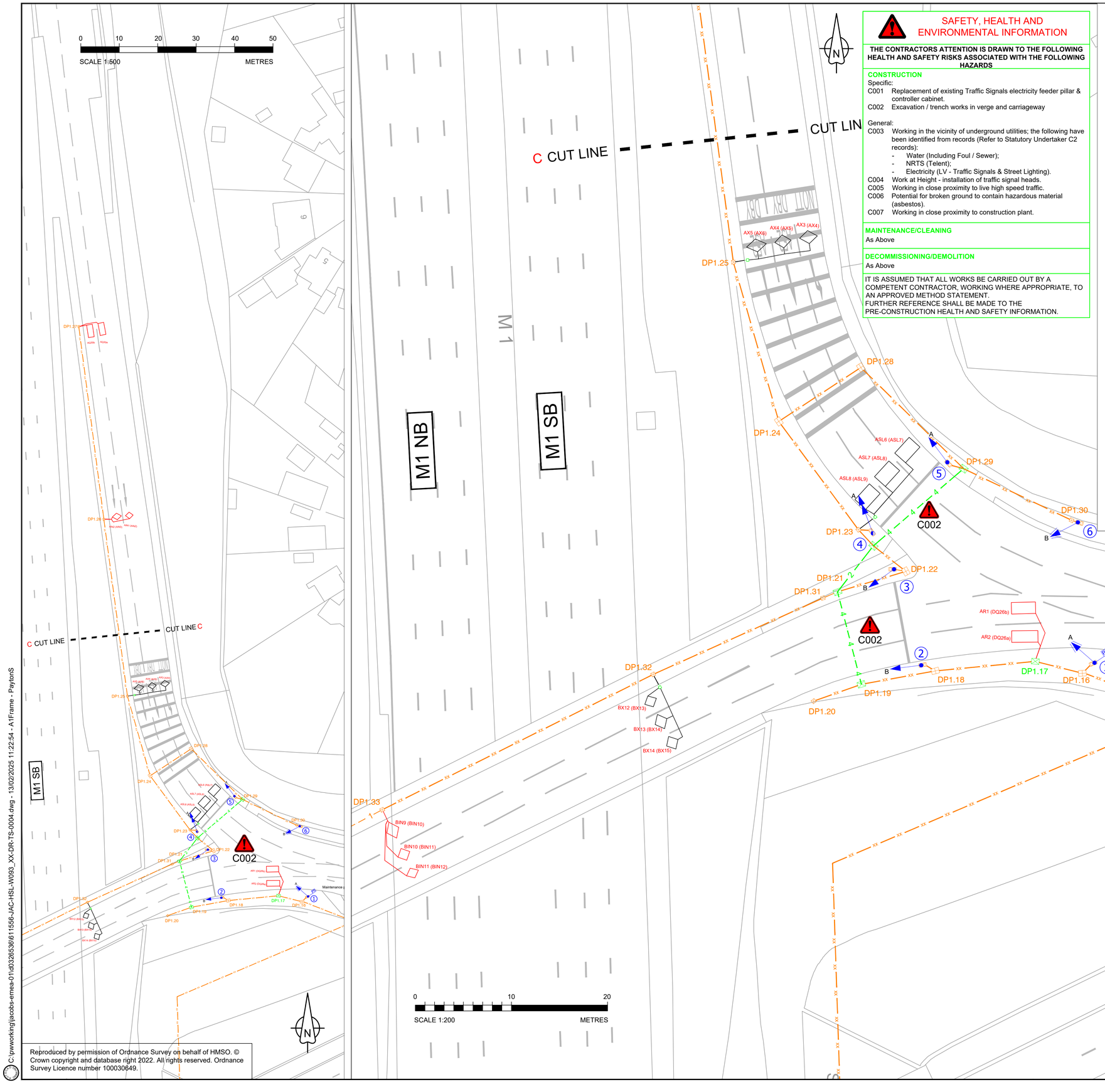
State Code	Construction		
Project Stage	3D Passport Stage 3		
Scale		DO NOT SCALE	
Jacobs No.	SDFCE101	Rev	C03
Client no.	611556		

Drawing number

PIN	Originator	Volume	Location	Type	Role	Number
611556	JAC	HSL	W093_XX	DR	TS	0003

611556 - JAC - HSL - W093_XX -DR-TS- 0003

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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CONSTRUCTION

Specific:

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MAINTENANCE/CLEANING

As Above

DECOMMISSIONING/DEMOLITION

As Above

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Legend

New Signals Equipment

- ELV Traffic Signals Controller Cabinet and NAL base, grey in colour
- Miscellaneous Equipment Cabinet (MEC) and NAL base, grey in colour
- Mains electricity feeder pillar to house 2-way distribution board for dedicated mains supply to traffic signals, grey in colour
- 4m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 6m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 3 Aspect R/A/G Primary Signal Head
- 3 Aspect R/A/G Primary Signal Head & High Level Duplicate
- 3 Aspect R/A/G Secondary Signal Head
- Photo-electric cell (solar cell)
- Traffic signals pole reference number
- DPx — Traffic signals cable drawpit Type 1 600mm x 450mm clear opening - 'x' denotes individual reference number
- Traffic signals under-kerb duct 50 mm Dia. orange in colour, non-ribbed
- Traffic signals electrical feed duct 50 mm Dia. black in colour, non-ribbed
- Traffic signals duct 100mm Dia. orange in colour, non-ribbed Number corresponds to number of ducts required
- Traffic Signal Carriageway Loop Chamber - 150mm octagonal
- Slot cut inductive loop detector - to be reinstated (Stop Line / Q)

Existing Signals Equipment (indicatively shown)

- Traffic signals pole foundation / retention socket
- DPx — Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- DPx — Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- Traffic signals duct orange in colour, non-ribbed, No. unknown (to be surveyed)
- Slot cut inductive loop detector (Stop Line / Q)
- Slot cut inductive loop detector (MOVA)

Notes:

1. Do not scale.
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3. This drawing is to be read in conjunction with the relevant Scheme Delivery Framework contract drawings and documents.
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8. All Traffic Signal poles are to be Passively Safe Aluminum (Class: 100-LE-C-R-NS-MD-0), with vented top caps and shall be grey in colour.
9. All Traffic Signal poles are to be installed in existing pole retention sockets (new pole diameters to be checked against existing pole retention socket for fit). If any existing pole retention socket cannot be used for whatever reason then new NAL (or similar approved) retention socket to be installed as per Jacobs Structures foundation detail 611556-JAC-SGN-W093_XX-DR-CB-0001 / 0002 / 0003.
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19. Communications between Controller and in-station is to be via National Highways current communications system. The Traffic Signals Contractor is to refer to NH for guidance on how this is to be reconfigured / achieved.
20. Existing carriageway loop detection shown as RED is indicative and to be retained and connected into new Controller and ID tagged. Note that some loop ID's have changed and old ID is shown in brackets.
21. Existing carriageway loop detection shown as BLACK is indicative and has been found to be faulty and will require re-cutting and connecting into new Controller and ID tagged.
22. Contractor to test all other existing loops prior to starting work. Any loops found to be faulty, or damaged, during the works are to be re-cut to their existing dimensions and distance(s) from stop line.
23. New feeder cable to be installed for all loops (RED & BLACK).
24. All loops (RED & BLACK) to have new IP68 type reusable bottle joints installed between new feeder cable and loop tails.
25. All feeder cables to be ID tagged in all associated chambers and cabinets.
26. All signal heads and slip lane loops to be wired into nearest MEC / Termination cabinet (if closer than Traffic Signal Controller), and wired back to Traffic Signal Controller via link cable.
27. Existing ducting and chambers shown as indicative.
28. Ducting shown as existing is to be proved clear for re-use.
29. Existing Traffic Signal equipment (Traffic Signal poles and associated heads and cabling) to be removed from site and disposed of.
30. All road markings are shown as indicative.
31. Any road markings or finished ground surfaces disturbed by Civils works are to be reinstated immediately following the works.
32. All reinstatement works are to tie neatly into the adjacent constructed profile such that the construction layers and adjacent surfaces are continuous and consistent once reinstatement is complete.

C01	28/03/24	FIRST ISSUE	TC	SP	DT	MD
C02	14/10/24	ADDRESSED NH COMMENTS	TC	SP	KP	LR
C03	11/02/25	ACCEPTED FOR CONSTRUCTION	TC	SP	KP	BR
Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd

Client: national highways

Designer: Jacobs, Cottons Centre, Cottons Lane, London, SE1 2QG, www.jacobs.com

Project: M1 J25 SIGNALS RENEWAL MDP

Drawing title: M1 J25 SIGNALS RENEWAL MDP
SDF-CE-WO093
TRAFFIC SIGNALS
SHEET 4 OF 5

Drawing status: A5 - ACCEPTED - CONSTRUCTION

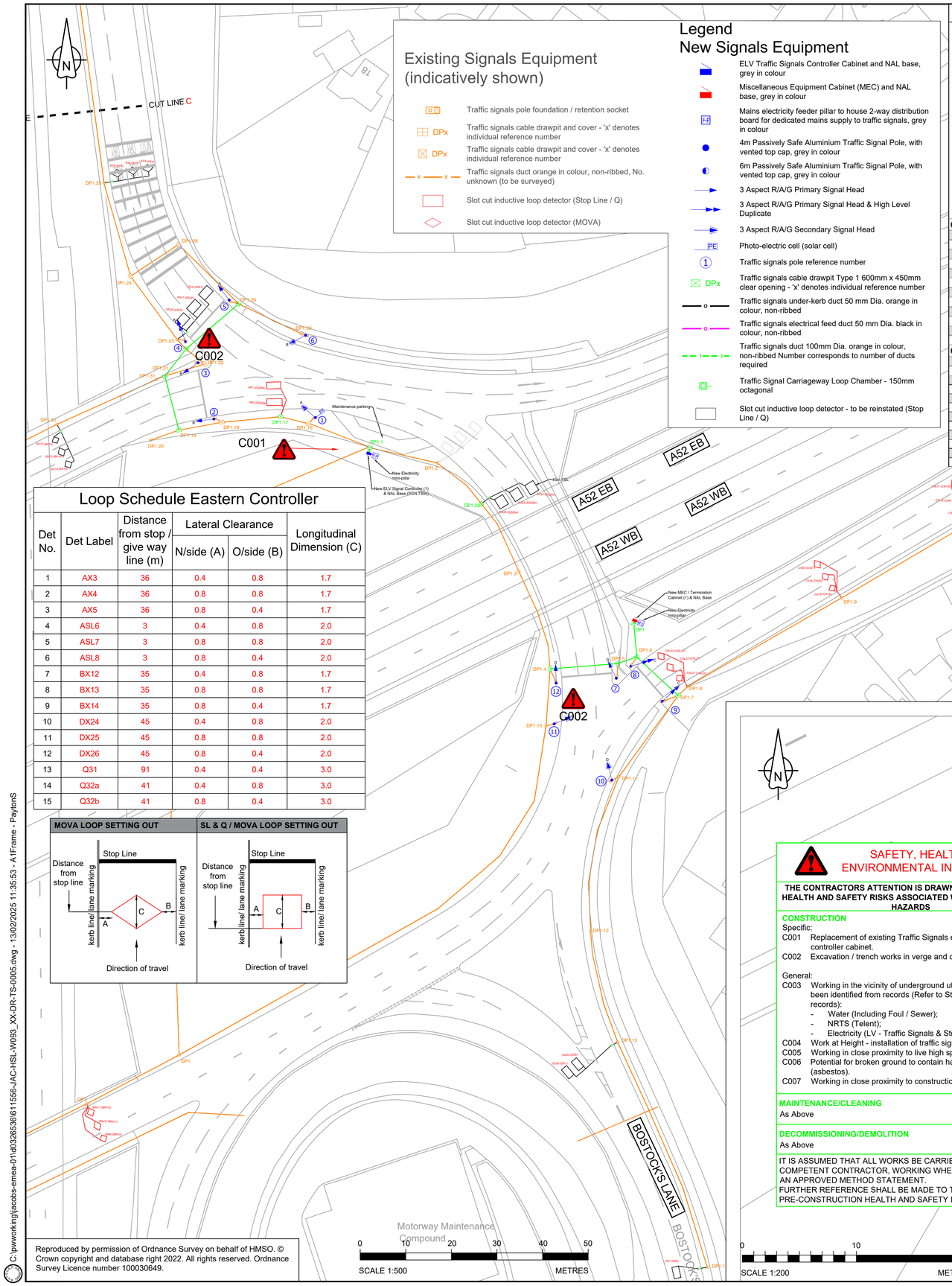
State Code	Construction		
Project Stage	3D Passport Stage 3		
Scale		DO NOT SCALE	
Jacobs No.	SDFCE101	Rev	C03
Client no.	611556		

Drawing number: PIN 611556 - Originator JAC - Volume HSL - Location W093_XX - Type DR - Role TS - Number 0004

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Existing Signals Equipment (indicatively shown)

- Traffic signals pole foundation / retention socket
- DPx — Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- DPx — Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- Traffic signals duct orange in colour, non-ribbed, No. unknown (to be surveyed)
- Slot cut inductive loop detector (Stop Line / Q)
- Slot cut inductive loop detector (MOVA)

Legend
New Signals Equipment

- ELV Traffic Signals Controller Cabinet and NAL base, grey in colour
- Miscellaneous Equipment Cabinet (MEC) and NAL base, grey in colour
- F-P — Mains electricity feeder pillar to house 2-way distribution board for dedicated mains supply to traffic signals, grey in colour
- 4m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 6m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 3 Aspect R/A/G Primary Signal Head
- 3 Aspect R/A/G Primary Signal Head & High Level Duplicate
- 3 Aspect R/A/G Secondary Signal Head
- PE — Photo-electric cell (solar cell)
- 1 — Traffic signals pole reference number
- DPx — Traffic signals cable drawpit Type 1 600mm x 450mm clear opening - 'x' denotes individual reference number
- Traffic signals under-kerb duct 50 mm Dia. orange in colour, non-ribbed
- Traffic signals electrical feed duct 50 mm Dia. black in colour, non-ribbed
- Traffic signals duct 100mm Dia. orange in colour, non-ribbed Number corresponds to number of ducts required
- Traffic Signal Carriageway Loop Chamber - 150mm octagonal
- Slot cut inductive loop detector - to be reinstated (Stop Line / Q)

Loop Schedule Eastern Controller

Det No.	Det Label	Distance from stop / give way line (m)	Lateral Clearance		Longitudinal Dimension (C)
			N/side (A)	O/side (B)	
1	AX3	36	0.4	0.8	1.7
2	AX4	36	0.8	0.8	1.7
3	AX5	36	0.8	0.4	1.7
4	ASL6	3	0.4	0.8	2.0
5	ASL7	3	0.8	0.8	2.0
6	ASL8	3	0.8	0.4	2.0
7	BX12	35	0.4	0.8	1.7
8	BX13	35	0.8	0.8	1.7
9	BX14	35	0.8	0.4	1.7
10	DX24	45	0.4	0.8	2.0
11	DX25	45	0.8	0.8	2.0
12	DX26	45	0.8	0.4	2.0
13	Q31	91	0.4	0.4	3.0
14	Q32a	41	0.4	0.8	3.0
15	Q32b	41	0.8	0.4	3.0

MOVA LOOP SETTING OUT

SL & Q / MOVA LOOP SETTING OUT

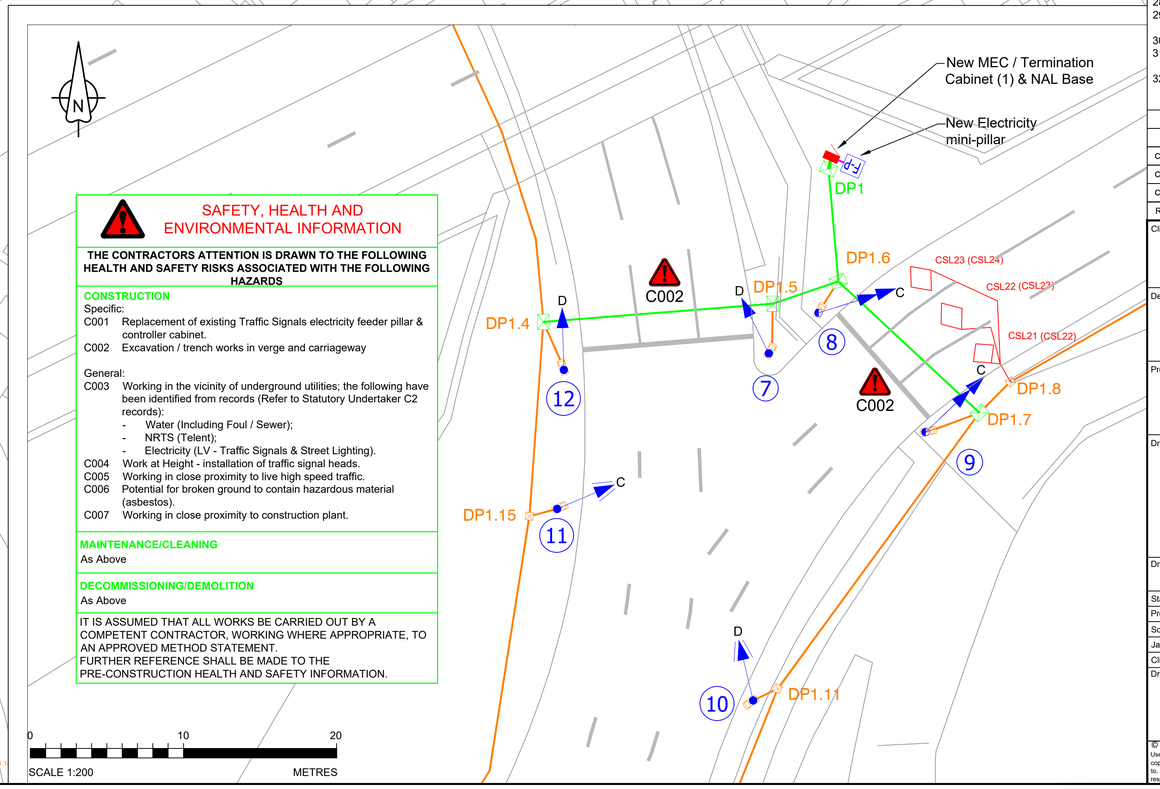
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Pole Schedule & Setting Out Details

Setting Out (m): FSL = From stop line; FOK = From Front of kerb; BOF = Back of Footway

ELV LED R-A-G Signals: P = Primary Hoods; S = Secondary Hoods; T = Tunnel Hoods; C = Cut Away Hoods; R = Red Aspect; A = Amber Aspect; G = Green Aspect

Pole No.	Pole / Retention Socket (RS)	Setting Out (m)	ELV LED R-A-G Signals	Primary Signal Head Fitted With Primary Type Hoods (Associated Phase Letter Shown)	Secondary Signal Head Fitted With Secondary Type Hoods (Associated Phase Letter Shown)	Photo Electric Cell
Controller 2 (SW Side of Roundabout)						
1	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG	B		Y
2	6m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG, P - RAG	A, A		
3	6m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG, P - RAG	A, A		
4	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	S - RAG		B	
5	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	S - RAG		A	
6	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG	B		
7	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG	D		
8	6m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG, P - RAG	C, C		
9	6m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG, P - RAG	C, C		
10	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	S - RAG		D	
11	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	S - RAG		C	
12	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG	D		
Controller 1 (NE Side of Roundabout)						
1	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	S - RAG		A	Y
2	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG	B		
3	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG	B		
4	6m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG, P - RAG	A, A		
5	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG	A		
6	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	S - RAG		B	
7	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG	D		
8	6m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG, P - RAG	C, C		
9	6m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG, P - RAG	C, C		
10	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	S - RAG		D	
11	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	S - RAG		C	
12	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	P - RAG	D		



SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

THE CONTRACTORS ATTENTION IS DRAWN TO THE FOLLOWING HEALTH AND SAFETY RISKS ASSOCIATED WITH THE FOLLOWING HAZARDS

CONSTRUCTION

Specific:
- C001 Replacement of existing Traffic Signals electricity feeder pillar & controller cabinet.
- C002 Excavation / trench works in verge and carriageway

General:
- C003 Working in the vicinity of underground utilities; the following have been identified from records (Refer to Statutory Undertaker C2 records):
  - Water (Including Foul / Sewer);
  - NRTS (Telent);
  - Electricity (LV - Traffic Signals & Street Lighting).
- C004 Work at Height - installation of traffic signal heads.
- C005 Working in close proximity to live high speed traffic.
- C006 Potential for broken ground to contain hazardous material (asbestos).
- C007 Working in close proximity to construction plant.

MAINTENANCE/CLEANING

As Above

DECOMMISSIONING/DEMOLITION

As Above

IT IS ASSUMED THAT ALL WORKS BE CARRIED OUT BY A COMPETENT CONTRACTOR, WORKING WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.
FURTHER REFERENCE SHALL BE MADE TO THE PRE-CONSTRUCTION HEALTH AND SAFETY INFORMATION.

Notes:

1. Do not scale.
2. Drawing to be printed in colour.
3. This drawing is to be read in conjunction with the relevant Scheme Delivery Framework contract drawings and documents.
4. The Contractor shall verify the presence and location of all buried services before undertaking any work in any area of the site by carrying out a full non-intrusive survey of the entire site before commencing the works.
5. All dimensions in metres unless otherwise stated.
6. Traffic Signals access chambers / cable drawpits shall be of twin-wall construction and assembled from stackable 150mm deep sections.
7. Chambers and covers to be supplied by NAL Ltd. or similar approved manufacturer.
8. All Traffic Signal poles are to be Passively Safe Aluminum (Class: 100-LE-C-R-NS-MD-0), with vented top caps and shall be grey in colour.
9. All Traffic Signal poles are to be installed in existing pole retention sockets (new pole diameters to be checked against existing pole retention socket for fit). If any existing pole retention socket cannot be used for whatever reason then new NAL (or similar approved) retention socket to be installed as per Jacobs Structures foundation detail 611556-JAC-SGN-W093_XX-DR-CB-0001 / 0002 / 0003.
10. Any new pole retention sockets that are installed in, or adjacent to, soft ground shall have a 1m squared concrete collar to allow for safe positioning and footing of maintenance ladder.
11. Existing Controller Cabinets and Termination Cabinets are to be replaced as part of the works, National Highways to be invited to remove any salvageable parts before being disposed of.
12. Traffic Signal Controller(s) shall be of ELV type and approved in line with TOPAS 2500A and to include an OTU with MOVA v8. Free issue Stratos OTU, router, UTC, MOVA licence and SIM Card(s) to be provided by National Highways to achieve remote monitoring (unless UTC/Stratos can be achieved integrally through a ST950 then Stratos unit will not be provided).
13. Traffic Signal Controller(s) to be installed with a NAL (or similar approved) base and shall have a non-textured, anti-graffiti coating and shall be grey in colour.
14. Existing Feeder Pillars adjacent to Controller Cabinets are to be replaced for new, with a 2-way distribution board. The existing electrical feeds shall be transferred by the Contractor into the new Feeder Pillars.
15. All cables to be ID tagged inside respective cabinet.
16. All Termination cabinets and Controller cabinets to be fitted with thermostatic heaters.
17. A hard-standing area compliant with MCX0812 is to be installed around all Controller and Termination cabinets.
18. 20-core linking cable to be provided between controllers, this is to facilitate linked MOVA.
19. Communications between Controller and in-station is to be via National Highways current communications system. The Traffic Signals Contractor is to refer to NH for guidance on how this is to be reconfigured / achieved.
20. Existing carriageway loop detection shown as RED is indicative and to be retained and connected into new Controller and ID tagged. Note that some loop ID's have changed and old ID is shown in brackets.
21. Existing carriageway loop detection shown as BLACK is indicative and has been found to be faulty and will require re-cutting and connecting into new Controller and ID tagged.
22. Contractor to test all other existing loops prior to starting work. Any loops found to be faulty, or damaged, during the works are to be re-cut to their existing dimensions and distance(s) from stop line.
23. New feeder cable to be installed for all loops (RED & BLACK).
24. All loops (RED & BLACK) to have new IP68 type reusable bottle joints installed between new feeder cable and loop tails.
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32. All reinstatement works are to tie neatly into the adjacent constructed profile such that the construction layers and adjacent surfaces are continuous and consistent once reinstatement is complete.

Rev	Rev. Date	Purpose of revision	Drawn	Checkd	Rev'd	Apprv'd
C01	28/03/24	FIRST ISSUE	TC	SP	DT	MD
C02	14/10/24	ADDRESSED NH COMMENTS	TC	SP	KP	LR
C03	11/02/25	ACCEPTED FOR CONSTRUCTION	TC	SP	KP	BR

Client: national highways

Designer: Jacobs, Cottons Centre, Cottons Lane, London, SE1 2QG, www.jacobs.com

Project: M1 J25 SIGNALS RENEWAL MDP

Drawing title: M1 J25 SIGNALS RENEWAL MDP
SDF-CE-WO093
TRAFFIC SIGNALS
SHEET 5 OF 5

Drawing status: A5 - ACCEPTED - CONSTRUCTION

State Code	Construction
Project Stage	3D Passport Stage 3
Scale	DO NOT SCALE
Jacobs No.	SDFCE101
Rev	C03
Client no.	611556

Drawing number: PIN 611556 - Originator JAC - Volume HSL - Location W093_XX - Type DR - Role TS - Number 0005

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Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Administration

General Specifications

Customer Name: NATIONAL HIGHWAYS
Intersection/ General Description: M1 J25 EAST CONTROLLER 1 SCN - 7300
Controller: (•) New ( ) Modification
Area Specifications/ Customer Drawings:
Specification Section:
Contract/Tender Ref:
Quotation No.:

Customer Order No.:
Controller/ Serial Number:
S.T.S. /EM Number: EPR578 Issue: 1
Equipment Installation by:
Slot Cutting by:
Civil Works by:
Customer Engineer (Initials): STUART PAYTON
Works Order No.:

Signal Company Use Only

Engineer (Initials): P M ROUSE
Signal Company Name: PRSIGNALS LTD

If PROM required, label as
PROM Number: 26700 PROM Variant: 528
Configuration Check Value: 6C 71 4 43

Controller Options

Hardware: ST950 ELV
Firmware Type and Issue: 46059 ISS 30
Other Options:

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack: Cabinet
Kit Type Options: (•) UK-Std ( ) Non-UK ( ) ( )
Cabinet/Rack Variant: Grey
Cuckoo Options: None
Gemini Unit Fitted: ☐

Mains Supply: 230 Volts 50 Hz
Peak Lamp Current: 1 Amps
Average Lamp Power: 1 Watts
Total Average Power: 1 Watts

Dimming: 27.5 V
Low Inrush Transformer: ☐

Answer Issue: 0
Edit Issue: 1
Date Created: 26/06/2025

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams
(•) Current Number of Streams: 2

Phases
( ) Current Total Number of Phases: 4
(•) Number of Real Phases: 4
( ) Number of Dummy Phases: 0

Stages
( ) Current Number of stages (inc. ALL-RED stages): 6

Switched Signs
( ) Number of Switched Signs: 0

Action
Add At | Delete At

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC
- ☑ Serial/Internal UTMC OTU
- ☐ Free-standing OTU
- ☐
- ☐

- ☑ Master Time Clock
- ☐ Holiday Clock
- ☑ FT To Current MAX
- ☐ Linked Fixed Time

- ☑ Lamp Monitoring
- ☑ RED Lamp Monitoring
- ☐ Pelican/Puffin/Toucan
- ☐ Standalone Manual

- ☑ Extend All Red
- ☐ Speed Measurement
- ☐ Ripple Change
- ☐
- ☐ DVI35

- ☐ Non-UK
- ☐ Fail to Part Time
- ☐
- ☐
- ☐ Download To Level 3

8 Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
☐ Part Time	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ Emergency Vehicles	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ Hurry Call	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ LRT	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○	○	○
☑ Manual Control	◉	○	○	○	○	○	○	○	○	○	○	○	○
☐ Manual Step On	○	○	○	○	○	○	○	○	○	○	○	○	○
☑ Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○	○	○
☑ UTC	○	○	◉	○	○	○	○	○	○	○	○	○	○
☑ MOVA Mode	○	○	○	◉	○	○	○	○	○	○	○	○	○
☐ CLF (Non-Base Time)	○	○	○	○	○	○	○	○	○	○	○	○	○
☑ CLF (Base Time)	○	○	○	○	◉	○	○	○	○	○	○	○	○
☑ Vehicle Actuated	○	○	○	○	○	◉	○	○	○	○	○	○	○
☑ Fixed Time	○	○	○	○	○	○	◉	○	○	○	○	○	○

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard46059.8df
Default PROM data file

Correspondence Monitoring to inc.

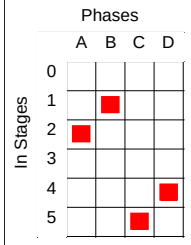
☑ Reds ☑ Ambers
☐ Switched Signs ☐

Flash Rate (ms)

400 Off 400 On

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Phases in Stages



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Stages in Streams

Stages in Streams

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	1	4						
Startup Stage	1	4						
Switch Off Stage	1	4						
Standalone Pedestrian Stages	☐	☐	☐	☐	☐	☐	☐	☐

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

In Stream

	0	1	2	3	4	5
0	■	■	■			
1				■	■	■

Works Order :
EM Number : EPR578
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Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○ Improved GA Appearance ☐ Manual Output Allocation ☑

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs "R"	"A"	"G"	H/W Fail Flash	Critical Phase
A	M1 SOUTHBOUND OFF SLIP	0 - UK Traffic	0	0 -		2	2	2		☐
B	CIRCULATORY Nr M1 SOUTHBOUND OFF SLIP	0 - UK Traffic	0	0 -		1	1	1		☐
C	A52 WESTBOUND	0 - UK Traffic	0	0 -		2	2	2		☐
D	CIRCULATORY Nr A52 WESTBOUND	0 - UK Traffic	0	0 -		1	1	1		☐
										☐
										☐
										☐
										☐
										☐
										☐
										☐
										☐
										☐
										☐
										☐
										☐
										☐

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900 ELV and ST950 ELV Controllers. For other controllers, physical switches or links (etc.), select which aspects flash; these need to be set up manually.

Works Order :
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Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ ○ ○ ○ ○ ○ ○

Initialise

☑ Amber Conflict Monitoring

To Phase

From Phase	A	B	C	D
A	■	Co		
B	Co	■		
C			■	Co
D			Co	■

Works Order :
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Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

◉ Phases A to P ○

Phase	Min Green	Min Ped Cl	Extension	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	0.0	25	25	25	25	0	0	0	0	☐
B	7	0	0.0	35	35	35	35	0	0	0	0	☐
C	7	0	0.0	20	20	20	20	0	0	0	0	☐
D	7	0	0.0	40	40	40	40	0	0	0	0	☐

Note: For Standalone Streams see Help for use of Max Sets.

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ ○ ○ ○ ○ ○ ○

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT,PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

To Phase

From Phase	A	B	C	D
A		6		
B	6			
C				6
D			5	

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Intergreen Handset Limits

HIGH 30

Copy Intergreen Values

To Phase

From Phase	A	B	C	D
A		5		
B	5			
C				5
D			5	

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.
A	7	12
B	7	12
C	7	12
D	7	12
E		
F		
G		
H		
I		
J		
K		
L		
M		
N		
O		
P		

Phase	Min. Green Min.	Min. Green Max.
Q		
R		
S		
T		
U		
V		
W		
X		
Y		
Z		
A2		
B2		
C2		
D2		
E2		
F2		

Max. Green — Min. 0 Max. 255

Vehicle Extension — Min. 0.0 Max. 10.0

Phase Delay — Min. 0 Max. 30

Starting I/G — Min. 4 Max. 12

Min Pedestrian Clearance (PBT) — Min. 0 Max. 12

Traffic Phase Leaving — Min. 3.0 Max. 3.0

Traffic Phase Red/Amber — Min. 2 Max. 2

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

VA Demand and Extend Definitions

VA Demand and Extend Definitions

(•) Phases A to P ( )

Phase	Demands				Extensions			
A	AX3	AX4	AX5		AX3	AX4	AX5	
B	BX12	BX13	BX14		BX12	BX13	BX14	
C	CX18	CX19	CX20		CX18	CX19	CX20	
D	DX24	DX25	DX26		DX24	DX25	DX26	

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched demands.

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D												
☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D												
☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D												
☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B	C	D												

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	1	2	3	4	5														
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4	5														
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3	4	5														
☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	0	0	0	0										

16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Exceptional Stages

0	1	2	3	4	5														
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Intergreen Delays

Intergreen Delays

Delays: 0-15

	Detector Input Name	Losing Phase	Gaining	Maximum Intergreen Delay Period	Delay Description
0	*SCRT15	C	D	13	C TO D
1	*SCRT15	D	C	12	D TO C
2				0	
3				0	
4				0	
5				0	
6				0	
7				0	
8				0	
9				0	
10				0	
11				0	
12				0	
13				0	
14				0	
15				0	

Auto Extend To Max

- Part Time ☐
- Emergency Vehicle ☐
- Hurry Call ☐
- LRT ☐
- Priority ☐
- Manual ☐
- Manual Step On ☐
- UTC ☐
- MOVA ☐
- CLF ☐
- VA ☐
- Fixed Time ☐

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage	1	2	1	4	5	4		
Time	0	24	35	0	24	40		
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Note:
Fixed Time mode may be used by the Reserve State, therefore, the Stage Moves and Times section should always be configured (unless Linked Fixed Time is selected instead).

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

CLF - Plan(s)

CLF - Plan(s)

1 Plan No.

Copy From

Plan Specifics

1 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	24	1	2	16			
1	44	1	1	17			
2	14	1	4	18			
3	55	1	5	19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

CLF - Plan(s)

CLF - Plan(s)

2 Plan No.

Copy From

Plan Specifics

2 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	24	1	2	16			
1	44	1	1	17			
2	35	1	5	18			
3	54	1	4	19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

CLF - Plan(s)

CLF - Plan(s)

3 Plan No.

Copy From

Plan Specifics

3 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	24	1	2	16			
1	46	1	1	17			
2	17	1	4	18			
3	57	1	5	19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

CLF - Plan(s)

CLF - Plan(s)

4 Plan No.

Copy From

Plan Specifics

4 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	24	1	2	16			
1	46	1	1	17			
2	35	1	5	18			
3	55	1	4	19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

CLF - Base Time

CLF - Base Time

Controller Base Date XX/XX/XX

Controller Base Time 02:00:00

Plan Offset

	Minutes	Seconds		Minutes	Seconds
Plan 0	0	0	Plan 8	0	0
Plan 1	0	0	Plan 9	0	0
Plan 2	0	0	Plan 10	0	0
Plan 3	0	0	Plan 11	0	0
Plan 4	0	0	Plan 12	0	0
Plan 5	0	0	Plan 13	0	0
Plan 6	0	0	Plan 14	0	0
Plan 7	0	0	Plan 15	0	0

Handset Range Limits

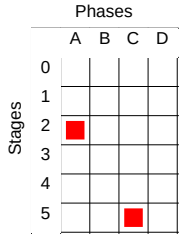
	Minutes	Seconds
Min	0	0
Max	255	59

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

UTC General Data

UTC General Data

Type of UTC

(•) 106 ( ) 316

Integral OTU Address

4 Number of Control Words

4 Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Priority a

Non UTC RTC synchronisation input

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
Time Only	12:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Saturday	00:00:00

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	F1	#F2	D2	DX0	F4	#F5	D5	DX1
Word 2	TS							
Word 3	UTCMO0			UTCMO1				
Word 4								

Reply Words

Word 1	G1	G2	SD2	DF	G4	G5	SD5	
Word 2	CC	CF	LF1	LF2	LF3	LO	RR	
Word 3	MR0	ML0	MF0	MR1	ML1	MF1		
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

◉ Phases A to P ○

Demands

For Unlatched demands, preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	DX0	D2		
B	DX0			
C	DX1	D5		
D	DX1			

Extensions

DX0	D2		
DX0			
DX1	D5		
DX1			

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	#F2	G2	SD2	18			
3				19			
4	F4	G4		20			
5	#F5	G5	SD5	21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR ☐

Manual Mode Selected:
☐ G1/G2 ☑ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages	A	B	C	D
0				
1				
2	■			
3				
4				
5			■	

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

MOVA Stages

MOVA Stages

Stage	Force Bit	Green Confirm Bit	Stage	Force Bit	Green Confirm Bit
0			16		
1	MOVA0F1	MOVA0CON1	17		
2	MOVA0F2	MOVA0CON2	18		
3			19		
4	MOVA1F1	MOVA1CON1	20		
5	MOVA1F2	MOVA1CON2	21		
6			22		
7			23		
8			24		
9			25		
10			26		
11			27		
12			28		
13			29		
14			30		
15			31		

NOTE: If a MOVA Kernel does not map to the same numbered stream (0-3), refer to the help.

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR/CRB

Manual Mode Selected:
☐ G1/G2 ☑ RR/CRB

No Lamp Power, or Lamps Off due to RLM or Part Time:
☐ G1/G2 ☑ RR/CRB

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR/CRB

RR Button Selected:
☐ G1/G2 ☐ RR/CRB

Report as UTC Mode ☐

MOVA Control Timer: 12

MOVA Deactivate Timer: 2.0

MOVA Release: 1

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping

☑ Combined

Set Selection

○ ○ ○ ○ ○

1	AIN1	2	AIN2	3	AX3	4	AX4	5	AX5	6	ASL6	7	ASL7	8	ASL8
9	BIN9	10	BIN10	11	BIN11	12	BX12	13	BX13	14	BX14	15	CIN15	16	CIN16
17	CIN17	18	CX18	19	CX19	20	CX20	21	CSL21	22	CSL22	23	CSL23	24	DX24
25	DX25	26	DX26	27	AR1	28	AR2	29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

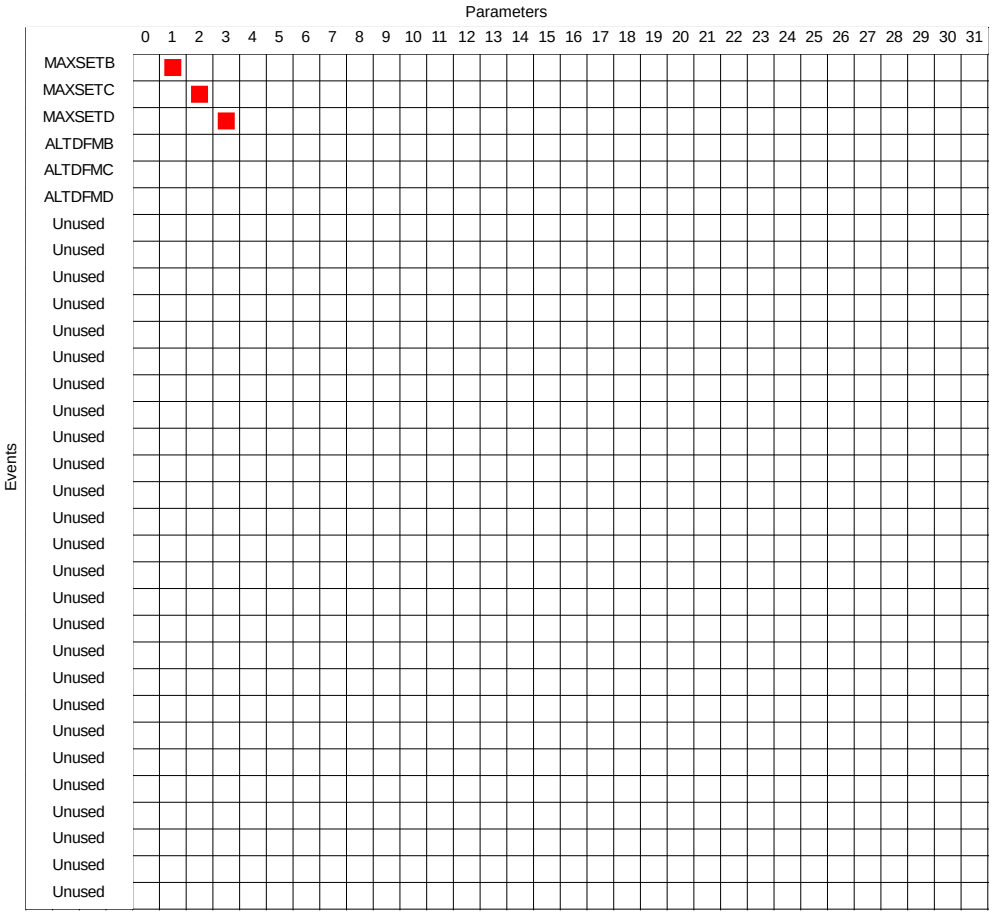
MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	Alternate Max	MAXSETB	16	No Action	
1	Alternate Max	MAXSETC	17	No Action	
2	Alternate Max	MAXSETD	18	No Action	
3	Alternate DFM	ALTDFMB	19	No Action	
4	Alternate DFM	ALTDFMC	20	No Action	
5	Alternate DFM	ALTDFMD	21	No Action	
6	No Action		22	No Action	
7	No Action		23	No Action	
8	No Action		24	No Action	
9	No Action		25	No Action	
10	No Action		26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

MTC - Time Switch Parameters Array



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

MTC - Timetable

MTC - Timetable

View Timetable Settings

(•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/ Parameter
0	9	07:00:00	INTRODUCE MAXSET B	2	1
1	9	09:30:00	INTRODUCE MAXSET A	2	0
2	9	15:00:00	INTRODUCE MAXSET C	2	2
3	9	19:00:00	INTRODUCE MAXSET A	2	0
4	0	08:00:00	INTRODUCE MAXSET D	2	3
5	0	19:00:00	INTRODUCE MAXSET A	2	0
6	1	09:00:00	INTRODUCE MAXSET D	2	3
7	1	19:00:00	INTRODUCE MAXSET A	2	0
8	7	06:00:00	INTRODUCE CLF PLAN 2	1	2
9	7	07:30:00	INTRODUCE CLF PLAN 1	1	1
10	7	09:30:00	INTRODUCE CLF PLAN 2	1	2
11	7	15:00:00	INTRODUCE CLF PLAN 3	1	3
12	7	18:30:00	INTRODUCE CLF PLAN 4	1	4
13	0			0	0
14	0			0	0
15	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

( ) ( ) 48 ( )

Red Lamp Monitoring

Max Red Bulb Wattage

First Red Lamp Fault Speed 0

☐ RLF2 Cancels RLM additional Intergreens

☑ RLF2 Only Cleared by RFL = 1

☐ RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

☐ 0 ☐ 1 ☐ ☐ ☐ ☐ ☐ ☐ ☐

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

LMU Sensors (Built-in)

LMU Sensors (Built-in)

No. of LSLS cards fitted	HPU Connection
1	1

Sensor Configuration For LSLS 1 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Phase	Aspect	Sensor #	Sensor Type
A	Red	1	As Seq.	D	Amber	6	As Seq.
A	Red	2	As Seq.	D	Green	6	As Seq.
A	Amber	1	As Seq.	N/A	N/A		
A	Amber	2	As Seq.	N/A	N/A		
A	Green	1	As Seq.	N/A	N/A		
A	Green	2	As Seq.	N/A	N/A		
B	Red	3	As Seq.	N/A	N/A		
B	Amber	3	As Seq.	N/A	N/A		
B	Green	3	As Seq.	N/A	N/A		
C	Red	4	As Seq.	N/A	N/A		
C	Red	5	As Seq.	N/A	N/A		
C	Amber	4	As Seq.	N/A	N/A		
C	Amber	5	As Seq.	N/A	N/A		
C	Green	4	As Seq.	N/A	N/A		
C	Green	5	As Seq.	N/A	N/A		
D	Red	6	As Seq.	N/A	N/A		

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure you wish to use these sensors here, as they will then become unavailable for Regulatory Signs.

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

LMU Sensors (External) for Regulatory Signs

LMU Sensors (External) for Regulatory Signs

External Sensors (1)

Sensor	Sensor Type
96	Regulatory Sign
95	Regulatory Sign
94	Regulatory Sign
93	Regulatory Sign

External Sensors (2)

Sensor	Sensor Type

External Sensors (3)

Sensor	Sensor Type

External Sensors (4)

Sensor	Sensor Type

External Sensors (5)

Sensor	Sensor Type

External Sensors (6)

Sensor	Sensor Type

Note: Sensors which have been used as Onboard sensors will not be available here.

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

LMU Sensor Load Types

LMU Sensor Load Types

Page 1 of 1

Sensor	Phase	Sensor Type	LED R+W	RLM	Load Type	LLF Profile
1	A	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
2	A	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
3	B	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
4	C	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
5	C	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
6	D	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
93	N/A	Regulatory Sign	Auto	Auto	4: Yunex ELV Regulatory Sign	
94	N/A	Regulatory Sign	Auto	Auto	4: Yunex ELV Regulatory Sign	
95	N/A	Regulatory Sign	Auto	Auto	4: Yunex ELV Regulatory Sign	
96	N/A	Regulatory Sign	Auto	Auto	4: Yunex ELV Regulatory Sign	

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

RLM Additional Intergreens

Phases Delayed

Phases with RLF1	A	B	C	D
A	■			
B		■		
C			■	
D				■

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

RLM Phase Inhibits

Phases Inhibited/Blacked-Out

Phases with RLF2

	A	B	C	D
A				
B				
C				
D				

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	ALL RED	0	3						
1	M1 SOUTHBOUND OFF SLIP	2	4						
2	A52 WESTBOUND	1	5						
3	CIRCULATORIES	1	4						
4									
5									
6									
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☑	☑	☑	☑	☑

Manual Mode Enable

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	◉	○	○	○
RR	◉	○	○	○

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Extend All Red - General

Extend All Red - General

Auto Extend to Max

Part Time	☐
Emergency Vehicle	☐
Hurry Call	☐
LRT	☐
Priority	☐
Manual	☐
Manual Step On	☐
UTC	☐
MOVA	☐
CLF	☐
VA*	☐
Fixed Time	☑

* Selecting Extend to Max on VA mode will also cause Extend to Max on CLF, UTC and Priority modes.

All Red Timings

Stream	0	1	2	3	4	5	6	7
Extension Time	1.0	1.0						
Max Time	4	4						

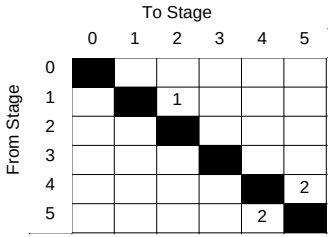
Detectors Associated with All Red Extension Units

Unit	Associated Detectors							
1	AR1	AR2						
2	Q32A	Q32B						
3								
4								
5								
6								
7								

The association between detectors and extension units must be performed in special conditioning.

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Extend All Red - Stage To Stage Moves



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Extend All Red - Independent Intergreens

Phase Not Affected by Hold

Phase Terminating	A	B	C	D
A	■			
B		■		
C			■	
D				■

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Reserve State

Reserve State

	Stream	0	1	2	3	4	5	6	7
Entry	Go to Switch Off Stage	☐	☐	☐	☐	☐	☐	☐	☐
Timeout (seconds)	Part Time on App Failure or Timeout	☐	☐	☐	☐	☐	☐	☐	☐
Limited Time	Fixed Time	◉	◉	◉	◉	◉	◉	◉	◉
Timeout (seconds)	Part Time	○	○	○	○	○	○	○	○
	Hold Stage	○	○	○	○	○	○	○	○
After Timeout	Fixed Time	◉	◉	◉	◉	◉	◉	◉	◉
	Part Time	○	○	○	○	○	○	○	○
	Hold Stage	○	○	○	○	○	○	○	○

Global Settings

☑ Use Defaults

☐

Timeouts

0 = Use Firmware default

Last Modified 17/07/2025, Issue 1.0.1 Form Ref: 4.8

Special Conditioning

```
; MANUAL PANEL
; ============

IFT TRUE.NOT(SCRT0) THN                         ; CONTROLLER POWERED UP STARTS FLASH TIMER
    TRUE=SCRT0
    RUN<30>
END
IFT CNDTER30 THN                                ; TIMER EXPIRED STARTS TIMER
    RUN<31>
END
IFT CNDTER31 THN
    RUN<30>
END
IFT (MODE0 EQL<16>).(MODE1 EQL<16>) THN         ; BOTH STREAMS RUNNING MOVA LIGHT (STATIC ON) AUX 1 LED
    TRUE=MIL22
ELS
    FALSE=MIL22
    IFT ((MODE0 EQL<16>)+(MODE1 EQL<16>)) THN   ; ONLY 1 STREAM RUNNING MOVA FLASH AUX 1 LED
        CNDTMA31=MIL22
    END
END

MOVAWEST=MIL23                                  ; INPUT FROM WEST CONTROLLER - BOTH STREAMS RUNNING MOVA
                                                ; LIGHT (STATIC ON) AUX 2 LED

(MODE0 EQL<6>).(MODE1 EQL<6>)=MIL17             ; BOTH STREAMS RUNNING UTC LIGHT H/P LED


; ADDITIONAL DETECTORS
; ====================

ASL6=+LCPHA
ASL6_ext:=+EXOA
         *=+EXCA
ASL7=+LCPHA
ASL7_ext:=+EXOA
         *=+EXCA
ASL8=+LCPHA
ASL8_ext:=+EXOA
         *=+EXCA

CSL21=+LCPHC
CSL21_ext:=+EXOC
          *=+EXCC
CSL22=+LCPHC
CSL22_ext:=+EXOC
          *=+EXCC
CSL23=+LCPHC
CSL23_ext:=+EXOC
          *=+EXCC


; EXTEND ALL RED
; ==============

(AR1+AR2)=IGEO1           ; AR1 OR AR2 EXTEND ALL RED A to B AND B to A
(AR1'+AR2')=IGEC1


; INTERGREEN DELAY
; ================

CCTO0=SCRT15              ; Q31 AFTER THE CALL DELAY RUN INTERGREEN DELAY (C to D AND D to C)
```


Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Special Conditioning

```
(CCTO1+CCTO2)=IGEO2       ; Q32A/B AFTER THEIR CALL DELAYS EXTEND ALL RED C to D AND D to C


; MOVA INPUTS
; ===========

(AQ30A+AQ30B)=MOVADET30  ; AQ30A/B RAW INPUTS TO MOVADET30
Q31=MOVADET31            ; Q31 RAW INPUT TO MOVADET31
(Q32A+Q32B)=MOVADET32    ; Q32A or B RAW INPUTS INTO MOVADET32


; Inhibit MOVA on stream 0 when UTC comms active and MO bit is 0
; NB: Requires mapping of TC to port csi.cond.out.1 bit 1
;      (conditioning bit ESPRX0) on the I/O Mapping Web Page

; CFF1000=1  Simulate UTC Comms (ESPRX0)             ; CFF20=1 REMOVES THE REQUIREMENT FOR MO
; ==========================================================================================

IFT NOT(CFF1000+ESPRX0) THN                         ; UTMC NOT ONLINE, RESTART DELAY (28)
    RUN<28>                                         ; TIMER 1 SET TO 3 SECONDS - UTC COMMS DELAY
END
(CFF1000+ESPRX0).NOT(UTCMO0+CNDTMA28+CFF20)=DISMOVA0 ; UTMC ONLINE, MO INACTIVE AND DELAY OVER DISABLE MOVA
NOT(UTCMO0)=MR0                                     ; MO0 control bit active sets MR0 reply.
NOT(MODE0 EQL<16>)=ML0                              ; MOVA mode running on stream 0 sets ML0 reply.
NOT(MOVA0MF)=MF0                                    ; MOVA error count higher than 20 sets MF0 reply.

IFT NOT(CFF1001+ESPRX1) THN                         ; UTMC NOT ONLINE, RESTART DELAY (29)
    RUN<29>                                         ; TIMER 1 SET TO 3 SECONDS - UTC COMMS DELAY
END
(CFF1001+ESPRX1).NOT(UTCMO1+CNDTMA29+CFF21)=DISMOVA1 ; UTMC ONLINE, MO INACTIVE AND DELAY OVER DISABLE MOVA
NOT(UTCMO1)=MR1                                     ; MO1 control bit active sets MR1 reply.
NOT(MODE1 EQL<16>)=ML1                              ; MOVA mode running on stream 1 sets ML1 reply.
NOT(MOVA1MF)=MF1                                    ; MOVA error count higher than 20 sets MF1 reply.


; UTC REPLY BITS
; ==============

NOT(FLFCOM)=CF                                      ; ANY CONTROLLER FAULT REPLY CF (NOT LF or DF)
NOT(FLF55)=LF1                                      ; ANY LAMP FAILURE REPLY LF1
NOT(LMP1RED0+LMP1RED1)=LF2                          ; FIRST RED FAILURE REPLY LF2
NOT(LMP2RED0+LMP2RED1)=LF3                          ; SECOND RED FAILURE REPLY LF3
LMPON.SWLMPS.NOT(FLF17)=LO                          ; LAMPS OFF REPLY LO
```

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Special Conditioning

```
; MOVA LINKING
; ============

(MODE0 EQL<16>).(MODE1 EQL<16>)=MOVAEAST

; STREAM 0 OUTPUTS
; ================

MOVA0OUT0=EST0OUT0
MOVA0OUT1=EST0OUT1
MOVA0OUT2=EST0OUT2
MOVA0OUT3=EST0OUT3
MOVA0OUT4=MOVADET56
MOVA0OUT5=MOVADET55
MOVA0OUT6=MOVADET54
MOVA0OUT7=MOVADET53

; STREAM 1 OUTPUTS
; ================

MOVA1OUT0=EST1OUT0
MOVA1OUT1=EST1OUT1
MOVA1OUT2=EST1OUT2
MOVA1OUT3=EST1OUT3
MOVA1OUT4=MOVADET52
MOVA1OUT5=MOVADET51
MOVA1OUT6=MOVADET50
MOVA1OUT7=MOVADET49

; EAST CONTROLLER INPUTS
; ======================

WST0OUT0=MOVADET64
WST0OUT1=MOVADET63
WST0OUT2=MOVADET62
WST0OUT3=MOVADET61
WST1OUT0=MOVADET60
WST1OUT1=MOVADET59
WST1OUT2=MOVADET58
WST1OUT3=MOVADET57
```


Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0		0	255	☐		16		0	255	☐	
1		0	255	☐		17		0	255	☐	
2		0	255	☐		18		0	255	☐	
3		0	255	☐		19		0	255	☐	
4		0	255	☐		20		0	255	☐	
5		0	255	☐		21		0	255	☐	
6		0	255	☐		22		0	255	☐	
7		0	255	☐		23		0	255	☐	
8		0	255	☐		24		0	255	☐	
9		0	255	☐		25		0	255	☐	
10		0	255	☐		26		0	255	☐	
11		0	255	☐		27		0	255	☐	
12		0	255	☐		28	3	1	5	☐	UTC COMMS FAIL DELAY ST0
13		0	255	☐		29	3	1	5	☐	UTC COMMS FAIL DELAY ST1
14		0	255	☐		30	1	1	1	☐	MOVA ON FLASH LED
15		0	255	☐		31	1	1	1	☐	MOVA OFF FLASH LED

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Fault Log Flags

Fault Log Flags

Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag
0	☑	☐	16	☑	☐	32	☑	☐	48	☑	☐
1	☑	☐	17	☑	☐	33	☑	☐	49	☑	☐
2	☑	☐	18	☑	☐	34	☑	☐	50	☑	☐
3	☑	☐	19	☑	☐	35	☑	☐	51	☑	☐
4	☑	☐	20	☑	☐	36	☑	☐	52	☑	☐
5	☑	☐	21	☑	☐	37	☑	☐	53	☑	☐
6	☑	☐	22	☐	☐	38	☑	☐	54	☑	☐
7	☑	☐	23	☑	☐	39	☑	☐	55	☐	☐
8	☑	☐	24	☑	☐	40	☑	☐	56	☑	☐
9	☑	☐	25	☑	☐	41	☑	☐	57	☑	☐
10	☑	☐	26	☑	☐	42	☑	☐	58	☑	☐
11	☑	☐	27	☑	☐	43	☑	☐	59	☑	☐
12	☐	☐	28	☑	☐	44	☑	☐	60	☑	☐
13	☑	☐	29	☑	☐	45	☑	☐	61	☑	☐
14	☑	☐	30	☑	☐	46	☑	☐	62	☑	☐
15	☑	☐	31	☑	☐	47	☑	☐	63	☑	☐

Note:

Cond Flag -
If a fault occurs which sets a fault log flag that has been checked for this Cond flag option then a flag will be set that can be read in Conditioning.

Act Flag -
If a fault occurs which sets a fault log flag that has been checked for this Act flag option then firstly the lamps will be switched OFF and secondly a flag will be set that can be read in conditioning, to allow any further actions required to be performed by conditioning.

Clearance of Special (☐

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Special Instructions

EPR578

Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
Serial IO 24/16	1 I/O1	03	4	I	032 - 039	1 I/O1
Serial IO 24/16	1 I/O1	03	5	I	040 - 047	1 I/O1
Serial IO 24/16	1 I/O1	03	6	I	048 - 055	1 I/O1
Serial IO 24/16	1 I/O1	03	7	O	056 - 063	1 I/O1
Serial IO 24/16	1 I/O1	03	8	O	064 - 071	1 I/O1
CPU	A					

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Special Instructions

ST950 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/45950/020	ST950ELV CAB UK 20A 1LSLS GRY	1		
3	667/1/45950/040	ST950ELV CAB UK 40A 1LSLS GRY			
4	667/1/45950/021	ST950ELV CAB UK 20A 1LSLS BLK			
5	667/1/45950/041	ST950ELV CAB UK 40A 1LSLS BLK			
6	667/1/45950/520	ST950ELV CAB UK 20A 1LSLS LOW INRUSH GRY			
7	667/1/45950/521	ST950ELV CAB UK 20A 1LSLS LOW INRUSH BLK			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit			
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit			
11	667/1/46085/002	I/O card kit (4 outputs)			
12	667/1/46085/001	I/O card kit (16 outputs)	1		
13	667/1/46015/001	ST950 CPU I/O kit (4 outputs)			
14	667/1/45952/001	ST950 CPU I/O kit (4 outputs) cableform			
15					
16					
17					
18	667/1/32910/950	Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit			
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32980/040	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32955/000	ELV Audible supply kit			
28	667/1/27117/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33	667/1/33007/000	LSLS Expansion cabinet kit			
34					
35					
36	667/1/27056/001	Manual Panel Full kit			
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40					

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Special Instructions

ST950 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/45990/000	ST950ELV CUCKOO KIT - T400L			
43	667/1/45991/000	ST950ELV CUCKOO KIT - ST800			
44	667/1/45992/000	ST950ELV CUCKOO KIT - MICROSENSE MTC			
45	667/1/45993/000	ST950ELV CUCKOO KIT - MICROSENSE SENTNL			
46	667/1/45994/000	ST950ELV CUCKOO KIT - PEEK TSC3			
47	667/1/45995/000	ST950ELV CUCKOO KIT - PEEK TRX			
48					
49					
50					
51					
52	667/1/33073/000	ST900 Isolator locking kit			
53	667/2/20234/000	Screw Lock Key			
54					
55					
56	667/1/27104/000	ST800 / ST900 DFM Lens Kit			
57	667/7/46690/000	NAL CONTROLLER CABINET BASE GREY			
58	667/7/46690/001	NAL CONTROLLER CABINET BASE BLACK			
59	667/2/27096/000	ST800 / ST900 Mounting Stool			
60					
61					
62	667/1/26271/000	Telephone Kit (Lightning protection)			
63	667/1/27118/000	Surge Arrester (Lightning protection)			
64					
65	667/1/45950/120	ST950 ELV Cabinet Export 20A 1 LSLS - Grey			
66	667/1/45950/140	ST950 ELV Cabinet Export 40A 1 LSLS - Grey			
67	667/1/45950/951	ST950 ELV RACK 19" 1LSLS			
68	667/1/32945/000	ST900 ELV additional LSLS rack wiring kit			
69					
70	667/1/45980/000	ST900 ELV to ST950 ELV conversion kit			
71	667/1/27056/300	Manual Panel Signals off only			
72	667/1/45966/001	Temporary USB Wi-Fi Dongle			
73	667/1/45970/000	ST950 RTC backup battery			
74	667/1/33080/100	Mains kit (ST950ELV) - No maint sockets			
75	667/1/31625/019	2U 19" UTMC communications tray			
76	667/6/46680/000	Anti graffiti coating			
77	667/1/33080/000	Mains kit (ST950ELV)			
78	667/1/33075/000	ELV 24V detector supply kit (2A)			
79	667/1/27018/950	GPS Clock Kit			
80					

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Special Instructions

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT1 = DETECTOR BACKPLANE ADDRESS: 01

LOOP DESIGNATION AND CONNECTIONS							
DET CARD A		DET CARD B		DET CARD C		DET CARD D	
No.	LOOP ID	No.	LOOP ID	No.	LOOP ID	No.	LOOP ID
1	AQ30A	1	AX3	1	ASL6	1	BIN9
2	AQ30B	2	AX4	2	ASL7	2	BIN10
3	AIN1	3	AX5	3	ASL8	3	BIN11
4	AIN2	4	SPARE1	4	SPARE2	4	SPARE3

[Template - Internal Detectors.txt Issue 1.0]

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT2 = DETECTOR BACKPLANE ADDRESS: 02

LOOP DESIGNATION AND CONNECTIONS							
DET CARD A		DET CARD B		DET CARD C		DET CARD D	
No.	LOOP ID	No.	LOOP ID	No.	LOOP ID	No.	LOOP ID
1	BX12	1	AR1	1	DX24	1	
2	BX13	2	AR2	2	DX25	2	
3	BX14	3	SPARE5	3	DX26	3	
4	SPARE4	4	SPARE6	4	SPARE7	4	

[Template - Internal Detectors.txt Issue 1.0]

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Special Instructions

THE BELOW DETECTORS ARE IN THE MEC AND ARE HERE FOR INFO ONLY

********* THE NEXT FOUR PACKS ARE LOCATED IN THE MEC **********

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 1)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	SUPPLY TERMINALS FROM 24v TX	BACKPLANE No.1 TERMINALS
24 VOLTS	BLUE/WHITE	24V A/C	23
0 VOLTS	BLUE/ORANGE	24V A/C	24
SCREEN	PINK	COMMON	22
COMMON	WHITE	COMMON	18

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	CIN15	TBH 1 & TBH 2	GREEN	1 & 2
2	CIN16	TBH 3 & TBH 4	BLUE	3 & 4
3	CIN17	TBH 5 & TBH 6	ORANGE	5 & 6
4	NOT USED	TBH 7 & TBH 8	BROWN	7 & 8

THIS DETECTOR PACK HAS BEEN INSTALLED IN MEC 1

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	MEC TERMINALS
1	10	BLUE	TBA 1
2	12	GREEN	TBA 2
3	14	ORANGE	TBA 3
4	16	YELLOW	TBA 4

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the inter-mediate wiring.

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 2)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	BACKPLANE NO.1 TERMINALS	BACKPLANE No.2 TERMINALS
24 VOLTS	BLUE/WHITE	23	23
0 VOLTS	BLUE/ORANGE	24	24
SCREEN	PINK	22	22
COMMON	WHITE	18	18

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	CX18	TBH 9 & TBH 10	SLATE	1 & 2
2	CX19	TBH 11& TBH 12	BLUE/WHITE	3 & 4
3	CX20	TBJ 1 & TBJ 2	GREEN	5 & 6
4	NOT USED	TBJ 3 & TBJ 4	BLUE	7 & 8

THIS DETECTOR PACK HAS BEEN INSTALLED IN MEC 1

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	MEC TERMINALS
1	10	BLUE	TBA 5
2	12	GREEN	TBA 6
3	14	ORANGE	TBA 7
4	16	YELLOW	TBA 8

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the inter-mediate wiring.

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 3)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	BACKPLANE NO.2 TERMINALS	BACKPLANE No.3 TERMINALS
24 VOLTS	BLUE/WHITE	23	23
0 VOLTS	BLUE/ORANGE	24	24
SCREEN	PINK	22	22
COMMON	WHITE	18	18

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	CSL21	TBJ 5 & TBJ 6	ORANGE	1 & 2
2	CSL22	TBJ 7 & TBJ 8	BROWN	3 & 4
3	CSL23	TBJ 9 & TBJ 10	SLATE	5 & 6
4	NOT USED	TBJ 11& TBJ 12	BLUE/WHITE	7 & 8

THIS DETECTOR PACK HAS BEEN INSTALLED IN MEC 1

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	MEC TERMINALS
1	10	BLUE	TBA 9
2	12	GREEN	TBA 10
3	14	ORANGE	TBA 11
4	16	YELLOW	TBA 12

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the inter-mediate wiring.

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 4)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	BACKPLANE No.3 TERMINALS	BACKPLANE No.4 TERMINALS
24 VOLTS	BLUE/WHITE	23	23
0 VOLTS	BLUE/ORANGE	24	24
SCREEN	PINK	22	22
COMMON	WHITE	18	18

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	Q31	TBK 1 & TBK 2	GREEN	1 & 2
2	Q32A	TBK 3 & TBK 4	BLUE	3 & 4
3	Q32B	TBK 5 & TBK 6	ORANGE	5 & 6
4	NOT USED	TBK 7 & TBK 8	BROWN	7 & 8

THIS DETECTOR PACK HAS BEEN INSTALLED IN MEC 1

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	MEC TERMINALS
1	10	BLUE	TBB 1
2	12	GREEN	TBB 2
3	14	ORANGE	TBB 3
4	16	YELLOW	TBB 4

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the inter-mediate wiring.

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	Q31	20	2	
1	Q32A	6	3	
2	Q32B	6	3	
3		0	0	
4		0	0	
5		0	0	
6		0	0	
7		0	0	

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 0
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	0	0	I	AQ30A	☑	☑	☐	☐	☐	☑	I	1	0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A1
○	1	1	I	AQ30B	☑	☑	☐	☐	☐	☑	I	1	0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A2
○	2	2	I	AIN1	☑	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A3
○	3	3	I	AIN2	☑	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A4
○	4	4	I	AX3	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B1
○	5	5	I	AX4	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B2
○	6	6	I	AX5	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B3
○	7	7	I	SPARE1	☑	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B4

Add | Delete | Move | Clear Used By | Move to/from backplane
Manual Map Optimisation

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 1
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	8	0	I	ASL6	☑	☑	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C1
○	9	1	I	ASL7	☑	☑	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C2
○	10	2	I	ASL8	☑	☑	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C3
○	11	3	I	SPARE2	☑	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C4
○	12	4	I	BIN9	☑	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D1
○	13	5	I	BIN10	☑	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D2
○	14	6	I	BIN11	☑	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D3
○	15	7	I	SPARE3	☑	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D4

Add | Delete | Move | Clear Used By | Move to/from backplane
Manual Map Optimisation

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 2

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	16	0	I	BX12	☑	☑	☐	☐	☐	☐	A	0	3.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A1
○	17	1	I	BX13	☑	☑	☐	☐	☐	☐	A	0	3.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A2
○	18	2	I	BX14	☑	☑	☐	☐	☐	☐	A	0	3.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A3
○	19	3	I	SPARE4	☑	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A4
○	20	4	I	AR1	☑	☑	☐	☐	☐	☐	I	1	0.0	☑	☐	☐	☐	☐	☐	☑	☐	☐	2 LT2	B1
○	21	5	I	AR2	☑	☑	☐	☐	☐	☐	I	1	0.0	☑	☐	☐	☐	☐	☐	☑	☐	☐	2 LT2	B2
○	22	6	I	SPARE5	☑	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	B3
○	23	7	I	SPARE6	☑	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	B4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 3

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	24	0	I	DX24	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	C1
○	25	1	I	DX25	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	C2
○	26	2	I	DX26	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	C3
○	27	3	I	SPARE7	☑	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	C4
○	28	4	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D1
○	29	5	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D2
○	30	6	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D3
○	31	7	I		☐	☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 4

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	32	0	I	CIN15	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-0
○	33	1	I	CIN16	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-1
○	34	2	I	CIN17	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-2
○	35	3	I	CX18	☑	☐	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-3
○	36	4	I	CX19	☑	☐	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-4
○	37	5	I	CX20	☑	☐	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-5
○	38	6	I	CSL21	☑	☐	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-6
○	39	7	I	CSL22	☑	☐	☐	☐		☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 5

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	40	0	I	CSL23	☑	☐	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-8
○	41	1	I	Q31	☑	☐	☐	☐	☐	☐	I	1	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1I/O1	I-9
○	42	2	I	Q32A	☑	☐	☐	☐	☐	☐	I	1	0.0	☐	☐	☐	☐	☐	☑	☑	☐	☐	1I/O1	I-10
○	43	3	I	Q32B	☑	☐	☐	☐	☐	☐	I	1	0.0	☐	☐	☐	☐	☐	☑	☑	☐	☐	1I/O1	I-11
○	44	4	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-12
○	45	5	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-13
○	46	6	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-14
○	47	7	I	MOVAWEST	☑	☐	☐	☐		☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-15

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes ☐
Manual Allocation ☐

Port Number & Type
Port: 6
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	48	0	I	WST0OUT0	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-16
○	49	1	I	WST0OUT1	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-17
○	50	2	I	WST0OUT2	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-18
○	51	3	I	WST0OUT3	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-19
○	52	4	I	WST1OUT0	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-20
○	53	5	I	WST1OUT1	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-21
○	54	6	I	WST1OUT2	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-22
○	55	7	I	WST1OUT3	☑	☐	☐	☐		☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-23

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes ☐
Manual Allocation ☐

Port Number & Type
Port: 7
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	56	0	O	EST0OUT0	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-0
○	57	1	O	EST0OUT1	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-1
○	58	2	O	EST0OUT2	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-2
○	59	3	O	EST0OUT3	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-3
○	60	4	O	EST1OUT0	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-4
○	61	5	O	EST1OUT1	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-5
○	62	6	O	EST1OUT2	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-6
○	63	7	O	EST1OUT3	☑	☐	☐	☐		☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 8

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	64	0	O	MOVAEAST	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-8
○	65	1	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-9
○	66	2	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-10
○	67	3	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-11
○	68	4	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-12
○	69	5	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-13
○	70	6	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-14
○	71	7	O		☐	☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-15

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

Aspect Drives (ELV Controllers)

Aspect Drives (ELV Controllers)

☐ Card Reversed HPU Connection 1

Aspect Drive Configuration for LSLS 1 of 1 cards (Cabinet 1)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	A	Red	Phase	16	D	Amber	Phase
31	A	Red	Phase	15	D	Green	Phase
30	A	Amber	Phase	14	N/A	N/A	N/A
29	A	Amber	Phase	13	N/A	N/A	N/A
28	A	Green	Phase	12	N/A	N/A	N/A
27	A	Green	Phase	11	N/A	N/A	N/A
26	B	Red	Phase	10	N/A	N/A	N/A
25	B	Amber	Phase	9	N/A	N/A	N/A
24	B	Green	Phase	8	N/A	N/A	N/A
23	C	Red	Phase	7	N/A	N/A	N/A
22	C	Red	Phase	6	N/A	N/A	N/A
21	C	Amber	Phase	5	N/A	N/A	N/A
20	C	Amber	Phase	4	N/A	N/A	N/A
19	C	Green	Phase	3	N/A	N/A	N/A
18	C	Green	Phase	2	N/A	N/A	N/A
17	D	Red	Phase	1	N/A	N/A	N/A

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SET A	SET	SET	SET
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	30	30	30	30
	InActive (Hrs)				
Group 2	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 3	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to D)

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

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Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Administration

General Specifications

Customer Name: NATIONAL HIGHWAYS

Intersection/ General Description: M1 J25 WEST CONTROLLER 2 SCN - 7301

Controller: (•) New ( ) Modification

Area Specifications/ Customer Drawings:

Specification Section:

Contract/Tender Ref:

Quotation No.:

Customer Order No.:

Controller/ Serial Number:

S.T.S. /EM Number: EPR579 Issue: 1

Equipment Installation by:

Slot Cutting by:

Civil Works by:

Customer Engineer (Initials): STUART PAYTON

Works Order No.:

Signal Company Use Only

Engineer (Initials): P M ROUSE

Signal Company Name: PRSIGNALS LTD

If PROM required, label as

PROM Number: 26700 PROM Variant: 579

Configuration Check Value: 9D 2E B4 8E

Controller Options

Hardware: ST950 ELV Firmware Type and Issue: 46059 ISS 30 Other Options:

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack: Cabinet Kit Type Options: (•) UK-Std ( ) Non-UK ( ) ( )

Cabinet/Rack Variant: Grey Cuckoo Options: None Gemini Unit Fitted: ☐

Mains Supply: 230 Volts 50 Hz

Peak Lamp Current: 1 Amps

Average Lamp Power: 1 Watts

Total Average Power: 1 Watts

Dimming: 27.5 V

Low Inrush Transformer: ☐

Answer Issue: 0

Edit Issue: 1

Date Created: 26/06/2025

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams

(•) Current Number of Streams: 2

Phases

( ) Current Total Number of Phases: 4

(•) Number of Real Phases: 4

( ) Number of Dummy Phases: 0

Stages

( ) Current Number of stages (inc. ALL-RED stages): 6

Switched Signs

( ) Number of Switched Signs: 0

Action

Add At | Delete At

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC
- ☑ Serial/Internal UTMC OTU
- ☐ Free-standing OTU
- ☐
- ☐

- ☑ Master Time Clock
- ☐ Holiday Clock
- ☑ FT To Current MAX
- ☐ Linked Fixed Time

- ☑ Lamp Monitoring
- ☑ RED Lamp Monitoring
- ☐ Pelican/Puffin/Toucan
- ☐ Standalone Manual

- ☑ Extend All Red
- ☐ Speed Measurement
- ☐ Ripple Change
- ☐
- ☐ DVI35

- ☐ Non-UK
- ☐ Fail to Part Time
- ☐
- ☐
- ☐ Download To Level 3

8 Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
☐ Part Time	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ Emergency Vehicles	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ Hurry Call	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ LRT	○	○	○	○	○	○	○	○	○	○	○	○	○
☐ Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○	○	○
☑ Manual Control	◉	○	○	○	○	○	○	○	○	○	○	○	○
☐ Manual Step On	○	○	○	○	○	○	○	○	○	○	○	○	○
☑ Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○	○	○
☑ UTC	○	○	◉	○	○	○	○	○	○	○	○	○	○
☑ MOVA Mode	○	○	○	◉	○	○	○	○	○	○	○	○	○
☐ CLF (Non-Base Time)	○	○	○	○	○	○	○	○	○	○	○	○	○
☑ CLF (Base Time)	○	○	○	○	◉	○	○	○	○	○	○	○	○
☑ Vehicle Actuated	○	○	○	○	○	◉	○	○	○	○	○	○	○
☑ Fixed Time	○	○	○	○	○	○	◉	○	○	○	○	○	○

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard46059.8df
Default PROM data file

Correspondence Monitoring to inc.

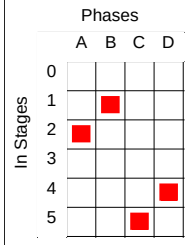
☑ Reds ☑ Ambers
☐ Switched Signs ☐

Flash Rate (ms)

400 Off 400 On

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Phases in Stages



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Stages in Streams

Stages in Streams

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	1	4						
Startup Stage	1	4						
Switch Off Stage	1	4						
Standalone Pedestrian Stages	☐	☐	☐	☐	☐	☐	☐	☐

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

In Stream

	0	1	2	3	4	5
0	■	■	■			
1				■	■	■

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○ Improved GA Appearance ☐ Manual Output Allocation ☑

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs "R"	"A"	"G"	H/W Fail Flash	Critical Phase
A	M1 NORTHBOUND OFF SLIP	0 - UK Traffic	0	0 -		2	2	2		☐
B	CIRCULATORY Nr M1 NORTHBOUND OFF SLIP	0 - UK Traffic	0	0 -		1	1	1		☐
C	A52 EASTBOUND	0 - UK Traffic	0	0 -		2	2	2		☐
D	CIRCULATORY Nr A52 EASTBOUND	0 - UK Traffic	0	0 -		1	1	1		☐

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900 ELV and ST950 ELV Controllers. For other controllers, physical switches or links (etc.), select which aspects flash; these need to be set up manually.

Works Order :
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Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ ○ ○ ○ ○ ○ ○

Initialise

☑ Amber Conflict Monitoring

To Phase

From Phase	A	B	C	D
A		Co		
B	Co			
C				Co
D			Co	

Works Order :
EM Number : EPR579
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Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

◉ Phases A to P ○

Phase	Min Green	Min Ped Cl	Extension	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	0.0	24	24	24	24	0	0	0	0	☐
B	7	0	0.0	35	35	35	35	0	0	0	0	☐
C	7	0	0.0	24	24	24	24	0	0	0	0	☐
D	7	0	0.0	40	40	40	40	0	0	0	0	☐

Note: For Standalone Streams see Help for use of Max Sets.

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ ○ ○ ○ ○ ○ ○

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT,PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

To Phase

From Phase	A	B	C	D
A		6		
B	6			
C				6
D			5	

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Intergreen Handset Limits

HIGH 30

Copy Intergreen Values

To Phase

From Phase	A	B	C	D
A		5		
B	5			
C				5
D			5	

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.
A	7	12
B	7	12
C	7	12
D	7	12
E		
F		
G		
H		
I		
J		
K		
L		
M		
N		
O		
P		

Phase	Min. Green Min.	Min. Green Max.
Q		
R		
S		
T		
U		
V		
W		
X		
Y		
Z		
A2		
B2		
C2		
D2		
E2		
F2		

Max. Green — Min. 0 Max. 255

Vehicle Extension — Min. 0.0 Max. 10.0

Phase Delay — Min. 0 Max. 30

Starting I/G — Min. 4 Max. 12

Min Pedestrian Clearance (PBT) — Min. 0 Max. 12

Traffic Phase Leaving — Min. 3.0 Max. 3.0

Traffic Phase Red/Amber — Min. 2 Max. 2

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

VA Demand and Extend Definitions

VA Demand and Extend Definitions

◉ Phases A to P ○

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	AX3	AX4	AX5	
B	BX12	BX13	BX14	
C	CX17	CX18	CSL19	CSL20
D	DX21	DX22	DX23	

Extensions

AX3	AX4	AX5	
BX12	BX13	BX14	
CX17	CX18	CSL19	CSL20
DX21	DX22	DX23	

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D												
☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D												
☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D												
☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B	C	D												

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	1	2	3	4	5										
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4	5										
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3	4	5										
☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	0	0	0	0										

16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Exceptional Stages

0	1	2	3	4	5										
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Intergreen Delays

Intergreen Delays

Delays: 0-15

	Detector Input Name	Losing Phase	Gaining	Maximum Intergreen Delay Period	Delay Description
0	*SCRT15	C	D	13	C TO D
1	*SCRT15	D	C	12	D TO C
2				0	
3				0	
4				0	
5				0	
6				0	
7				0	
8				0	
9				0	
10				0	
11				0	
12				0	
13				0	
14				0	
15				0	

Auto Extend To Max

Part Time	☐
Emergency Vehicle	☐
Hurry Call	☐
LRT	☐
Priority	☐
Manual	☐
Manual Step On	☐
UTC	☐
MOVA	☐
CLF	☐
VA	☐
Fixed Time	☐

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage	1	2	1	4	5	4		
Time	0	24	35	0	24	40		
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Note:
Fixed Time mode may be used by the Reserve State, therefore, the Stage Moves and Times section should always be configured (unless Linked Fixed Time is selected instead).

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

CLF - Plan(s)

CLF - Plan(s)

1 Plan No.

Copy From

Plan Specifics

1 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	24	1	2	16			
1	46	1	1	17			
2	17	1	4	18			
3	57	1	5	19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

CLF - Plan(s)

CLF - Plan(s)

2 Plan No.

Copy From

Plan Specifics

2 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	24	1	2	16			
1	46	1	1	17			
2	35	1	5	18			
3	55	1	4	19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

CLF - Plan(s)

CLF - Plan(s)

3 Plan No.

Copy From

Plan Specifics

3 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	24	1	2	16			
1	46	1	1	17			
2	17	1	4	18			
3	57	1	5	19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

CLF - Plan(s)

CLF - Plan(s)

4 Plan No.

Copy From

Plan Specifics

4 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	24	1	2	16			
1	46	1	1	17			
2	35	1	5	18			
3	55	1	4	19			
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

CLF - Base Time

CLF - Base Time

Controller Base Date: XX/XX/XX

Controller Base Time: 02:00:00

Plan Offset

	Minutes	Seconds		Minutes	Seconds
Plan 0	0	0	Plan 8	0	0
Plan 1	0	0	Plan 9	0	0
Plan 2	0	0	Plan 10	0	0
Plan 3	0	0	Plan 11	0	0
Plan 4	0	0	Plan 12	0	0
Plan 5	0	0	Plan 13	0	0
Plan 6	0	0	Plan 14	0	0
Plan 7	0	0	Plan 15	0	0

Handset Range Limits

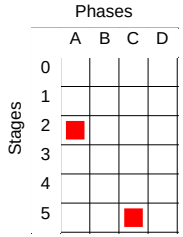
	Minutes	Seconds
Min	0	0
Max	255	59

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

UTC General Data

UTC General Data

Type of UTC

(•) 106 ( ) 316

Integral OTU Address

4 Number of Control Words

4 Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Priority a

Non UTC RTC synchronisation input

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
Time Only	12:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Saturday	00:00:00

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	F1	#F2	D2	DX0	F4	#F5	D5	DX1
Word 2	TS							
Word 3	UTCMO0			UTCMO1				
Word 4								

Reply Words

Word 1	G1	G2	SD2	DF	G4	G5	SD5	
Word 2	CC	CF	LF1	LF2	LF3	LO	RR	
Word 3	MR0	ML0	MF0	MR1	ML1	MF1		
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

◉ Phases A to P ○

Demands

For Unlatched demands, preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	DX0	D2		
B	DX0			
C	DX1	D5		
D	DX1			

Extensions

DX0	D2		
DX0			
DX1	D5		
DX1			

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	#F2	G2	SD2	18			
3				19			
4	F4	G4		20			
5	#F5	G5	SD5	21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR ☐

Manual Mode Selected:
☐ G1/G2 ☑ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages	A	B	C	D
0				
1				
2	■			
3				
4				
5			■	

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

MOVA Stages

MOVA Stages

Stage	Force Bit	Green Confirm Bit	Stage	Force Bit	Green Confirm Bit
0			16		
1	MOVA0F1	MOVA0CON1	17		
2	MOVA0F2	MOVA0CON2	18		
3			19		
4	MOVA1F1	MOVA1CON1	20		
5	MOVA1F2	MOVA1CON2	21		
6			22		
7			23		
8			24		
9			25		
10			26		
11			27		
12			28		
13			29		
14			30		
15			31		

NOTE: If a MOVA Kernel does not map to the same numbered stream (0-3), refer to the help.

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR/CRB

Manual Mode Selected:
☐ G1/G2 ☑ RR/CRB

No Lamp Power, or Lamps Off due to RLM or Part Time:
☐ G1/G2 ☑ RR/CRB

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR/CRB

RR Button Selected:
☐ G1/G2 ☐ RR/CRB

Report as UTC Mode ☐

MOVA Control Timer: 12

MOVA Deactivate Timer: 2.0

MOVA Release: 1

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping

☑ Combined

Set Selection

○ ○ ○ ○ ○

1	AIN1	2	AIN2	3	AX3	4	AX4	5	AX5	6	ASL6	7	ASL7	8	ASL8
9	BIN9	10	BIN10	11	BIN11	12	BX12	13	BX13	14	BX14	15	CIN15	16	CIN16
17	CX17	18	CX18	19	CSL19	20	CSL20	21	DX21	22	DX22	23	DX23	24	AR1
25	AR2	26		27		28		29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

MTC - Time Switch Parameters

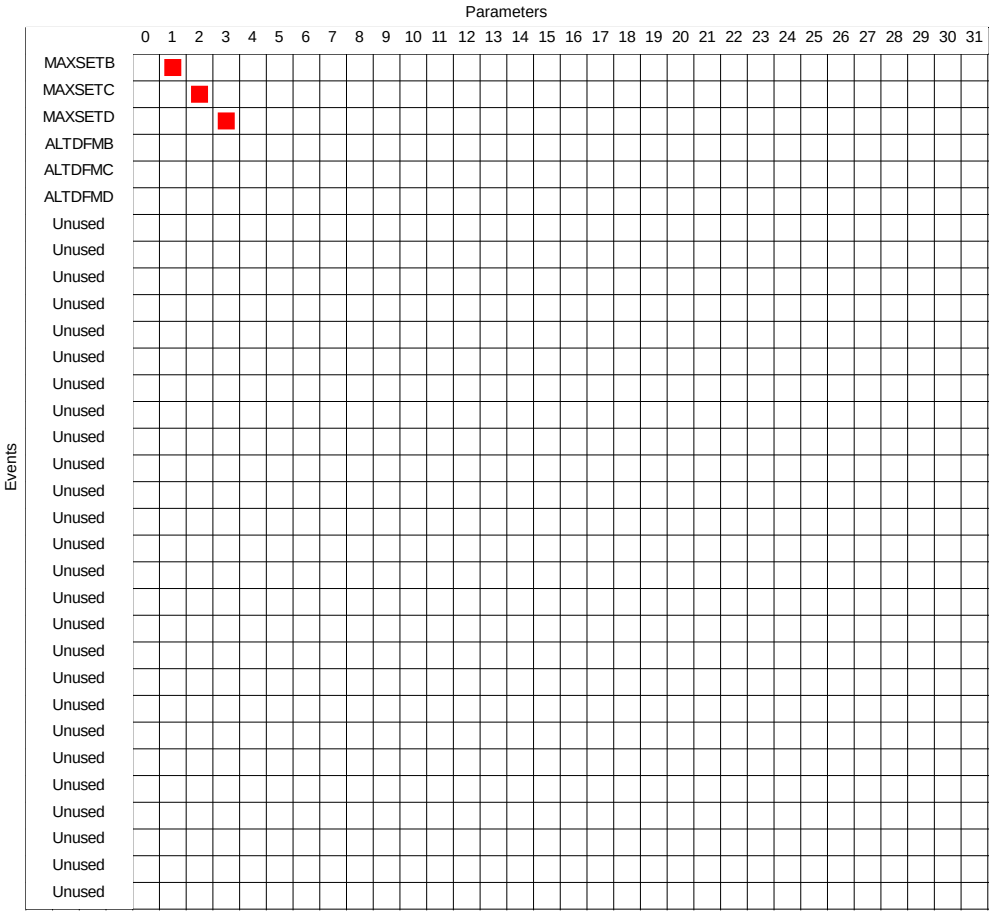
MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	Alternate DFM	ALTDFMB
4	Alternate DFM	ALTDFMC
5	Alternate DFM	ALTDFMD
6	No Action	
7	No Action	
8	No Action	
9	No Action	
10	No Action	
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

	Type	Event
16	No Action	
17	No Action	
18	No Action	
19	No Action	
20	No Action	
21	No Action	
22	No Action	
23	No Action	
24	No Action	
25	No Action	
26	No Action	
27	No Action	
28	No Action	
29	No Action	
30	No Action	
31	No Action	

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

MTC - Time Switch Parameters Array



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

MTC - Timetable

MTC - Timetable

View Timetable Settings

(•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/ Parameter
0	9	07:00:00	INTRODUCE MAXSET B	2	1
1	9	09:30:00	INTRODUCE MAXSET A	2	0
2	9	15:00:00	INTRODUCE MAXSET C	2	2
3	9	19:00:00	INTRODUCE MAXSET A	2	0
4	0	08:00:00	INTRODUCE MAXSET D	2	3
5	0	19:00:00	INTRODUCE MAXSET A	2	0
6	1	09:00:00	INTRODUCE MAXSET D	2	3
7	1	19:00:00	INTRODUCE MAXSET A	2	0
8	7	06:00:00	INTRODUCE CLF PLAN 2	1	2
9	7	07:30:00	INTRODUCE CLF PLAN 1	1	1
10	7	09:30:00	INTRODUCE CLF PLAN 2	1	2
11	7	15:00:00	INTRODUCE CLF PLAN 3	1	3
12	7	18:30:00	INTRODUCE CLF PLAN 4	1	4
13	0			0	0
14	0			0	0
15	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

( ) ( ) 48 ( )

Red Lamp Monitoring

Max Red Bulb Wattage

First Red Lamp Fault Speed 0

☐ RLF2 Cancels RLM additional Intergreens

☑ RLF2 Only Cleared by RFL = 1

☐ RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

☐ 0 ☐ 1 ☐ ☐ ☐ ☐ ☐ ☐ ☐

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

LMU Sensors (Built-in)

LMU Sensors (Built-in)

No. of LSLS cards fitted	HPU Connection
1	1

Sensor Configuration For LSLS 1 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Phase	Aspect	Sensor #	Sensor Type
A	Red	1	As Seq.	D	Amber	6	As Seq.
A	Red	2	As Seq.	D	Green	6	As Seq.
A	Amber	1	As Seq.	N/A	N/A		
A	Amber	2	As Seq.	N/A	N/A		
A	Green	1	As Seq.	N/A	N/A		
A	Green	2	As Seq.	N/A	N/A		
B	Red	3	As Seq.	N/A	N/A		
B	Amber	3	As Seq.	N/A	N/A		
B	Green	3	As Seq.	N/A	N/A		
C	Red	4	As Seq.	N/A	N/A		
C	Red	5	As Seq.	N/A	N/A		
C	Amber	4	As Seq.	N/A	N/A		
C	Amber	5	As Seq.	N/A	N/A		
C	Green	4	As Seq.	N/A	N/A		
C	Green	5	As Seq.	N/A	N/A		
D	Red	6	As Seq.	N/A	N/A		

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure you wish to use these sensors here, as they will then become unavailable for Regulatory Signs.

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

LMU Sensors (External) for Regulatory Signs

LMU Sensors (External) for Regulatory Signs

External Sensors (1)

Sensor	Sensor Type
96	Regulatory Sign
95	Regulatory Sign
94	Regulatory Sign
93	Regulatory Sign

External Sensors (2)

Sensor	Sensor Type

External Sensors (3)

Sensor	Sensor Type

External Sensors (4)

Sensor	Sensor Type

External Sensors (5)

Sensor	Sensor Type

External Sensors (6)

Sensor	Sensor Type

Note: Sensors which have been used as Onboard sensors will not be available here.

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

LMU Sensor Load Types

LMU Sensor Load Types

Page 1 of 1

Sensor	Phase	Sensor Type	LED R+W	RLM	Load Type	LLF Profile
1	A	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
2	A	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
3	B	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
4	C	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
5	C	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
6	D	As Seq.	Auto	Auto	1: Yunex Actis/Helios ELV	
93	N/A	Regulatory Sign	Auto	Auto	4: Yunex ELV Regulatory Sign	
94	N/A	Regulatory Sign	Auto	Auto	4: Yunex ELV Regulatory Sign	
95	N/A	Regulatory Sign	Auto	Auto	4: Yunex ELV Regulatory Sign	
96	N/A	Regulatory Sign	Auto	Auto	4: Yunex ELV Regulatory Sign	

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

RLM Additional Intergreens

Phases Delayed

Phases with RLF1	A	B	C	D
A	■			
B		■		
C			■	
D				■

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

RLM Phase Inhibits

Phases Inhibited/Blacked-Out

Phases with RLF2

	A	B	C	D
A				
B				
C				
D				

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	ALL RED	0	3						
1	M1 NORTHBOUND OFF SLIP	2	4						
2	A52 WESTBOUND	1	5						
3	CIRCULATORIES	1	4						
4									
5									
6									
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☑	☑	☑	☑	☑

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	◉	○	○	○
RR	◉	○	○	○

Manual Signals On

○ Immediate Signals On

◉ As Start-Up

Manual Mode Enable

◉ Always

○ When Handset Plugged in (Note 1)

○ When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Extend All Red - General

Extend All Red - General

Auto Extend to Max

Part Time	☐
Emergency Vehicle	☐
Hurry Call	☐
LRT	☐
Priority	☐
Manual	☐
Manual Step On	☐
UTC	☐
MOVA	☐
CLF	☐
VA*	☐
Fixed Time	☑

All Red Timings

Stream	0	1	2	3	4	5	6	7
Extension Time	1.0	1.0						
Max Time	4	4						

* Selecting Extend to Max on VA mode will also cause Extend to Max on CLF, UTC and Priority modes.

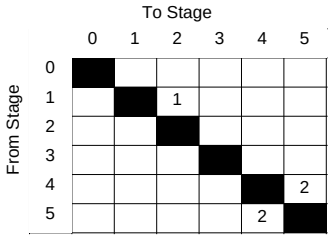
Detectors Associated with All Red Extension Units

Unit	Associated Detectors							
1	AR1	AR2						
2	Q32A	Q32B						
3								
4								
5								
6								
7								

The association between detectors and extension units must be performed in special conditioning.

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Extend All Red - Stage To Stage Moves



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Extend All Red - Independent Intergreens

Phase Not Affected by Hold

Phase Terminating

	A	B	C	D
A	■			
B		■		
C			■	
D				■

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Reserve State

Reserve State

Stream	0	1	2	3	4	5	6	7
Entry								
Go to Switch Off Stage	☐	☐	☐	☐	☐	☐	☐	☐
Timeout (seconds) — Part Time on App Failure or Timeout	☐	☐	☐	☐	☐	☐	☐	☐
Limited Time								
Timeout (seconds) — Fixed Time	◉	◉	◉	◉	◉	◉	◉	◉
Part Time	○	○	○	○	○	○	○	○
Hold Stage	○	○	○	○	○	○	○	○
After Timeout								
Fixed Time	◉	◉	◉	◉	◉	◉	◉	◉
Part Time	○	○	○	○	○	○	○	○
Hold Stage	○	○	○	○	○	○	○	○

Global Settings

☑ Use Defaults

☐

Timeouts

0 = Use Firmware default

Special Conditioning

```
; MANUAL PANEL
; ============

IFT TRUE.NOT(SCRT0) THN                      ; CONTROLLER POWERED UP STARTS FLASH TIMER
    TRUE=SCRT0
    RUN<30>
END
IFT CNDTER30 THN                             ; TIMER EXPIRED STARTS TIMER
    RUN<31>
END
IFT CNDTER31 THN
    RUN<30>
END
IFT (MODE0 EQL<16>).(MODE1 EQL<16>) THN      ; BOTH STREAMS RUNNING MOVA LIGHT (STATIC ON) AUX 1 LED
    TRUE=MIL22
ELS
    FALSE=MIL22
    IFT ((MODE0 EQL<16>)+(MODE1 EQL<16>)) THN ; ONLY 1 STREAM RUNNING MOVA FLASH AUX 1 LED
        CNDTMA31=MIL22
    END
END

MOVAEAST=MIL23                               ; INPUT FROM WEST CONTROLLER - BOTH STREAMS RUNNING MOVA
                                             ; LIGHT (STATIC ON) AUX 2 LED

(MODE0 EQL<6>).(MODE1 EQL<6>)=MIL17          ; BOTH STREAMS RUNNING UTC LIGHT H/P LED


; ADDITIONAL DETECTORS
; ====================

ASL6=+LCPHA
ASL6_ext:=+EXOA
        *=+EXCA
ASL7=+LCPHA
ASL7_ext:=+EXOA
        *=+EXCA
ASL8=+LCPHA
ASL8_ext:=+EXOA
        *=+EXCA


; EXTEND ALL RED
; ==============

(AR1+AR2)=IGEO1          ; AR1 OR AR2 EXTEND ALL RED A to B AND B to A
(AR1'+AR2')=IGEC1


; INTERGREEN DELAY
; ================

CCTO0=SCRT15             ; Q31 AFTER THE CALL DELAY RUN INTERGREEN DELAY (C to D AND D to C)


(CCTO1+CCTO2)=IGEO2      ; Q32A/B AFTER THEIR CALL DELAYS EXTEND ALL RED C to D AND D to C


; MOVA INPUTS
; ===========

(AQ30A+AQ30B)=MOVADET30  ; AQ30A/B RAW INPUTS TO MOVADET30
Q31=MOVADET31            ; Q31 RAW INPUT TO MOVADET31
(Q32A+Q32B)=MOVADET32    ; Q32A or B RAW INPUTS INTO MOVADET32
```


Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Special Conditioning

```
; Inhibit MOVA on stream 0 when UTC comms active and MO bit is 0
; NB: Requires mapping of TC to port csi.cond.out.1 bit 1
;       (conditioning bit ESPRX0) on the I/O Mapping Web Page

; CFF1000=1  Simulate UTC Comms (ESPRX0)            ; CFF20=1 REMOVES THE REQUIREMENT FOR MO
; ============================================================================================

IFT NOT(CFF1000+ESPRX0) THN                         ; UTMC NOT ONLINE, RESTART DELAY (28)
    RUN<28>                                         ; TIMER 1 SET TO 3 SECONDS - UTC COMMS DELAY
END
(CFF1000+ESPRX0).NOT(UTCMO0+CNDTMA28+CFF20)=DISMOVA0 ; UTMC ONLINE, MO INACTIVE AND DELAY OVER DISABLE MOVA
NOT(UTCMO0)=MR0                                     ; MO0 control bit active sets MR0 reply.
NOT(MODE0 EQL<16>)=ML0                              ; MOVA mode running on stream 0 sets ML0 reply.
NOT(MOVA0MF)=MF0                                    ; MOVA error count higher than 20 sets MF0 reply.

IFT NOT(CFF1001+ESPRX1) THN                         ; UTMC NOT ONLINE, RESTART DELAY (29)
    RUN<29>                                         ; TIMER 1 SET TO 3 SECONDS - UTC COMMS DELAY
END
(CFF1001+ESPRX1).NOT(UTCMO1+CNDTMA29+CFF21)=DISMOVA1 ; UTMC ONLINE, MO INACTIVE AND DELAY OVER DISABLE MOVA
NOT(UTCMO1)=MR1                                     ; MO1 control bit active sets MR1 reply.
NOT(MODE1 EQL<16>)=ML1                              ; MOVA mode running on stream 1 sets ML1 reply.
NOT(MOVA1MF)=MF1                                    ; MOVA error count higher than 20 sets MF1 reply.


; UTC REPLY BITS
; ==============

NOT(FLFCOM)=CF                                      ; ANY CONTROLLER FAULT REPLY CF (NOT LF or DF)
NOT(FLF55)=LF1                                      ; ANY LAMP FAILURE REPLY LF1
NOT(LMP1RED0+LMP1RED1)=LF2                          ; FIRST RED FAILURE REPLY LF2
NOT(LMP2RED0+LMP2RED1)=LF3                          ; SECOND RED FAILURE REPLY LF3
LMPON.SWLMPS.NOT(FLF17)=LO                          ; LAMPS OFF REPLY LO
```

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Special Conditioning

```
; MOVA LINKING
; ============

(MODE0 EQL<16>).(MODE1 EQL<16>)=MOVAWEST

; STREAM 0 OUTPUTS
; ================

MOVA0OUT0=WST0OUT0
MOVA0OUT1=WST0OUT1
MOVA0OUT2=WST0OUT2
MOVA0OUT3=WST0OUT3
MOVA0OUT4=MOVADET56
MOVA0OUT5=MOVADET55
MOVA0OUT6=MOVADET54
MOVA0OUT7=MOVADET53

; STREAM 1 OUTPUTS
; ================

MOVA1OUT0=WST1OUT0
MOVA1OUT1=WST1OUT1
MOVA1OUT2=WST1OUT2
MOVA1OUT3=WST1OUT3
MOVA1OUT4=MOVADET52
MOVA1OUT5=MOVADET51
MOVA1OUT6=MOVADET50
MOVA1OUT7=MOVADET49

; WEST CONTROLLER INPUTS
; ======================

EST0OUT0=MOVADET64
EST0OUT1=MOVADET63
EST0OUT2=MOVADET62
EST0OUT3=MOVADET61
EST1OUT0=MOVADET60
EST1OUT1=MOVADET59
EST1OUT2=MOVADET58
EST1OUT3=MOVADET57
```


Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0		0	255	☐		16		0	255	☐	
1		0	255	☐		17		0	255	☐	
2		0	255	☐		18		0	255	☐	
3		0	255	☐		19		0	255	☐	
4		0	255	☐		20		0	255	☐	
5		0	255	☐		21		0	255	☐	
6		0	255	☐		22		0	255	☐	
7		0	255	☐		23		0	255	☐	
8		0	255	☐		24		0	255	☐	
9		0	255	☐		25		0	255	☐	
10		0	255	☐		26		0	255	☐	
11		0	255	☐		27		0	255	☐	
12		0	255	☐		28	3	1	5	☐	UTC COMMS FAIL DELAY ST0
13		0	255	☐		29	3	1	5	☐	UTC COMMS FAIL DELAY ST1
14		0	255	☐		30	1	1	1	☐	MOVA ON FLASH LED
15		0	255	☐		31	1	1	1	☐	MOVA OFF FLASH LED

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Fault Log Flags

Fault Log Flags

Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag	Fault No	Cond Flag	Act Flag
0	☑	☐	16	☑	☐	32	☑	☐	48	☑	☐
1	☑	☐	17	☑	☐	33	☑	☐	49	☑	☐
2	☑	☐	18	☑	☐	34	☑	☐	50	☑	☐
3	☑	☐	19	☑	☐	35	☑	☐	51	☑	☐
4	☑	☐	20	☑	☐	36	☑	☐	52	☑	☐
5	☑	☐	21	☑	☐	37	☑	☐	53	☑	☐
6	☑	☐	22	☐	☐	38	☑	☐	54	☑	☐
7	☑	☐	23	☑	☐	39	☑	☐	55	☐	☐
8	☑	☐	24	☑	☐	40	☑	☐	56	☑	☐
9	☑	☐	25	☑	☐	41	☑	☐	57	☑	☐
10	☑	☐	26	☑	☐	42	☑	☐	58	☑	☐
11	☑	☐	27	☑	☐	43	☑	☐	59	☑	☐
12	☐	☐	28	☑	☐	44	☑	☐	60	☑	☐
13	☑	☐	29	☑	☐	45	☑	☐	61	☑	☐
14	☑	☐	30	☑	☐	46	☑	☐	62	☑	☐
15	☑	☐	31	☑	☐	47	☑	☐	63	☑	☐

Note:

Cond Flag -
If a fault occurs which sets a fault log flag that has been checked for this Cond flag option then a flag will be set that can be read in Conditioning.

Act Flag -
If a fault occurs which sets a fault log flag that has been checked for this Act flag option then firstly the lamps will be switched OFF and secondly a flag will be set that can be read in conditioning, to allow any further actions required to be performed by conditioning.

Clearance of Special (☐

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Special Instructions

EPR579

Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
Serial IO 24/16	1 I/O1	03	4	I	032 - 039	1 I/O1
Serial IO 24/16	1 I/O1	03	5	I	040 - 047	1 I/O1
Serial IO 24/16	1 I/O1	03	6	I	048 - 055	1 I/O1
Serial IO 24/16	1 I/O1	03	7	O	056 - 063	1 I/O1
Serial IO 24/16	1 I/O1	03	8	O	064 - 071	1 I/O1
CPU	A					

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Special Instructions

ST950 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/45950/020	ST950ELV CAB UK 20A 1LSLS GRY	1		
3	667/1/45950/040	ST950ELV CAB UK 40A 1LSLS GRY			
4	667/1/45950/021	ST950ELV CAB UK 20A 1LSLS BLK			
5	667/1/45950/041	ST950ELV CAB UK 40A 1LSLS BLK			
6	667/1/45950/520	ST950ELV CAB UK 20A 1LSLS LOW INRUSH GRY			
7	667/1/45950/521	ST950ELV CAB UK 20A 1LSLS LOW INRUSH BLK			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit			
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit			
11	667/1/46085/002	I/O card kit (4 outputs)			
12	667/1/46085/001	I/O card kit (16 outputs)	1		
13	667/1/46015/001	ST950 CPU I/O kit (4 outputs)			
14	667/1/45952/001	ST950 CPU I/O kit (4 outputs) cableform			
15					
16					
17					
18	667/1/32910/950	Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit			
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32980/040	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32955/000	ELV Audible supply kit			
28	667/1/27117/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33	667/1/33007/000	LSLS Expansion cabinet kit			
34					
35					
36	667/1/27056/001	Manual Panel Full kit			
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40					

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Special Instructions

ST950 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/45990/000	ST950ELV CUCKOO KIT - T400L			
43	667/1/45991/000	ST950ELV CUCKOO KIT - ST800			
44	667/1/45992/000	ST950ELV CUCKOO KIT - MICROSENSE MTC			
45	667/1/45993/000	ST950ELV CUCKOO KIT - MICROSENSE SENTNL			
46	667/1/45994/000	ST950ELV CUCKOO KIT - PEEK TSC3			
47	667/1/45995/000	ST950ELV CUCKOO KIT - PEEK TRX			
48					
49					
50					
51					
52	667/1/33073/000	ST900 Isolator locking kit			
53	667/2/20234/000	Screw Lock Key			
54					
55					
56	667/1/27104/000	ST800 / ST900 DFM Lens Kit			
57	667/7/46690/000	NAL CONTROLLER CABINET BASE GREY			
58	667/7/46690/001	NAL CONTROLLER CABINET BASE BLACK			
59	667/2/27096/000	ST800 / ST900 Mounting Stool			
60					
61					
62	667/1/26271/000	Telephone Kit (Lightning protection)			
63	667/1/27118/000	Surge Arrester (Lightning protection)			
64					
65	667/1/45950/120	ST950 ELV Cabinet Export 20A 1 LSLS - Grey			
66	667/1/45950/140	ST950 ELV Cabinet Export 40A 1 LSLS - Grey			
67	667/1/45950/951	ST950 ELV RACK 19" 1LSLS			
68	667/1/32945/000	ST900 ELV additional LSLS rack wiring kit			
69					
70	667/1/45980/000	ST900 ELV to ST950 ELV conversion kit			
71	667/1/27056/300	Manual Panel Signals off only			
72	667/1/45966/001	Temporary USB Wi-Fi Dongle			
73	667/1/45970/000	ST950 RTC backup battery			
74	667/1/33080/100	Mains kit (ST950ELV) - No maint sockets			
75	667/1/31625/019	2U 19" UTMC communications tray			
76	667/6/46680/000	Anti graffiti coating			
77	667/1/33080/000	Mains kit (ST950ELV)			
78	667/1/33075/000	ELV 24V detector supply kit (2A)			
79	667/1/27018/950	GPS Clock Kit			
80					

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Special Instructions

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT1 = DETECTOR BACKPLANE ADDRESS: 01

LOOP DESIGNATION AND CONNECTIONS							
DET CARD A		DET CARD B		DET CARD C		DET CARD D	
No.	LOOP ID	No.	LOOP ID	No.	LOOP ID	No.	LOOP ID
1	AQ30A	1	AX3	1	ASL6	1	BIN9
2	AQ30B	2	AX4	2	ASL7	2	BIN10
3	AIN1	3	AX5	3	ASL8	3	BIN11
4	AIN2	4	SPARE1	4	SPARE2	4	SPARE3

[Template - Internal Detectors.txt Issue 1.0]

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT2 = DETECTOR BACKPLANE ADDRESS: 02

LOOP DESIGNATION AND CONNECTIONS							
DET CARD A		DET CARD B		DET CARD C		DET CARD D	
No.	LOOP ID	No.	LOOP ID	No.	LOOP ID	No.	LOOP ID
1	BX12	1	AR1	1	DX24	1	
2	BX13	2	AR2	2	DX25	2	
3	BX14	3	SPARE5	3	DX26	3	
4	SPARE4	4	SPARE6	4	SPARE7	4	

[Template - Internal Detectors.txt Issue 1.0]

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Special Instructions

THE BELOW DETECTORS ARE IN THE MEC AND ARE HERE FOR INFO ONLY

********* THE NEXT FOUR PACKS ARE LOCATED IN THE MEC **********

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 1)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	SUPPLY TERMINALS FROM 24v TX	BACKPLANE No.1 TERMINALS
24 VOLTS	BLUE/WHITE	24V A/C	23
0 VOLTS	BLUE/ORANGE	24V A/C	24
SCREEN	PINK	COMMON	22
COMMON	WHITE	COMMON	18

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	CIN15	TBH 1 & TBH 2	GREEN	1 & 2
2	CIN16	TBH 3 & TBH 4	BLUE	3 & 4
3	CX17	TBH 5 & TBH 6	ORANGE	5 & 6
4	CX18	TBH 7 & TBH 8	BROWN	7 & 8

THIS DETECTOR PACK HAS BEEN INSTALLED IN MEC 1

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	MEC TERMINALS
1	10	BLUE	TBA 1
2	12	GREEN	TBA 2
3	14	ORANGE	TBA 3
4	16	YELLOW	TBA 4

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the inter-mediate wiring.

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 2)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	BACKPLANE NO.1 TERMINALS	BACKPLANE No.2 TERMINALS
24 VOLTS	BLUE/WHITE	23	23
0 VOLTS	BLUE/ORANGE	24	24
SCREEN	PINK	22	22
COMMON	WHITE	18	18

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	CSL19	TBH 9 & TBH 10	SLATE	1 & 2
2	CSL20	TBH 11& TBH 12	BLUE/WHITE	3 & 4
3	Q32A	TBJ 1 & TBJ 2	GREEN	5 & 6
4	Q32B	TBJ 3 & TBJ 4	BLUE	7 & 8

THIS DETECTOR PACK HAS BEEN INSTALLED IN MEC 1

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	MEC TERMINALS
1	10	BLUE	TBA 5
2	12	GREEN	TBA 6
3	14	ORANGE	TBA 7
4	16	YELLOW	TBA 8

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the inter-mediate wiring.

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 3)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

SIGNAL	WIRE COLOUR	BACKPLANE NO.2 TERMINALS	BACKPLANE No.3 TERMINALS
24 VOLTS	BLUE/WHITE	23	23
0 VOLTS	BLUE/ORANGE	24	24
SCREEN	PINK	22	22
COMMON	WHITE	18	18

LOOP No.	LOOP DESIGNATION	INTERMEDIATE TERMINALS	WIRE COLOUR	BACKPLANE TERMINALS
1	Q31	TBJ 5 & TBJ 6	ORANGE	1 & 2
2		TBJ 7 & TBJ 8	BROWN	3 & 4
3		TBJ 9 & TBJ 10	SLATE	5 & 6
4		TBJ 11& TBJ 12	BLUE/WHITE	7 & 8

THIS DETECTOR PACK HAS BEEN INSTALLED IN MEC 1

DETECTOR OUTPUTS

DETECTOR No.	BACKPLANE TERMINALS	COLOUR	MEC TERMINALS
1	10	BLUE	TBA 9
2	12	GREEN	TBA 10
3	14	ORANGE	TBA 11
4	16	YELLOW	TBA 12

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the inter-mediate wiring.

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	Q31	20	2	
1	Q32A	6	3	
2	Q32B	6	3	
3		0	0	
4		0	0	
5		0	0	
6		0	0	
7		0	0	

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 0 ○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	0	0	I	AQ30A	☑	☑	☐	☐	☐	☑	I	1	0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A1
○	1	1	I	AQ30B	☑	☑	☐	☐	☐	☑	I	1	0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A2
○	2	2	I	AIN1	☑	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A3
○	3	3	I	AIN2	☑	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A4
○	4	4	I	AX3	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B1
○	5	5	I	AX4	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B2
○	6	6	I	AX5	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B3
○	7	7	I	SPARE1	☑	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 1

Inputs Outputs Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	8	0	I	ASL6	☑	☑	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C1
○	9	1	I	ASL7	☑	☑	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C2
○	10	2	I	ASL8	☑	☑	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C3
○	11	3	I	SPARE2	☑	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C4
○	12	4	I	BIN9	☑	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D1
○	13	5	I	BIN10	☑	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D2
○	14	6	I	BIN11	☑	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D3
○	15	7	I	SPARE3	☑	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D4

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 2

Inputs Outputs Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	16	0	I	BX12	☑	☑	☐	☐	☐	☐	A	0	3.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A1
○	17	1	I	BX13	☑	☑	☐	☐	☐	☐	A	0	3.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A2
○	18	2	I	BX14	☑	☑	☐	☐	☐	☐	A	0	3.6	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A3
○	19	3	I	SPARE4	☑	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A4
○	20	4	I	AR1	☑	☑	☐	☐	☐	☐	I	1	0.0	☑	☐	☐	☐	☐	☐	☑	☐	☐	2 LT2	B1
○	21	5	I	AR2	☑	☑	☐	☐	☐	☐	I	1	0.0	☑	☐	☐	☐	☐	☐	☑	☐	☐	2 LT2	B2
○	22	6	I	SPARE5	☑	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	B3
○	23	7	I	SPARE6	☑	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	B4

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 3

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	24	0	I	DX21	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	C1
○	25	1	I	DX22	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	C2
○	26	2	I	DX23	☑	☑	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	C3
○	27	3	I	SPARE7	☑	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	C4
○	28	4	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D1
○	29	5	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D2
○	30	6	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D3
○	31	7	I		☐	☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 4

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	32	0	I	CIN15	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-0
○	33	1	I	CIN16	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-1
○	34	2	I	CX17	☑	☐	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-2
○	35	3	I	CX18	☑	☐	☐	☐	☐	☐	A	0	4.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-3
○	36	4	I	CSL19	☑	☐	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-4
○	37	5	I	CSL20	☑	☐	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-5
○	38	6	I	Q32A	☑	☐	☐	☐	☐	☐	I	1	0.0	☐	☐	☐	☐	☐	☑	☑	☐	☐	1I/O1	I-6
○	39	7	I	Q32B	☑	☐	☐	☐		☐	I	1	0.0	☐	☐	☐	☐	☐	☑	☑	☐	☐	1I/O1	I-7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 5
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	40	0	I	Q31	☑	☐	☐	☐	☐	☐	I	1	0.0	☐	☐	☐	☐	☐	☑	☐	☐	☐	1I/O1	I-8
○	41	1	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-9
○	42	2	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-10
○	43	3	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-11
○	44	4	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-12
○	45	5	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-13
○	46	6	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-14
○	47	7	I	MOVAEAST	☑	☐	☐	☐		☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-15

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 6
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	48	0	I	EST0OUT0	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-16
○	49	1	I	EST0OUT1	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-17
○	50	2	I	EST0OUT2	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-18
○	51	3	I	EST0OUT3	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-19
○	52	4	I	EST1OUT0	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-20
○	53	5	I	EST1OUT1	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-21
○	54	6	I	EST1OUT2	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-22
○	55	7	I	EST1OUT3	☑	☐	☐	☐		☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-23

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 7
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	56	0	O	WST0OUT0	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-0
○	57	1	O	WST0OUT1	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-1
○	58	2	O	WST0OUT2	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-2
○	59	3	O	WST0OUT3	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-3
○	60	4	O	WST1OUT0	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-4
○	61	5	O	WST1OUT1	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-5
○	62	6	O	WST1OUT2	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-6
○	63	7	O	WST1OUT3	☑	☐	☐	☐		☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-7

Add | Delete | Move | Clear Used By | Move to/from backplane
Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 8
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Count	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	64	0	O	MOVAWEST	☑	☐	☐	☐	☐	☑	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-8
○	65	1	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-9
○	66	2	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-10
○	67	3	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-11
○	68	4	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-12
○	69	5	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-13
○	70	6	O		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-14
○	71	7	O		☐	☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	O-15

Add | Delete | Move | Clear Used By | Move to/from backplane
Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

Aspect Drives (ELV Controllers)

Aspect Drives (ELV Controllers)

☐ Card Reversed

HPU Connection 1

Aspect Drive Configuration for LSLS 1 of 1 cards (Cabinet 1)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	A	Red	Phase	16	D	Amber	Phase
31	A	Red	Phase	15	D	Green	Phase
30	A	Amber	Phase	14	N/A	N/A	N/A
29	A	Amber	Phase	13	N/A	N/A	N/A
28	A	Green	Phase	12	N/A	N/A	N/A
27	A	Green	Phase	11	N/A	N/A	N/A
26	B	Red	Phase	10	N/A	N/A	N/A
25	B	Amber	Phase	9	N/A	N/A	N/A
24	B	Green	Phase	8	N/A	N/A	N/A
23	C	Red	Phase	7	N/A	N/A	N/A
22	C	Red	Phase	6	N/A	N/A	N/A
21	C	Amber	Phase	5	N/A	N/A	N/A
20	C	Amber	Phase	4	N/A	N/A	N/A
19	C	Green	Phase	3	N/A	N/A	N/A
18	C	Green	Phase	2	N/A	N/A	N/A
17	D	Red	Phase	1	N/A	N/A	N/A

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SET A	SET	SET	SET
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	30	30	30	30
	InActive (Hrs)				
Group 2	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 3	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to D)

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

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Key

- A — Three Aspect Primary with phase letter.
- A — Three Aspect Secondary with phase letter.
- A — Three Aspect Primary with ahead arrow in place of the full green aspect and phase letter.
- A — Three Aspect Primary with right turn arrow in place of the full green aspect and phase letter.
- Push button unit.
- * — Pedestrian tactile signal fitted in push button unit.
- C — Toucan Nearside signal with separate push button unit.
- BX — Chevron loop with detector name.
- AX — MOVA loop with detector name.
- C C1 — Count loop with detector name.
- ONXH — On-crossing detector with detector name.
- KERB — Kerbside detector with detector name.
- PE — Photo-electric cell.
- 4m Pole.
- 4.3m Swan Neck Pole.
- 4m Pole with brackets suitable for 2 signal heads.
- 2m Short Pole.
- C — Traffic Signal Controller.
- Electricity mini feeder pillar.
- 1 — Pole numbers.
- Pole retention socket.
- Type 2 duct chamber (1200mm x 600mm).
- Type 3 duct chamber (600mm x 600mm).
- Type 4 duct chamber (450mm x 450mm).
- 1 x 50mm duct.
- 1 — 1 x 100mm duct.
- 2 — 2 x 100mm duct.
- 4 — 4 x 100mm duct.
- 6 — 6 x 100mm duct.
- Pedestrian Guard Rail.
- RTS(PR) — Proposed traffic signals LV supply.

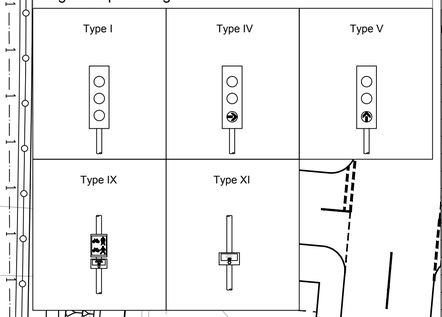
P7

FOR CONTINUATION SEE AREA B16 - SHEET 2

Detector Schedule

Label	Asset ID	Distance from Stop line (m)	Label	Asset ID	Distance from Stop line (m)
A11IN	RDL-16	75	D8X	RDL-22	35
A12IN	RDL-15	75	D26STOP	RDL-21	3
A1X	RDL-18	40	D27STOP	RDL-20	3
A2X	RDL-17	40	D28STOP	RDL-19	3
B13IN	RDL-29	80	ONXE1	-	Mounted on pole 12
B14IN	RDL-30	80	ONXE2	-	Mounted on pole 15
B3X	RDL-26	40	KERBE12	-	Mounted on pole 12
B4X	RDL-27	40	KERBE15	-	Mounted on pole 15
C5X	RDL-28	40	ONXH1	-	Mounted on pole 24
C25STOP	RDL-25	3	ONXH2	-	Mounted on pole 27
D6X	RDL-24	35	ONXJ1	-	Mounted on pole 8
D7X	RDL-23	35	ONXJ2	-	Mounted on pole 10

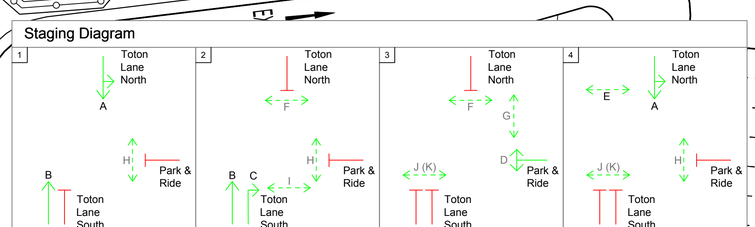
Signal Aspect Diagrams

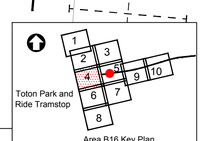


Signal Aspect Schedule

Pole Number	Asset ID	Pole Height (m)	Type I	Type IV	Type V	Type IX	Type XI
1	RTS-39	4				1	
2	RTS-41	2					1
3	RTS-40	2					1
4	RTS-38	4				1	
5	RTS-37	4.3		1		1	
6	RTS-36	4		1	1	1	
7	RTS-35	4			1	1	
8	RTS-29	4			1		1
9	RTS-30	4			1		1
10	RTS-31	4		1			1
11	RTS-32	4	2				
12	RTS-17	4				1	
13	RTS-15	2					1
14	RTS-16	2					1
15	RTS-18	4				1	
16	RTS-21	2					1
17	RTS-19	4	1			1	
18	RTS-20	4	1			1	
19	RTS-22	2					1
20	RTS-23	4				1	
21	RTS-24	2					1
22	RTS-26	2					1
23	RTS-25	4				1	
24	RTS-28	4	1			1	
25	RTS-27	2					1
26	RTS-33	2					1
27	RTS-34	4	1			1	

Staging Diagram



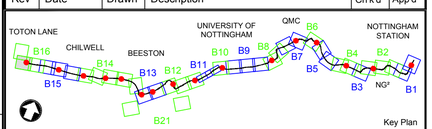


Notes

1. See Appendix 12/5, Standard Details, Controller Specification and Cable Schematic for Traffic Signal Details.
2. This site is within Nottinghamshire County Council boundary.
3. This drawing should be read in conjunction with signal layout drawings:
   Sheet 1: 300811-120-DWG-X121-MML-B16-001-02246
   Sheet 2: 300811-120-DWG-X121-MML-B16-001-02248
   Sheet 3: N/A
   Sheet 5: 300811-120-DWG-X121-MML-B16-002-17635
   Sheet 6: 300811-120-DWG-X121-MML-B16-002-02250
   Sheet 7: N/A
   Sheet 8: N/A
   Sheet 9: 300811-120-DWG-X121-MML-B16-003-17861
   Sheet 10: 300811-120-DWG-X121-MML-B16-003-17863
4. Pole retention sockets located at pedestrian crossings shall be installed with a drop kerb wedge.
5. Poles 7, 8, 17, 18, 24 and 27 shall be installed 800mm from the kerb.

P7

Rev	Date	Drawn	Description	Ch'k'd	App'd
P7	07/11/13	PG	Chamber asset id's added	TH	SA
P6	13/08/13	NS	Ducting link to primary duct bank added	TH	SA
P5	05/07/13	JK	Road markings amended	JE	SA
P4	07/12/12	TH	Formal Consent Comments Incorporated	CR	SA
P3	24/07/12	TH	Issued for design acceptance (SfHADA 3)	CR	SA
P2	9/05/12	NS	Minor amendments	CR	SA
P1	12/04/12	TH	First Issue	JE	SA



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NET
NOTTINGHAM EXPRESS TRANSIT

Title

NET Phase Two
Area B16 Sheet 4 of 10
Toton Lane Park and Ride Junction
Signal Layout including Staging

Designed	T. Hargreaves	TH	Eng.Chk.	J. Edwards	JE
Drawn	T. Hargreaves	TH	Coordination	J. Edwards	JE
Dwg.Chk.	J. Edwards	JE	Approved	S. Alexander	SA
Scale at A1	1:250		Status	PRE	Rev P7

Drawing No
300811-120-DWG-X121-MML-B16-002-02249

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Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Administration

General Specifications

Customer Name	TAYLOR WOODROW/ N.C.C	Customer Order No.	
Intersection/ General Description	TOTON LANE PARK AND RIDE TOTON	Controller/ Serial Number	J31141
		S.T.S. /EM Number	E83060 Issue 1
Controller	(•) New ( ) Modification	Equipment Installation by	
Area Specifications/ Customer Drawings		Slot Cutting by	
Specification Section		Civil Works by	
Contract/Tender Ref:		Customer's Engineer	TOM HARGREAVES
Quotation No.	855221167	Telephone Number	0121 234 1566
Works Order No.	460873498		

Signal Company Use Only

Signal Engineer: NICK RULE / S KAVANAGH

(IF PROM Label as >) PROM Number: 0 PROM Variant: 0

Configuration Check Value: C7 DA 2E 6A

Controller Options

Hardware: ST950 ELV | Firmware Type and Issue: 46059 ISS 8 | Other Options

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack: Cabinet | Kit Type Options: (•) UK-Std ( ) Non-UK ( ) ( )

Cabinet/Rack Variant: Grey | Cuckoo Options: None | Gemini Unit Fitted: ☐

Mains Supply	230 Volts	50 Hz					
Peak Lamp Current	15 Amps	Dimming Voltage	27.5	Answer Issue	0	Date Created	22/10/2014
Average Lamp Power	546 Watts						
Total Average Power	660 Watts	Low Inrush Transformer	☑	Edit Issue	1		

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams
- (•) Current Number of Streams: 1

Phases
- Current Total Number of Phases: 12
- ( ) Number of Real Phases: 11
- ( ) Number of Dummy Phases: 1

Stages
- ( ) Current Number of stages (inc. ALL-RED stages): 5

Switched Signs
- ( ) Number of Switched Signs: 0

Action
- Add At
- Delete At

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC
- [x] Serial/Internal UTMC OTU
- [ ] Free-standing OTU
- [ ]
- [ ]

- [x] Master Time Clock
- [ ] Holiday Clock
- [x] FT To Current MAX
- [ ] Linked Fixed Time

- [x] Lamp Monitoring
- [x] RED Lamp Monitoring
- [x] Pelican/Puffin/Toucan
- [ ] Standalone Manual

- [ ] Extend All Red
- [ ] Speed Measurement
- [ ] Ripple Change
- [ ]

- [ ] Non-UK
- [ ] Fail to Part Time
- [ ] Fail To Hardware Flashing
- [ ]
- [ ] Download To Level 3

12 Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
[ ] Part Time	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Emergency Vehicles	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Hurry Call	○	○	○	◉	○	○	○	○	○	○	○	○	○
[ ] LRT	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Priority Vehide	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Manual Control	◉	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Manual Step On	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○	○	○
[x] UTC	○	○	○	○	◉	○	○	○	○	○	○	○	○
[x] MOVA Mode	○	○	◉	○	○	○	○	○	○	○	○	○	○
[ ] CLF (Non-Base Time)	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] CLF (Base Time)	○	○	○	○	○	◉	○	○	○	○	○	○	○
[x] Vehicle Actuated	○	○	○	○	○	○	◉	○	○	○	○	○	○
[x] Fixed Time	○	○	○	○	○	○	○	◉	○	○	○	○	○

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard46059.8df
Default PROM data file

Correspondence Monitoring to inc.

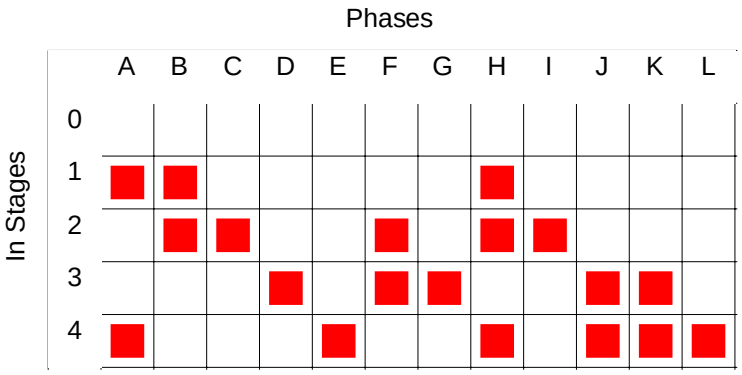
- [x] Reds
- [ ] Switched Signs
- [x] Ambers
- [ ] Ignore Reds and Ambers during

Flash Rate (ms)

400 Off 400 On

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Phases in Stages



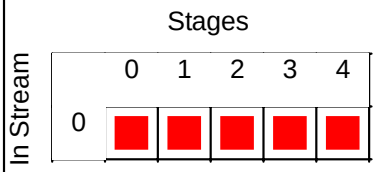
Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Stages in Streams

Stages in Streams

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	1							
Startup Stage	1							
Switch Off Stage	1							
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.



Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Phase Type and Conditions

Phase Type and Conditions

(•) Phases A to P ( ) Manual Output Allocation [☑] Improved GA Appearance [☐]

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs "R"	"A"	"G"
A	TOTON LANE NORTH	0 - UK Traffic	0	0 - E		1	1	1
B	TOTON LANE SOUTH	0 - UK Traffic	0	0 - E		1	1	1
C	TOTON LANE SOUTH RIGHT TURN	0 - UK Traffic	0	0 - E		1	1	1
D	PARK AND RIDE EXIT	0 - UK Traffic	0	0 - E		1	1	1
E	TOUCAN ACROSS TOTON LANE NORTH NORTHBOUND	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
F	TOUCAN ACROSS TOTON LANE NORTH SOUTHBOUND	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
G	TOUCAN ACROSS PARK AND RIDE ENTRANCE	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
H	TOUCAN ACROSS PARK AND RIDE EXIT	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
I	TOUCAN ACROSS TOTON LANE SOUTH SOUTHBOUND	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
J	TOUCAN ACROSS TOTON LANE SOUTH NORTHBOUND	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
K	DUMMY PHASE J BLACKOUT	1 - UK Far Side Pedestrian	0	0 - E		1	1	2
L	DUMMY FOR STAGE 4 (UTC)	2 - UK GreenArrow	0	0 - E				

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order : 460873498
EM Number : E83060
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Intersection : TOTON LANE PARK AND RIDE TOTON

Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

Initialise

☑ Amber Conflict Monitoring

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J	K	L
A		o	Co	Co	o	Co	Co	o	Co	o	o	o
B	o		o	Co	Co	o	o	o	o	Co	Co	o
C	Co	o		Co	Co	o	Co	o	o	Co	Co	o
D	Co	Co	Co		Co	o	o	Co	Co	o	o	o
E	o	Co	Co	Co		o	o	o	o	o	o	o
F	Co	o	o	o	o		o	o	o	o	o	o
G	Co	o	Co	o	o	o		o	o	o	o	o
H	o	o	o	Co	o	o	o		o	o	o	o
I	Co	o	o	Co	o	o	o	o		o	o	o
J	o	Co	Co	o	o	o	o	o	o		o	o
K	o	Co	Co	o	o	o	o	o	o	o		o
L	o	o	o	o	o	o	o	o	o	o	o	

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

(●) Phases A to P ( ) Phases Q to X

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	4.6	34	20	24	15	20	15	20	15	☐
B	7	0	4.6	19	20	19	15	20	15	20	15	☐
C	7	0	4.6	11	10	11	7	10	7	10	7	☐
D	2	0	4.0	7	10	15	7	10	7	10	7	☐
E	5	2	0.0	0	0	0	0	0	0	0	0	☐
F	5	0	0.0	0	0	0	0	0	0	0	0	☐
G	5	0	0.0	0	0	0	0	0	0	0	0	☐
H	5	2	0.0	0	0	0	0	0	0	0	0	☐
I	5	0	0.0	0	0	0	0	0	0	0	0	☐
J	5	2	0.0	0	0	0	0	0	0	0	0	☐
K	5	2	0.0	0	0	0	0	0	0	0	0	☐
L	7	0	0.0	0	0	0	0	0	0	0	0	☐
												☐
												☐
												☐
												☐

Note: For Standalone Streams see Help for use of Max Sets.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

To Phase

From 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		0	0	0								
F	10											2
G	8		8									2
H				0								
I	9			9								2
J		0	0									
K		0	0									
L		3	3	3		3	3		3			

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Intersection : TOTON LANE PARK AND RIDE TOTON

Intergreen Handset Limits

HIGH 199

Copy Intergreen Values

To Phase

From 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			5	5	2
D	5	5	5		11			5	7			2
E												
F	10											2
G	8		8									2
H												
I	9			9								2
J												
K												
L		3	3	3		3	3		3			

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Intersection : TOTON LANE PARK AND RIDE TOTON

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.	Phase	Min. Green Min.	Min. Green Max.
A	7	20	Q		
B	7	20	R		
C	7	20	S		
D	2	20	T		
E	5	20	U		
F	5	20	V		
G	5	20	W		
H	5	20	X		
I	5	20	Y		
J	5	20	Z		
K	5	20	A2		
L	3	20	B2		
M			C2		
N			D2		
O			E2		
P			F2		

Max. Green
Min. 0 Max. 255

Vehicle Extension
Min. 0.0 Max. 10.0

Phase Delay
Min. 0 Max. 10

Starting I/G
Min. 12 Max. 255

Min Pedestrian Clearance (PBT)
Min. 2 Max. 3

Traffic Phase Leaving
Min. 3.0 Max. 3.0

Traffic Phase Red/Amber
Min. 2 Max. 2

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Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Phases A to P ○

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	A1X	A2X		
B	B3X	B4X		
C	C5X	C25STOP		
D	D6X	D7X	D8X	D26STOP
E	PBEWEST	PBEEAST		
F	PBF1716	PBF1819		
G	PBG2021	PBG2322		
H	PBH2425	PBH2726		
I	PBI0102	PBI0403		
J	PBJ0510	PBJ0609	PBJ0708	
K	PBJ0510	PBJ0609	PBJ0708	
L				

Extensions

A1X	A2X		
B3X	B4X		
C5X			
D6X	D7X	D8X	

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EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G	H	I	J	K	L				
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G	H	I	J	K	L				
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D	E	F	G	H	I	J	K	L				
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B	C	D												

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Phase - On Crossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

(●) Phases A to P ( )

Phase	On Crossing				Kerbside			
A								
B								
C								
D								
E	ONXE1	ONXE2			KRBEWEST	KRBEEAST		
F								
G								
H	ONXH1	ONXH2						
I								
J	ONXJ1	ONXJ2						
K	ONXJ1	ONXJ2						
L								

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times

Pedestrian Enable VA Mode (PEV)

Streams

0	1	2	3	4	5	6	7

Pedestrian All Red Times (Vehicle to Pedestrian)

Streams	0	1	2	3	4	5	6	7	Handset Range Limits Min	Handset Range Limits Max
(PAR n 0) VA Gap Change										
(PAR n 1) VA Max Change										
(PAR n 2) FVP Change									0	0
(PAR n 3) UTC Change										
(PAR n 4) Local Link Change										

Pelican Intergreen times

	Handset Range Limits Min	Handset Range Limits Max
(PIT n 0) Veh Red/Ped Flash Green	0	0
(PIT n 1) Veh Flash Amber/Ped Flash Green	0	0
(PIT n 2) Veh Flash Amber/Ped red	0	0
(PIT n 3) Veh Flash Amber/Ped Red Quiescent	0	0

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Intersection : TOTON LANE PARK AND RIDE TOTON

Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

Phase	PDD Ped Demand Delay	PDX Ped Demand Hold	CMX Clearance Maximum	CDY 0 Clearance Delay Gap Change	CDY 1 Clearance Delay Max Change	CRD Clearance Minimum Red
A	0	0.0	0	0	0	0
B	0	0.0	0	0	0	0
C	0	0.0	0	0	0	0
D	0	0.0	0	0	0	0
E	0	2.0	7	0	0	0
F	0	0.0	0	0	0	0
G	0	0.0	0	0	0	0
H	0	0.0	13	0	0	0
I	0	0.0	0	0	0	0
J	0	0.0	11	0	0	0
K	0	0.0	11	0	0	0
L	0	0.0	0	0	0	0

◉ Phases A to P ○

☐

☐

Pedestrian Handset Range Limits

	MIN	MAX
Demand Delay PDD	0	0
Demand Hold PDX	0.0	2.0
Clearance Maximum CMX	7	15
Clearance Delays CDY 0 and CDY1	0	0
Clearance Minimum Red CRD	0	0

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times

Streams 0 1 2 3 4 5 6 7

Computer Control

PV

Window Time
UIE

Local Link

PV1

Link Delay Time
LKD

Link Window Time
LKW

Link Override Time
LKO

Kerbside Mat Test Output

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

	Phase	Demand	KBS
0	E	PBEWEST	KRBEWEST
1	E	PBEEAST	KRBEEAST
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

	Phase	Demand	KBS
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			

	Phase	Demand	KBS
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			

	Phase	Demand	KBS
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			

Note:Any association pushed off the screen will have any previous association blanked.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets
- (•) 1
- ( ) 2
- ( ) 3
- ( ) 4

Modes	Restrictions Apply To:	No Restrictions
Urban Traffic Control	(•)	( )
Cableless Linking	(•)	( )
Vehicle Actuated	(•)	( )
Hurry Call	(•)	( )
Fixed Time	(•)	( )
	( )	( )

Modes	Restrictions Apply To:	No Restrictions
Manual	( )	(•)
	( )	( )
	( )	( )
	( )	( )
MOVA	(•)	( )

To Stage

From Stage	0	1	2	3	4
0	■		X	X	X
1	X	■			
2	X		■		
3	X			■	
4	X				■

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Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	1	2	3	4														
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4														
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3	4														
☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	0	0	0											

16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Exceptional Stages

0	1	2	3	4														
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Phase Delays

Phase Delays

(•) Phase Delays 0-29 ( ) Phase Delays 30-59 ( ) Phase Delays 60-89 ( ) Phase Delays 90-119

No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds
0	C	2	1	3	15				0
1	D	3	1	5	16				0
2	D	3	2	5	17				0
3	I	2	1	1	18				0
4	B	2	3	4	19				0
5	C	2	3	4	20				0
6	I	2	4	1	21				0
7	D	3	4	5	22				0
8	E	4	2	1	23				0
9				0	24				0
10				0	25				0
11				0	26				0
12				0	27				0
13				0	28				0
14				0	29				0

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Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage	1	2	3	4	1			
Time	0	20	20	15	20			
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Note:
Fixed Time mode may be used by the Reserve State, therefore, the Stage Moves and Times section should always be configured (unless Linked Fixed Time is selected instead).

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐
Extend	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

CLF - Base Time

CLF - Base Time

Controller Base Date: 01/01/80

Controller Base Time: 00:00:00

Plan Offset

	Minutes	Seconds		Minutes	Seconds
Plan 0	0	0	Plan 8	0	0
Plan 1	0	0	Plan 9	0	0
Plan 2	0	0	Plan 10	0	0
Plan 3	0	0	Plan 11	0	0
Plan 4	0	0	Plan 12	0	0
Plan 5	0	0	Plan 13	0	0
Plan 6	0	0	Plan 14	0	0
Plan 7	0	0	Plan 15	0	0

Handset Range Limits

	Minutes	Seconds
Min	0	0
Max	4	59

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Intersection : TOTON LANE PARK AND RIDE TOTON

CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages	A	B	C	D	E	F	G	H	I	J	K	L
0												
1												
2												
3												
4					■							■

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

UTC General Data

UTC General Data

Type of UTC

○ 106 ◉ 316

Integral OTU Address

4 Number of Control Words

4 Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Priority and LRT M

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
Time Only	23:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Saturday	00:00:00

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	#F1	#F2	#F3	#F4	D1	D2	D3	D4
Word 2	SO	TS	MO					
Word 3								
Word 4								

Reply Words

Word 1	G1	G2	G3	G4	DF	TF	DC	LF
Word 2	PI	CC	CF	MR	ML	MF		
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

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EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

(●) Phases A to P ( )

Demands

For Unlatched demands, preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	#D1			
B	#D1			
C	#D2			
D	#D3			
E	#D4			
F	#D2	#D3		
G	#D3			
H	#D1			
I	#D2			
J	#D3			
K	#D3			
L	#D4			

Extensions

D1			
D1			
D2			
D3			
D4			
D2	D3		
D3			
D1			
D2			
D3			
D3			
D4			

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Intersection : TOTON LANE PARK AND RIDE TOTON

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	#F1	G1		17			
2	#F2	G2		18			
3	#F3	G3		19			
4	#F4	G4		20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

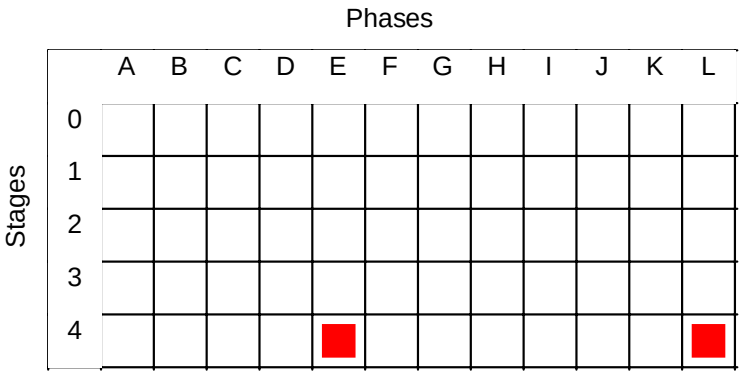
If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.



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EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

MOVA Stages

MOVA Stages

Stage	Force Bit	Green Confirm Bit	Stage	Force Bit	Green Confirm Bit
0			16		
1	MOVA0F1	MOVA0CON1	17		
2	MOVA0F2	MOVA0CON2	18		
3	MOVA0F3	MOVA0CON3	19		
4	MOVA0F4	MOVA0CON4	20		
5			21		
6			22		
7			23		
8			24		
9			25		
10			26		
11			27		
12			28		
13			29		
14			30		
15			31		

NOTE: If a MOVA Kernel does not map to the same numbered stream (0-3), refer to the help.

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR/CRB

Manual Mode Selected:
☐ G1/G2 ☑ RR/CRB

No Lamp Power, or Lamps Off due to RLM or Part Time:
☐ G1/G2 ☑ RR/CRB

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR/CRB

RR Button Selected:
☐ G1/G2 ☑ RR/CRB

Report as UTC Mode ☐

MOVA Control Timer (x10): 12

MOVA Deactivate Timer: 2.0

MOVA Release Timer: 1

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EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping

☐ Combined

Set Selection

◉ UTC ○ MOVA 0 ○ MOVA 1 ○ MOVA 2 ○ MOVA 3

1		2		3		4		5		6		7		8	
9		10		11		12		13		14		15		16	
17		18		19		20		21		22		23		24	
25		26		27		28		29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59	C6	60	C5	61	C4	62	C3	63	C2	64	C1

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping

☐ Combined

Set Selection

○ UTC ◉ MOVA 0 ○ MOVA 1 ○ MOVA 2 ○ MOVA 3

1	A1X	2	A2X	3	B3X	4	B4X	5	C5X	6	D6X	7	D7X	8	D8X
9		10		11	A11IN	12	A12IN	13	B13IN	14	B14IN	15		16	
17		18		19		20		21		22		23		24	
25	C25STOP	26	D26STOP	27	D27STOP	28	D28STOP	29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

MTC - Time Switch Parameters

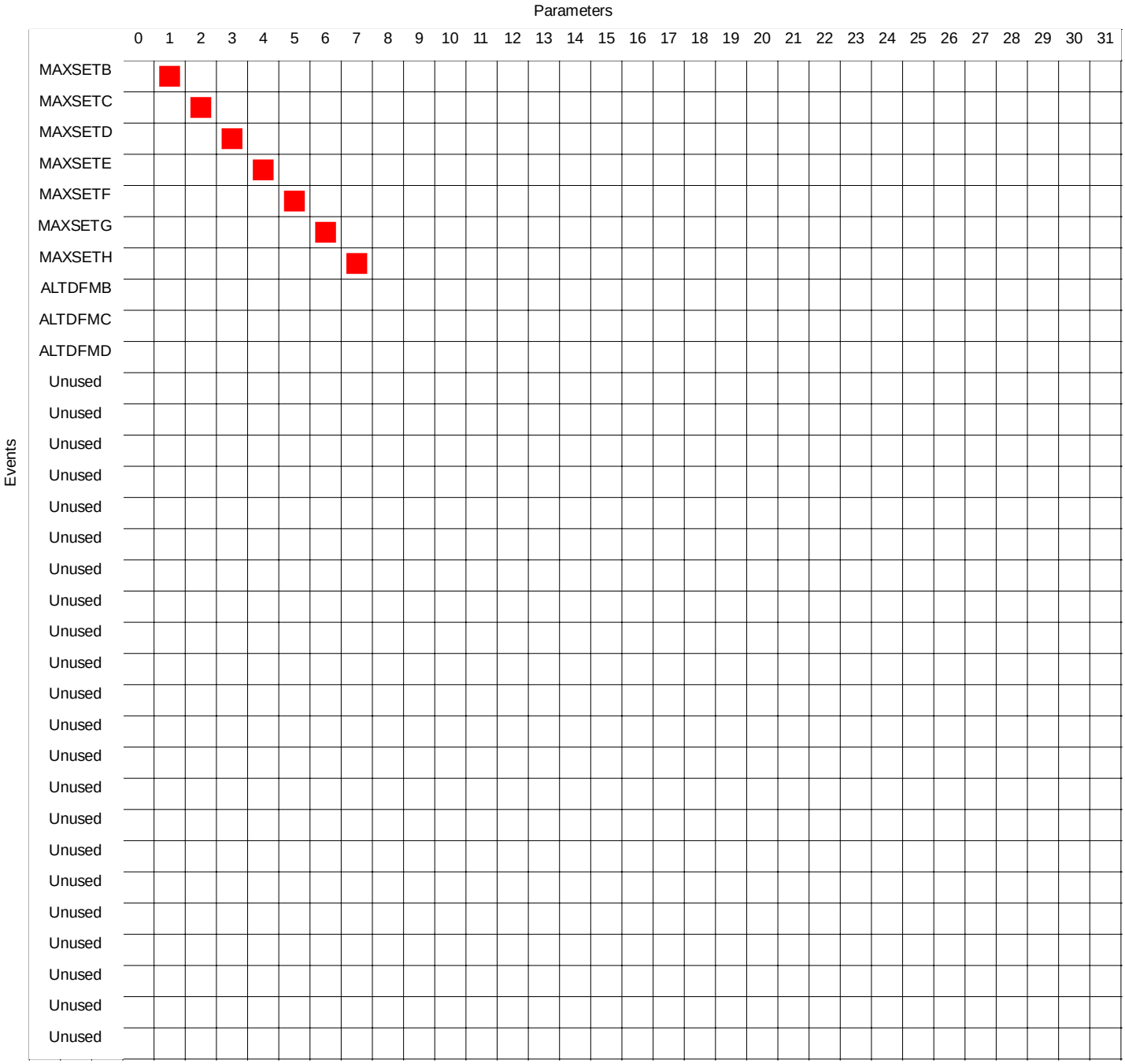
MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	Alternate Max	MAXSETE
4	Alternate Max	MAXSETF
5	Alternate Max	MAXSETG
6	Alternate Max	MAXSETH
7	Alternate DFM	ALTDFMB
8	Alternate DFM	ALTDFMC
9	Alternate DFM	ALTDFMD
10	No Action	
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

	Type	Event
16	No Action	
17	No Action	
18	No Action	
19	No Action	
20	No Action	
21	No Action	
22	No Action	
23	No Action	
24	No Action	
25	No Action	
26	No Action	
27	No Action	
28	No Action	
29	No Action	
30	No Action	
31	No Action	

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

MTC - Time Switch Parameters Array



Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

MTC - Timetable

MTC - Timetable

View Timetable Settings

(•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/ Parameter
0	9	07:00:00	INTRODUCE MAXSET A	2	0
1	9	10:00:00	INTRODUCE MAXSET B	2	1
2	9	16:00:00	INTRODUCE MAXSET C	2	2
3	9	19:00:00	INTRODUCE MAXSET D	2	3
4	0	08:00:00	INTRODUCE MAXSET E	2	4
5	0	19:00:00	INTRODUCE MAXSET F	2	5
6	1	08:00:00	INTRODUCE MAXSET G	2	6
7	1	19:00:00	INTRODUCE MAXSET H	2	7
8	0			0	0
9	0			0	0
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

○ ◉ 48
○ ○

Red Lamp Monitoring

Max Red Bulb Wattage

First Red Lamp Fault Speed: 0

☐ RLF2 Cancels RLM additional Intergreens

☑ RLF2 Only Cleared by RFL = 1

☐ RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

☐ 0 ☐ ☐ ☐ ☐ ☐ ☐ ☐

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Integral LMU Onboard Sensors

Integral LMU Onboard Sensors

No. of LSLS cards fitted	HPU Connection
2	1

Sensor Configuration For LSLS 1 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Phase	Aspect	Sensor #	Sensor Type
A	Red	1	As Seq.	F	Red	7	R,G
A	Amber	1	As Seq.	F	Amber	8	Wait
A	Green	1	As Seq.	F	Green	7	R,G
B	Red	2	As Seq.	F	Green	N/A	
B	Amber	2	As Seq.	G	Red	9	R,G
B	Green	2	As Seq.	G	Amber	10	Wait
C	Red	3	As Seq.	G	Green	9	R,G
C	Amber	3	As Seq.	G	Green	N/A	
C	Green	3	As Seq.	H	Red	11	R,G
D	Red	4	As Seq.	H	Amber	12	Wait
D	Amber	4	As Seq.	H	Green	11	R,G
D	Green	4	As Seq.	H	Green	N/A	
E	Red	5	R,G	I	Red	13	R,G
E	Amber	6	Wait	I	Amber	14	Wait
E	Green	5	R,G	I	Green	13	R,G
E	Green	N/A		I	Green	N/A	

Note : A(*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure you wish to use these sensors here, as they will then become unavailable for Regulatory Signs.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Integral LMU Onboard Sensors

Integral LMU Onboard Sensors

No. of LSLS cards fitted	HPU Connection
2	1

Sensor Configuration For LSLS 2 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Phase	Aspect	Sensor #	Sensor Type
J	Red	15	R,G	N/A	N/A		
J	Amber	16	Wait	N/A	N/A		
J	Green	15	R,G	N/A	N/A		
J	Green	N/A		N/A	N/A		
K	Red	17	R,G	N/A	N/A		
K	Amber	18	Wait	N/A	N/A		
K	Green	17	R,G	N/A	N/A		
K	Green	N/A		N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		
N/A	N/A			N/A	N/A		

Note : A(*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure you wish to use these sensors here, as they will then become unavailable for Regulatory Signs.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Integral LMU External Sensors for Regulatory Signs

Integral LMU External Sensors for Regulatory Signs

External Sensors (1)

Sensor	Sensor Type
96	Regulatory Sign
95	Regulatory Sign
94	Regulatory Sign
93	Regulatory Sign

External Sensors (2)

Sensor	Sensor Type
92	Regulatory Sign
91	Regulatory Sign
90	Regulatory Sign
89	Regulatory Sign

External Sensors (3)

Sensor	Sensor Type

External Sensors (4)

Sensor	Sensor Type

External Sensors (5)

Sensor	Sensor Type

External Sensors (6)

Sensor	Sensor Type

Note: Sensors which have been used as Onboard sensors will not be available here.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select

1 of 2

Sensor	Phase	Sensor Type	LED R+W	Load Type	LLF Profile
1	A	As Seq.	Auto	1: Siemens Helios ELV	
2	B	As Seq.	Auto	1: Siemens Helios ELV	
3	C	As Seq.	Auto	1: Siemens Helios ELV	
4	D	As Seq.	Auto	1: Siemens Helios ELV	
5	E	R,G	Auto	3: Siemens LED Near Side Indicator	
6	E	Wait	Auto	2: Siemens LED Demand Indicator	
7	F	R,G	Auto	3: Siemens LED Near Side Indicator	
8	F	Wait	Auto	2: Siemens LED Demand Indicator	
9	G	R,G	Auto	3: Siemens LED Near Side Indicator	
10	G	Wait	Auto	2: Siemens LED Demand Indicator	
11	H	R,G	Auto	3: Siemens LED Near Side Indicator	
12	H	Wait	Auto	2: Siemens LED Demand Indicator	
13	I	R,G	Auto	3: Siemens LED Near Side Indicator	
14	I	Wait	Auto	2: Siemens LED Demand Indicator	
15	J	R,G	Auto	3: Siemens LED Near Side Indicator	
16	J	Wait	Auto	2: Siemens LED Demand Indicator	

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select

2 of 2

Sensor	Phase	Sensor Type	LED R+W	Load Type	LLF Profile
17	K	R,G	Auto	3: Siemens LED Near Side Indicator	
18	K	Wait	Auto	2: Siemens LED Demand Indicator	
89	N/A	Regulatory Sign	Auto	7: AGD PED Demand Indicator	
90	N/A	Regulatory Sign	Auto	7: AGD PED Demand Indicator	
91	N/A	Regulatory Sign	Auto	7: AGD PED Demand Indicator	
92	N/A	Regulatory Sign	Auto	7: AGD PED Demand Indicator	
93	N/A	Regulatory Sign	Auto	7: AGD PED Demand Indicator	
94	N/A	Regulatory Sign	Auto	7: AGD PED Demand Indicator	
95	N/A	Regulatory Sign	Auto	7: AGD PED Demand Indicator	
96	N/A	Regulatory Sign	Auto	7: AGD PED Demand Indicator	

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

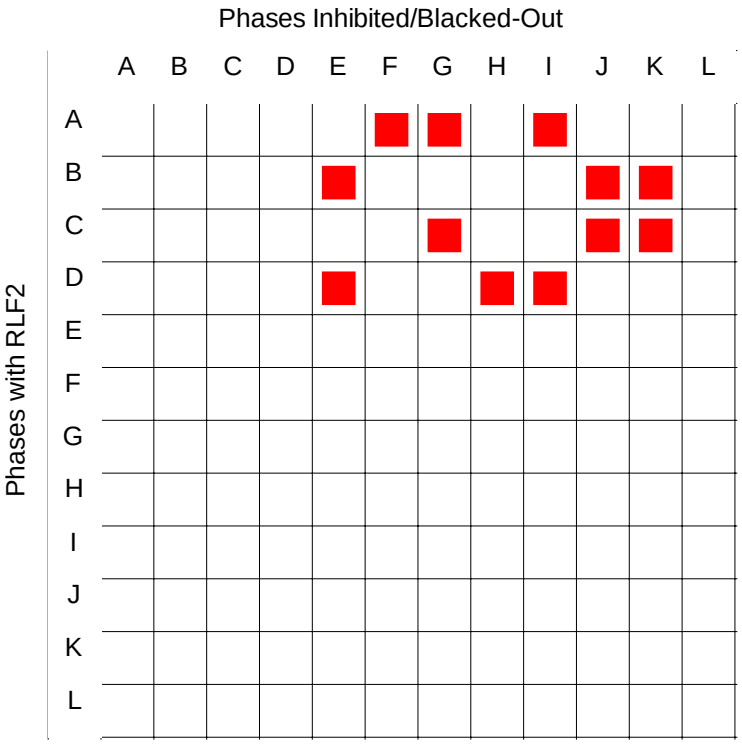
RLM Additional Intergreens

Phases Delayed

Phases with RLF1	A	B	C	D	E	F	G	H	I	J	K	L
A						2	2		2			
B					2					2	2	
C							2			2	2	
D					2			2	2			
E												
F												
G												
H												
I												
J												
K												
L												

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

RLM Phase Inhibits



Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Hurry Call

Hurry Call

Hurry Call	Stage Called	Call Input Name	Cancel Input Name	Confirm Output Name	Delay Time	Hold Time	Prevent Time
0	1	*SCRT0			0	5	120
1	2	*SCRT10			0	5	120
2					0	0	0
3					0	0	0
4					0	0	0
5					0	0	0
6					0	0	0
7					0	0	0

Hurry Call Limit Values

	Min.	Max.
Call Delay	0	255
Call Hold	0	255
Call Prevent	0	255

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	ALL RED STAGE	0							
1	TOTON LANE	1							
2	TOTON LANE SOUTH AND RIGHT TURN	2							
3	PARK AND RIDE EXIT	3							
4	TOTON LANE NORTH WITH PHASE E PED	4							
5									
6									
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☐	☑	☑	☑	☑

Manual Mode Enable

- ○ Always
- ○ When Handset Plugged in (Note 1)
- ◉ When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	○	◉	○	○
RR	◉	○	○	○

Manual Signals On

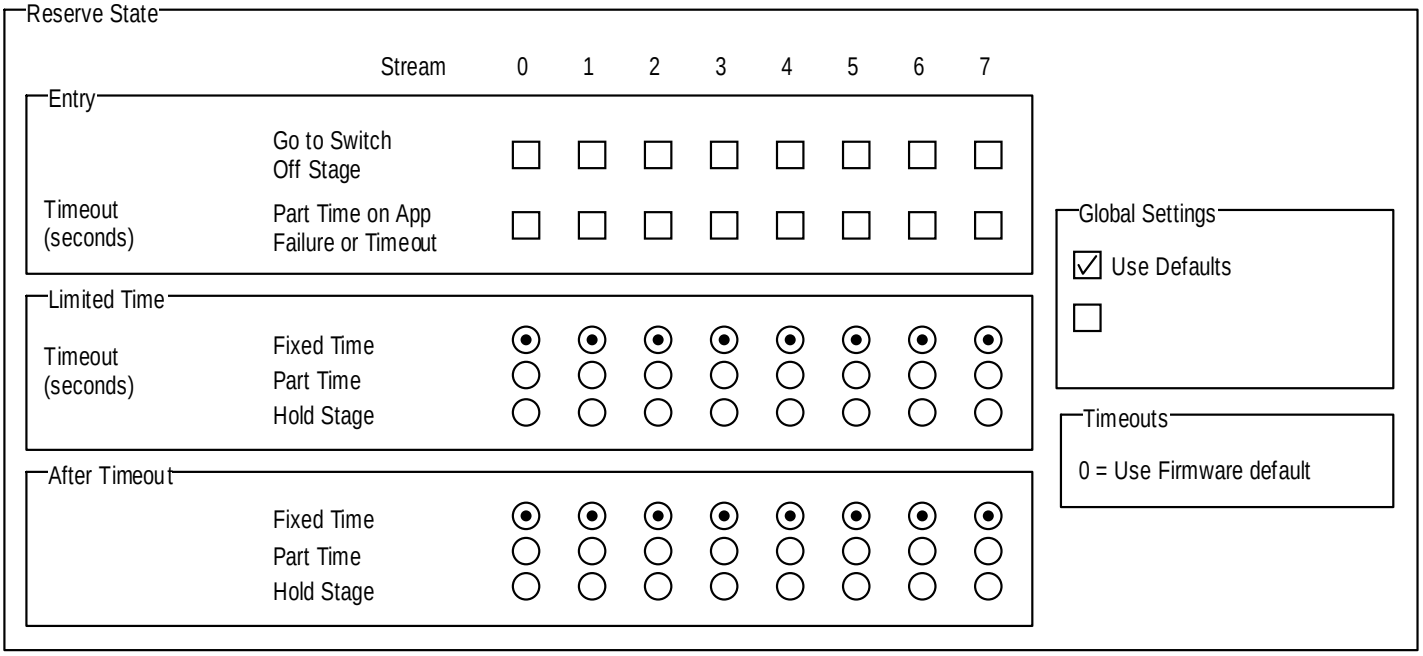
- ○ Immediate Signals On
- ◉ As Start-Up

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

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Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Reserve State



Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Conditioning

```
; T950 SPECIAL FACILITIES
; -----------------------

  (NOT DSRACC):=MNCONT                                    ; HANDSET NOT PLUGGED IN DISABLES
              *=MSCONT                                    ; MANUAL MODE.

;ADDITIONAL DETECTORS FOR PHASE D
;--------------------------------

   D27STOP=+LCPHD                                  ; D27STOP GENERATES A DEMAND FOR PHASE D
   D28STOP=+LCPHD                                  ; D28STOP GENERATES A DEMAND FOR PHASE D


; MANUAL PANEL INDICATORS
; -----------------------

   (MODE0 EQL <5>)=MIL07                           ; HURRY CALL LED SHOWS CONTROLLER IN HC MODE

   (MODE0 EQL <16>)=MIL17                          ; HIGHER PRIORITY LED SHOWS CONTROLLER IN MOVA MODE




; ADDITIONAL UTC CONTROL _REPLY BITS
; ----------------------------------

   D1::=+UCPHA                                      ; D BITS DEMAND THEIR RESPECTIVE PHASES
      *=+UCPHB
      *=+UCPHH
   D2::=+UCPHC
      *=+UCPHF
      *=+UCPHI
  D3:::=+UCPHD
      *=+UCPHF
      *=+UCPHG
      *=+UCPHJ
    D4:=+UCPHE
      *=+UCPHL

   (MODE0 EQL <6>):.(NOT(VRDMNDE+VRDMNDL))=PRVST4
                  *.(NOT(VRDMNDC+VRDMNDI))=PRVST2
                                                   ; PREVENT DEMAND DEPENDENT STAGES IN UTC MODE UNLESS
                                                   ; PHASE DEMANDS EXISTS

   NOT DSRACC=TF                                   ; TF REPLY FOR HANDSET PORT IN USE

   NOT LMPDIM=DC                                   ; DC REPLY FOR DIM CONFIRM


   NOT FLF55=LF                                    ; LF REPLY FOR ANY LAMP FAULT

   NOT(LMUINHF+LMUINHG)=PI                         ; PI REPLY FOR ANY PEDESTRIAN PHASE INHIBITED
                                                   ; BY A DOUBLE RED FAILURE

   NOT FLFCOM=CF                                   ; CF REPLY FOR ANY FAULT LOG ENTRY
                                                   ; EXCEPT DFM _LMU

   NOT(MO)=MOVACONT                                ; MOVA CONTROL ONLY AVAILABLE IF MO BIT ACTIVE

   NOT(MO)=MR                                      ; REPLY WHEN MO BIT RECEIVED
```

Works Order : 460873498
EM Number : E83060
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Intersection : TOTON LANE PARK AND RIDE TOTON

Special Conditioning

```
   NOT(MODE0 EQL<16>)=ML                          ; ML REPLIES MOVA MODE OPERATING

   NOT(MOVA0MF)=MF                                ; MF REPLIES MOVA FAULT

; HURRY CALL
; ----------

   IFT CCTO0.NOT(SCRT1)+CCTO1.NOT(SCRT2).NOT(CNDTMA18) THN
   RUN<1>
   END

   CNDTMA1:=SCRT0                                 ; A11I OR A12IN AFTER CALL DELAY GENERATES
          *=+MOVA0DET36                           ; A HURRY CALL DEMAND FOR STAGE 1 AND
   CCTO0=SCRT1                                    ; ACTIVATES MOVA DETECTOR 36
   CCTO1=SCRT2

IFT CNDTER1 THN
    RUN<18>
END



   IFT CCTO2.NOT(SCRT3).NOT(CNDTMA0) THN
   RUN<2>
   END


   CNDTMA2:=SCRT10                                ; C5X AFTER CALL DELAY GENERATES A HURRY CALL
          *=+MOVA0DET37                           ; DEMAND FOR STAGE 2 AND ACTIVATES MOVA DETECTOR 37
   CCTO2=SCRT3


 IFT CNDTER2 THN
    RUN<0>
END


; ADDITIONAL MOVA DETECTORS
; -------------------------

   VRDMNDE=MOVA0DET30                           ; DEMAND FOR PHASE E ACTIVATES MOVA DET 30
   VRDMNDF=MOVA0DET31                           ; DEMAND FOR PHASE F ACTIVATES MOVA DET 31
   VRDMNDG=MOVA0DET32                           ; DEMAND FOR PHASE G ACTIVATES MOVA DET 32
   VRDMNDH=MOVA0DET33                           ; DEMAND FOR PHASE H ACTIVATES MOVA DET 33
   VRDMNDI=MOVA0DET34                           ; DEMAND FOR PHASE I ACTIVATES MOVA DET 34
   VRDMNDJ=MOVA0DET35                           ; DEMAND FOR PHASE J ACTIVATES MOVA DET 35


; MOVA PHASE CONFIRMS
;--------------------

   NOT(PHASEA)=MOVA0CON5                                ; PHASE A ACTIVE SETS MOVA REPLY 5
   NOT(PHASEB)=MOVA0CON6                                ; PHASE B ACTIVE SETS MOVA REPLY 6
   NOT(PHASED)=MOVA0CON7                                ; PHASE D ACTIVE SETS MOVA REPLY 7



; STAGE PREVENTS
; --------------
```

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Conditioning

```
(MODE0 EQL<2>).NOT VRDMNDE=PRVST4          ;IF NO DEMAND FOR E IN VA, PREVENT STAGE4
```

Works Order : 460873498
EM Number : E83060
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Intersection : TOTON LANE PARK AND RIDE TOTON

Special Conditioning

```
; MOVA LINKING
;-------------


; OUTPUTS TO BARDILLS ROUNDABOUT CONTROLLER
; ----------------------------------------


   PHASEB=TOTB                          ; OUTPUT WHILST PHASE B IS AT RIGHT OR WAY


  IFT PHASEB.EXTAB.NOT(1SCRT14) THN
     TRUE:=+TOTBX
          *=1SCRT14
   END


   NOT(FROMB)=.1SCRT14

   EXTAB=.TOTBX


                                        ; OUTPUT WHILST PHASE B IS AT RIGHT OF WAY AND
                                        ; EXTENTIONS ACTIVE



; MOVA LINKING
;-------------

; MOVA DET 64 (CFE0) BARDILLS PHASE D PULSE
; MOVA DET 63 (CFE63) BARDILLS PHASE D HOLD (CFE1=0 FOR PHASE D EXTENSIONS, CFE1=1 WITHOUT EXT)
; MOVA DET 62 (CFE62) BARDILLS PHASE F PULSE
; MOVA DET 61 (CFE61) BARDILLS PHASE F HOLD (CFE2=0 FOR PHASE F EXTENSIONS, CFE2=1 WITHOUT EXT)
; MOVA DET 60 (CFE60) BARDILLS PHASE I PULSE
; MOVA DET 59 (CFE59) BARDILLS PHASE I HOLD (CFE3=0 FOR PHASE I EXTENSIONS, CFE3=1 WITHOUT EXT)

; PHASE D INPUTS FROM BARDILL ROUNDABOUT
;---------------------------------------

; PULSE
; =====

   IFT BARDD.NOT(SCRT4).NOT(CNDTMA19) THN                    ; WHEN INPUT ACTIVE RUN PULSE DELAY TIMER
        RUN<3>
   END

   IFT CNDTER3 THN                                           ; WHEN PULSE DELAY TIMER EXPIRES RUN PULSE TIMER
        RUN<4>
   END

  BARDD=SCRT4                                                ; SET FLAG WHILST INPUT IS ACTIVE

  CNDTMA4.CFE0=+MOVA0DET64                                   ; PULSE MOVADET 64 WHILST PULSE TIMER ACTIVE
                                                             ; CFE0=1 REQUIRED TO SET MOVA DETECTOR
    IFT CNDTER3 THN
    RUN<19>
    END


; HOLD
```

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Conditioning

```
; ====

   IFT NOT(CFE1) THN                                    ; IF CFE1=0 THEN USE BARDX AS MOVA LINKING
      BARDDX=SCRT15                                     ; INPUT. IF CFE1=1 THEN USE BARDD AS INPUT
   ELS
      BARDD=SCRT15
   END


  IFT (SCRT15.NOT(SCRT5)).NOT(CNDTMA20) THN             ; WHEN INPUT ACTIVE RUN HOLD DELAY TIMER
        RUN<5>
  END

   IFT CNDTER5 THN                                      ; WHEN HOLD DELAY TIMER EXPIRES SET FLAG
        TRUE=1SCRT1
   END


   SCRT15.1SCRT1.NOT(1SCRT3)=+1SCRT2

    IFT CNDTER5 THN                                     ; START PREVENT TIMER AFTER FLAG IS SET
    RUN<20>
    END



   IFT (NOT(SCRT15)).1SCRT2.(NOT(CNDTMA6)) THN          ; WHEN INPUT TERMINATES RUN CANCEL DELAY
        RUN<6>
   END

   NOT(CNDTER6+CNDTER7)=.1SCRT2                         ; RESET INPUT FLAG WHEN DELAY TIMER EXPIRES

   CNDTER7=+1SCRT3

   1SCRT2.CFE63=+MOVA0DET63                             ; SET MOVA DET 63 IF CFE63=1


   IFT CNDTER5 THN                                      ; START OVERRIDE TIMER AFTER FLAG IS SET
        RUN<7>
   END


   NOT(CNDTMA7)=.1SCRT3

   IFT NOT(SCRT15) THN
        FALSE=1SCRT1
   END

   SCRT15=SCRT5


; PHASE F INPUTS FROM BARDILL ROUNDABOUT
;---------------------------------------

; PULSE
; =====

   IFT BARDF.NOT(SCRT6).NOT(CNDTMA21) THN               ; WHEN INPUT ACTIVE RUN PULSE DELAY TIMER
        RUN<8>
   END
```

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Conditioning

```
   IFT CNDTER8 THN                                    ; WHEN PULSE DELAY TIMER EXPIRES RUN PULSE TIMER
        RUN<9>
   END

  BARDF=SCRT6                                         ; SET FLAG WHILST INPUT IS ACTIVE

  CNDTMA9.CFE62=+MOVA0DET62                           ; PULSE MOVADET 62 WHILST PULSE TIMER ACTIVE

   IFT CNDTER8 THN
    RUN<21>
    END

                                                      ; CFE62=1 REQUIRED TO SET MOVA DETECTOR
; HOLD
; ====

   IFT NOT(CFE2) THN                                  ; IF CFE2=0 THEN USE BARDX AS MOVA LINKING
      BARDFX=SCRT14                                   ; INPUT. IF CFE2=1 THEN USE BARDD AS INPUT
   ELS
      BARDF=SCRT14
   END


  IFT (SCRT14.NOT(SCRT7)).NOT(CNDTMA22) THN           ; WHEN INPUT ACTIVE RUN HOLD DELAY TIMER
        RUN<10>
  END

   IFT CNDTER10 THN                                   ; WHEN HOLD DELAY TIMER EXPIRES SET FLAG
        TRUE=1SCRT4
   END


   SCRT14.1SCRT4.NOT(1SCRT6)=+1SCRT5


   IFT (NOT(SCRT14)).1SCRT5.(NOT(CNDTMA11)) THN       ; WHEN INPUT TERMINATES RUN CANCEL DELAY
        RUN<11>
   END

   NOT(CNDTER11+CNDTER12)=.1SCRT5                     ; RESET INPUT FLAG WHEN DELAY TIMER EXPIRES

   CNDTER12=+1SCRT6

   1SCRT5.CFE61=+MOVA0DET61                           ; SET MOVA DET 61 IF CFE61=1

  IFT CNDTER10 THN                                    ; START PREVENT TIMER AFTER FLAG IS SET
    RUN<22>
    END


   IFT CNDTER10 THN                                   ; START OVERRIDE TIMER AFTER FLAG IS SET
        RUN<12>
   END


   NOT(CNDTMA12)=.1SCRT6

   IFT NOT(SCRT14) THN
        FALSE=1SCRT4
   END
```

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Conditioning

```
   SCRT14=SCRT7

; PHASE I INPUTS FROM BARDILL ROUNDABOUT
;--------------------------------------

; PULSE
; =====

   IFT BARDI.NOT(SCRT8).NOT(CNDTMA23) THN                  ; WHEN INPUT ACTIVE RUN PULSE DELAY TIMER
        RUN<13>
   END

   IFT CNDTER13 THN                                        ; WHEN PULSE DELAY TIMER EXPIRES RUN PULSE TIMER
        RUN<14>
   END

  BARDI=SCRT8                                              ; SET FLAG WHILST INPUT IS ACTIVE

  CNDTMA14.CFE60=+MOVA0DET60                               ; PULSE MOVADET 60 WHILST PULSE TIMER ACTIVE
                                                           ; CFE60=1 REQUIRED TO SET MOVA DETECTOR
 IFT CNDTER13 THN
    RUN<23>
    END

; HOLD
; ====

   IFT NOT(CFE3) THN                                       ; IF CFE3=0 THEN USE BARDX AS MOVA LINKING
      BARDIX=SCRT13                                        ; INPUT. IF CFE3=1 THEN USE BARDD AS INPUT
   ELS
      BARDI=SCRT13
   END


  IFT (SCRT13.NOT(SCRT9)).NOT(CNDTMA24) THN                ; WHEN INPUT ACTIVE RUN HOLD DELAY TIMER
        RUN<15>
  END

   IFT CNDTER15 THN                                        ; WHEN HOLD DELAY TIMER EXPIRES SET FLAG
        TRUE=1SCRT7
   END


   SCRT13.1SCRT7.NOT(1SCRT9)=+1SCRT8


   IFT (NOT(SCRT13)).1SCRT8.(NOT(CNDTMA16)) THN            ; WHEN INPUT TERMINATES RUN CANCEL DELAY
        RUN<16>
   END

   NOT(CNDTER16+CNDTER17)=.1SCRT8                          ; RESET INPUT FLAG WHEN DELAY TIMER EXPIRES

   CNDTER17=+1SCRT9

   1SCRT8.CFE59=+MOVA0DET59                                ; SET MOVA DET 59 IF CFE59=1

 IFT CNDTER15 THN                                          ; START PREVENT TIMER AFTER FLAG IS SET
    RUN<24>
    END
```

Works Order : 460873498
EM Number : E83060
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Intersection : TOTON LANE PARK AND RIDE TOTON

Special Conditioning

```
IFT CNDTER15 THN                                    ; START OVERRIDE TIMER AFTER FLAG IS SET
     RUN<17>
END


NOT(CNDTMA17)=.1SCRT9

IFT NOT(SCRT13) THN
     FALSE=1SCRT7
END

SCRT13=SCRT9
```

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	90	0	255	☐	MOVADET 37 PREVENT TIMER	16	20	0	255	☐	MOVA DET 59 CANCEL DELAY
1	2	0	255	☐	MOVADET 36 PULSE	17	60	0	255	☐	MOVA DET 59 OVERRIDE TIMER
2	2	0	255	☐	MOVADET 37 PULSE	18	90	0	255	☐	MOVADET 36 PREVENT TIMER
3	30	0	255	☐	MOVA DET 64 CALL DELAY	19	90	0	255	☐	MOVADET 64 PREVENT TIMER
4	2	0	255	☐	MOVA DET 64 PULSE	20	90	0	255	☐	MOVADET 63 PREVENT TIMER
5	30	0	255	☐	MOVA DET 63 CALL DELAY	21	90	0	255	☐	MOVADET 62 PREVENT TIMER
6	24	0	255	☐	MOVA DET 63 CANCEL DELAY	22	90	0	255	☐	MOVADET 61 PREVENT TIMER
7	60	0	255	☐	MOVA DET 63 OVERRIDE TIMER	23	90	0	255	☐	MOVADET 60 PREVENT TIMER
8	30	0	255	☐	MOVA DET 62 CALL DELAY	24	90	0	255	☐	MOVADET 59 PREVENT TIMER
9	2	0	255	☐	MOVA DET 62 PULSE	25		0	255	☐	
10	24	0	255	☐	MOVA DET 61 CALL DELAY	26		0	255	☐	
11	24	0	255	☐	MOVA DET 61 CANCEL DELAY	27		0	255	☐	
12	60	0	255	☐	MOVA DET 61 OVERRIDE TIMER	28		0	255	☐	
13	20	0	255	☐	MOVA DET 60 CALL DELAY	29		0	255	☐	
14	2	0	255	☐	MOVA DET 60 PULSE	30		0	255	☐	
15	20	0	255	☐	MOVA DET 59 CALL DELAY	31		0	255	☐	

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Fault Log Flags

Fault Log Flags

Fault No	Cond Flag	Act Flag
0	☑	☐
1	☑	☐
2	☑	☐
3	☑	☐
4	☑	☐
5	☑	☐
6	☑	☐
7	☑	☐
8	☑	☐
9	☑	☐
10	☑	☐
11	☑	☐
12	☐	☐
13	☑	☐
14	☑	☐
15	☑	☐

Fault No	Cond Flag	Act Flag
16	☑	☐
17	☑	☐
18	☑	☐
19	☑	☐
20	☑	☐
21	☑	☐
22	☐	☐
23	☑	☐
24	☑	☐
25	☑	☐
26	☑	☐
27	☑	☐
28	☑	☐
29	☑	☐
30	☑	☐
31	☑	☐

Fault No	Cond Flag	Act Flag
32	☑	☐
33	☑	☐
34	☑	☐
35	☑	☐
36	☑	☐
37	☑	☐
38	☑	☐
39	☑	☐
40	☑	☐
41	☑	☐
42	☑	☐
43	☑	☐
44	☑	☐
45	☑	☐
46	☑	☐
47	☑	☐

Fault No	Cond Flag	Act Flag
48	☑	☐
49	☑	☐
50	☑	☐
51	☑	☐
52	☑	☐
53	☑	☐
54	☑	☐
55	☐	☐
56	☑	☐
57	☑	☐
58	☑	☐
59	☑	☐
60	☑	☐
61	☑	☐
62	☑	☐
63	☑	☐

Note:

Cond Flag -
If a fault occurs which sets a fault log flag that has been checked for this Cond flag option then a flag will be set that can be read in Conditioning.

Act Flag -
If a fault occurs which sets a fault log flag that has been checked for this Act flag option then firstly the lamps
will be switched OFF and secondly a flag will be set that can be read in conditioning, to allow any further actions required to be performed by conditioning.

Clearance of Special Con ☐

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

The intersection will be controlled by a 4 stage / 10 phase T950 ELV controller incorporating manual, V.A, fixed time to current maximums, C.L.F, timeswitched maximum green & DFM timings, red & general lamp monitoring, MOVA and UTMC to Nottingham sp

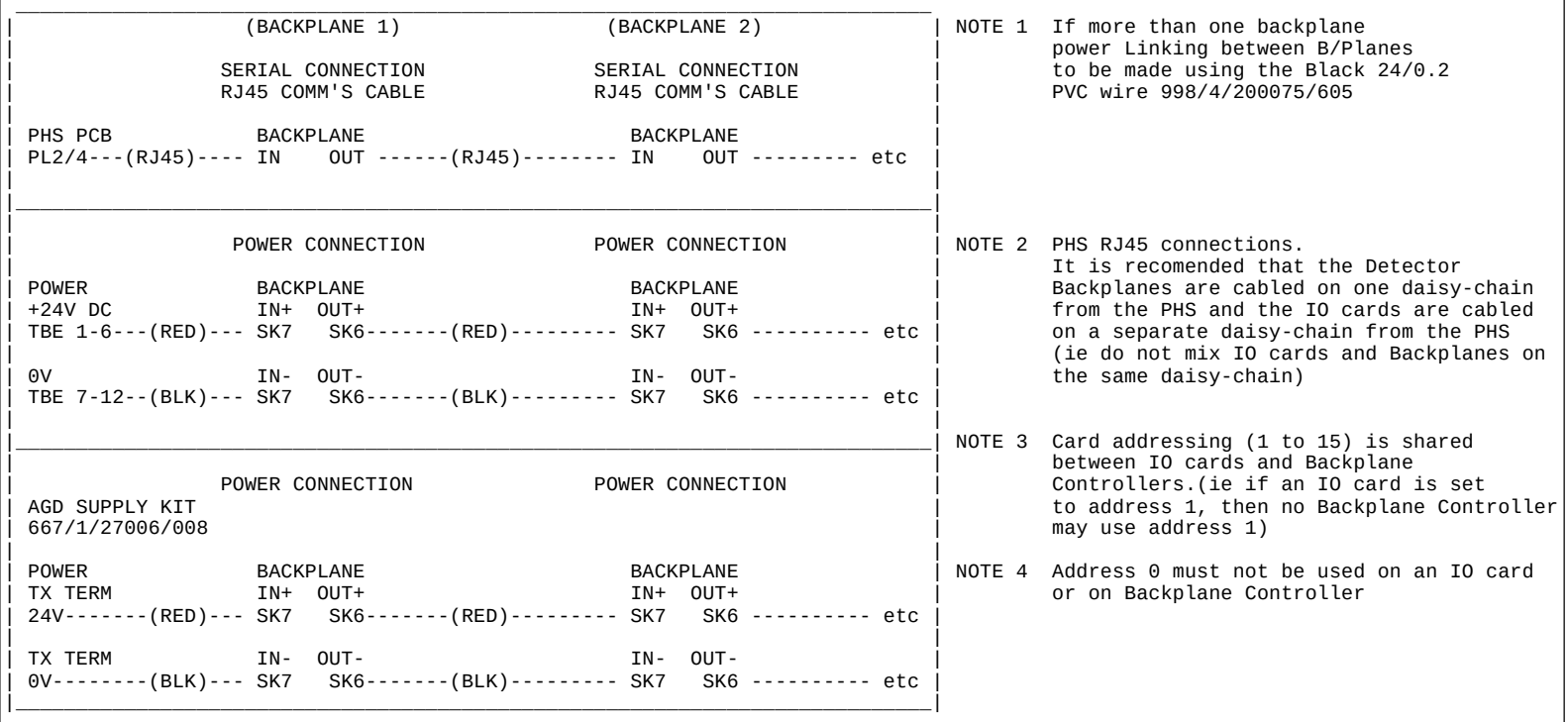
Two green outputs are provided for each of the pedestrian phases. The second output is for the tactile supply ONLY.

CAR PARK COUNT LOOPS
==========
LOOPS C1 - C6 LOCATED NEAR P&R ROUNDABOUT FOR CAR PARK COUNT FUNCTION. (MAINTAINED BY TRAMLINK)

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

SIEMENS ST900 INTERNAL DETECTOR BACKPLANE POWER AND SERIAL COMMUNICATION CONNECTION



NOTE 1 If more than one backplane power Linking between B/Planes to be made using the Black 24/0.2 PVC wire 998/4/200075/605

NOTE 2 PHS RJ45 connections. It is recomended that the Detector Backplanes are cabled on one daisy-chain from the PHS and the IO cards are cabled on a separate daisy-chain from the PHS (ie do not mix IO cards and Backplanes on the same daisy-chain)

NOTE 3 Card addressing (1 to 15) is shared between IO cards and Backplane Controllers.(ie if an IO card is set to address 1, then no Backplane Controller may use address 1)

NOTE 4 Address 0 must not be used on an IO card or on Backplane Controller

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

SIEMENS ST900 INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

DETECTOR BACKPLANE ADDRESS: 001
POSITION OF LOOP TERMINATION BOARD: 2LT1

LOOP DESIGNATION

DET CARD "A" No.	DET CARD "A" LOOP ID	DET CARD "A" TERMINATIONS	DET CARD "A" PANEL
1	A1X	2LT1/A1L & A1R	UPPER
2	A2X	2LT1/A2L & A2R	UPPER
3	A11IN	2LT1/A3L & A3R	UPPER
4	A12IN	2LT1/A4L & A4R	UPPER

DET CARD "B" No.	DET CARD "B" LOOP ID	DET CARD "B" TERMINATIONS	DET CARD "B" PANEL
1	B3X	2LT1/B1L & B1R	UPPER
2	B4X	2LT1/B2L & B2R	UPPER
3	B13IN	2LT1/B3L & B3R	UPPER
4	B14IN	2LT1/B4L & B4R	UPPER

DET CARD "C" No.	DET CARD "C" LOOP ID	DET CARD "C" TERMINATIONS	DET CARD "C" PANEL
1	C5X	2LT1/C1L & C1R	UPPER
2	C25STOP	2LT1/C2L & C2R	UPPER
3	D26STOP	2LT1/C3L & C3R	UPPER
4	D27STOP	2LT1/C4L & C4R	UPPER

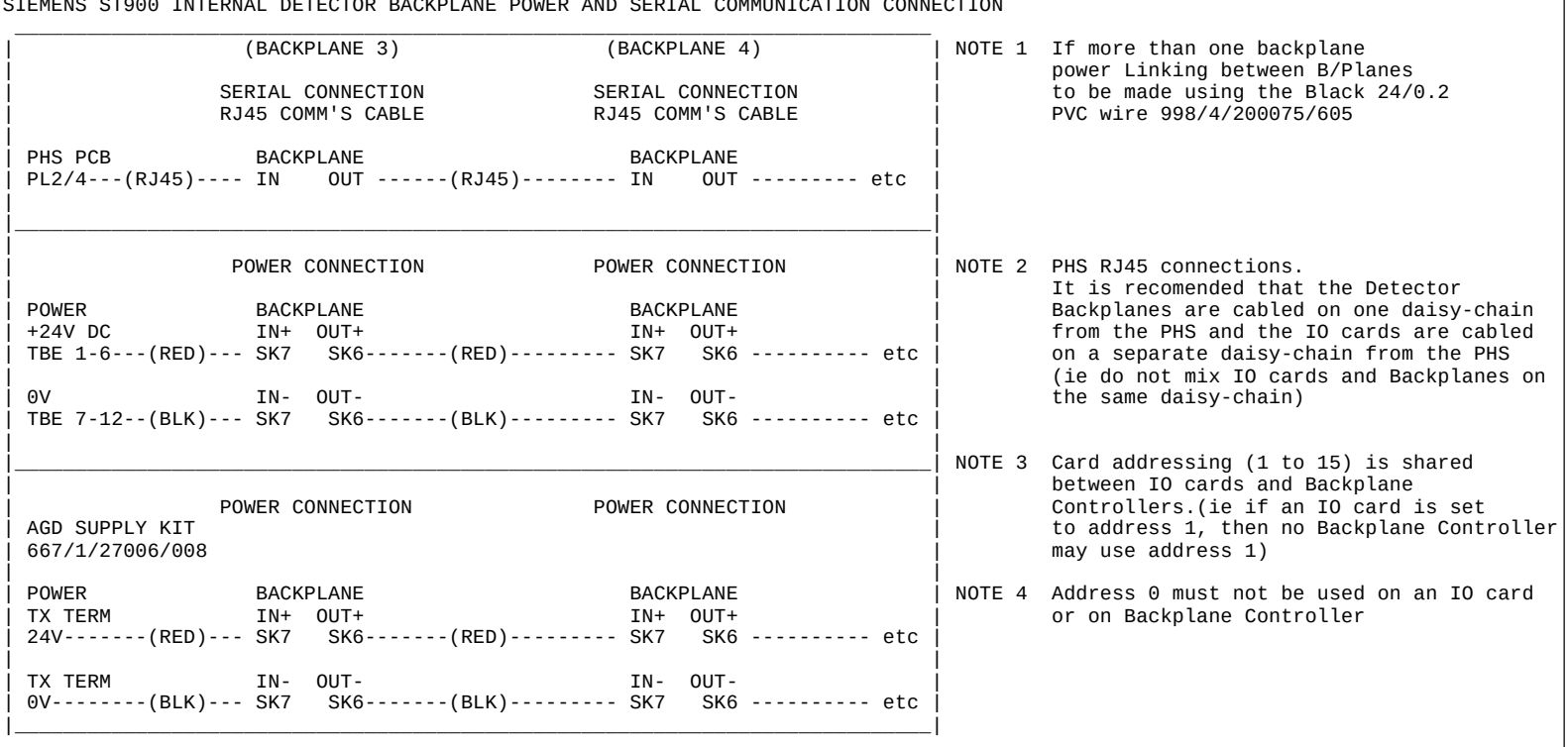
DET CARD "D" No.	DET CARD "D" LOOP ID	DET CARD "D" TERMINATIONS	DET CARD "D" PANEL
1	D6X	2LT1/D1L & D1R	UPPER
2	D7X	2LT1/D2L & D2R	UPPER
3	D8X	2LT1/D3L & D3R	UPPER
4	D28STOP	2LT1/D4L & D4R	UPPER

N.B. L=L.H. TERMINAL R=R.H. TERMINAL

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

SIEMENS ST900 INTERNAL DETECTOR BACKPLANE POWER AND SERIAL COMMUNICATION CONNECTION



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NOTE 2 PHS RJ45 connections. It is recomended that the Detector Backplanes are cabled on one daisy-chain from the PHS and the IO cards are cabled on a separate daisy-chain from the PHS (ie do not mix IO cards and Backplanes on the same daisy-chain)

NOTE 3 Card addressing (1 to 15) is shared between IO cards and Backplane Controllers.(ie if an IO card is set to address 1, then no Backplane Controller may use address 1)

NOTE 4 Address 0 must not be used on an IO card or on Backplane Controller

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

SIEMENS ST900 INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

DETECTOR BACKPLANE ADDRESS: 002
POSITION OF LOOP TERMINATION BOARD: 2LT2

LOOP DESIGNATION

DET CARD "A" No.	DET CARD "A" LOOP ID	DET CARD "A" TERMINATIONS	DET CARD "A" PANEL
1	C1	2LT2/A1L & A1R	UPPER
2	C2	2L21/A2L & A2R	UPPER
3	C3	2LT2/A3L & A3R	UPPER
4	C4	2LT2/A4L & A4R	UPPER

DET CARD "B" No.	DET CARD "B" LOOP ID	DET CARD "B" TERMINATIONS	DET CARD "B" PANEL
1	C5	2LT2/B1L & B1R	UPPER
2	C6	2LT2/B2L & B2R	UPPER
3	Not In Use	2LT2/B3L & B3R	UPPER
4	Not In Use	2LT2/B4L & B4R	UPPER

DET CARD "C" No.	DET CARD "C" LOOP ID	DET CARD "C" TERMINATIONS	DET CARD "C" PANEL
1	Not In Use	2LT2/C1L & C1R	UPPER
2	Not In Use	2LT2/C2L & C2R	UPPER
3	Not In Use	2LT2/C3L & C3R	UPPER
4	Not In Use	2LT2/C4L & C4R	UPPER

DET CARD "D" No.	DET CARD "D" LOOP ID	DET CARD "D" TERMINATIONS	DET CARD "D" PANEL
1	Not In Use	2LT2/D1L & D1R	UPPER
2	Not In Use	2LT2/D2L & D2R	UPPER
3	Not In Use	2LT2/D3L & D3R	UPPER
4	Not In Use	2LT2/D4L & D4R	UPPER

N.B. L=L.H. TERMINAL R=R.H. TERMINAL

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

T900 SERIAL I/O BOARD - INPUT PORTS

			INPUT NAME		INPUT NAME			
0	0	0	Phase E Pedestrian input (West Side)		Phase H On-crossing Detector 1	12	12	12
1	1	1	Phase E Pedestrian input (East Side)		Phase H On-crossing Detector 2	13	13	13
2	2	2	Phase E Kerbside Detector (West Side)		Phase I push buttons poles 1 and 2	14	14	14
3	3	3	Phase E Kerbside Detector (East Side)		Phase I push buttons poles 3 and 4	15	15	15
4	4	4	Phase E On-crossing Detector 1		Phase J push buttons poles 5 and 10	16	16	16
5	5	5	Phase E On-crossing Detector 2		Phase J push buttons poles 6 and 9	17	17	17
6	6	6	Phase F push buttons poles 16 and 17		Phase J push buttons poles 7 and 8	18	18	18
7	7	7	Phase F push buttons poles 18 and 19		Phase J On-crossing Detector 1	19	19	19
8	8	8	Phase G push buttons poles 20 and 21		Phase J On-crossing Detector 2	20	20	20
9	9	9	Phase G push buttons poles 22 and 23			21	21	21
10	10	10	Phase H push buttons poles 24 and 25			22	22	22
11	11	11	Phase H push buttons poles 26 and 27			23	23	23

SERIAL I/O BOARD No:-001

			0 Volts - INPUT COMMON		0 Volts - INPUT COMMON			
			0 Volts - INPUT COMMON		0 Volts - INPUT COMMON			
			0 Volts - INPUT COMMON		0 Volts - INPUT COMMON			
			0 Volts - INPUT COMMON		0 Volts - INPUT COMMON			
			0 Volts - INPUT COMMON		0 Volts - INPUT COMMON			
			0 Volts - INPUT COMMON		0 Volts - INPUT COMMON			
			0 Volts - INPUT COMMON		0 Volts - INPUT COMMON			
			0 Volts - INPUT COMMON		0 Volts - INPUT COMMON			

BOARD ADDRESS 003

SPECIAL NOTE:-
****
Unless otherwise indicated ALL above ground detectors (MVD, kerbside & on crossing, etc) MUST be wired as open circuit for vehicle/pedestrian presence.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

T900 SERIAL I/O BOARD - OUTPUT PORTS

SERIAL I/O BOARD No:-001

N/C	C	N/O	OUTPUT NAME	OUTPUT NAME	N/O	C	N/C
	X		O/P 0	O/P 8		X	
	X		O/P 0	O/P 8		X	
	X		O/P 1	O/P 9		X	
	X		O/P 1	O/P 9		X	
	X		O/P 2	O/P 10		X	
	X		O/P 2	O/P 10		X	
	X		O/P 3	O/P 11		X	
	X		O/P 3	O/P 11		X	

FOR OUTPUT NAMES USE ONLY THE TERMINALS MARKED - "X"

N/C	C	N/O	OUTPUT NAME	OUTPUT NAME	N/O	C	N/C
	X		O/P 4	O/P 12		X	
	X		O/P 4	O/P 12		X	
	X		O/P 5	O/P 13		X	
	X		O/P 5	O/P 13		X	
	X		O/P 6	O/P 14		X	
	X		O/P 6	O/P 14		X	
	X		O/P 7	O/P 15		X	
	X		O/P 7	O/P 15		X	

BOARD ADDRESS 003

N.B. THE 24/0 BOARD HAS NO OUTPUT RELAYS FITTED. THE 24/4 BOARD ONLY HAS OUTPUT RELAYS 0-3 FITTED

THE 24/16 BOARD ONLY HAS OUTPUT RELAYS 0-15 FITTED

T900 SERIAL I/O BOARD - INPUT PORTS

			INPUT NAME	INPUT NAME			
0	0	0	BARDD (*)		12	12	12

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

1	1	1	BARDDX (*)									13	13	13
2	2	2	BARDF (*)									14	14	14
3	3	3	BARDFX (*)									15	15	15
4	4	4	BARDI (*)									16	16	16
5	5	5	BARDIX (*)									17	17	17
6	6	6										18	18	18
7	7	7										19	19	19
8	8	8										20	20	20
9	9	9										21	21	21
10	10	10										22	22	22
11	11	11										23	23	23

SERIAL I/O BOARD No:-001

			0 Volts - INPUT COMMON									0 Volts - INPUT COMMON		
			0 Volts - INPUT COMMON									0 Volts - INPUT COMMON		
			0 Volts - INPUT COMMON									0 Volts - INPUT COMMON		
			0 Volts - INPUT COMMON									0 Volts - INPUT COMMON		
			0 Volts - INPUT COMMON									0 Volts - INPUT COMMON		
			0 Volts - INPUT COMMON									0 Volts - INPUT COMMON		
			0 Volts - INPUT COMMON									0 Volts - INPUT COMMON		
			0 Volts - INPUT COMMON									0 Volts - INPUT COMMON		

BOARD ADDRESS 003

SPECIAL NOTE:-
****

Unless otherwise indicated ALL above ground detectors (MVD, kerbside & on crossing, etc) MUST be wired as open circuit for vehicle/pedestrian presence.

(*) BARDD - input phase Bardills roundabout whilst phase D is at right of way
(*) BARDDX - input phase Bardills roundabout whilst phase D is at right of way and extension active
(*) BARDF - input phase Bardills roundabout whilst phase F is at right of way
(*) BARDFX - input phase Bardills roundabout whilst phase F is at right of way and extension active
(*) BARDI - input phase Bardills roundabout whilst phase I is at right of way
(*) BARDIX - input phase Bardills roundabout whilst phase I is at right of way and extension active

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

T900 SERIAL I/O BOARD - OUTPUT PORTS

SERIAL I/O BOARD No:-001

N/C	C	N/O	OUTPUT NAME		OUTPUT NAME	N/O	C	N/C
	X		TOTB (*)		O/P 8		X	
	X				O/P 8		X	
	X		TOTBX (*)		O/P 9		X	
	X				O/P 9		X	
	X		O/P 2		O/P 10		X	
	X		O/P 2		O/P 10		X	
	X		O/P 3		O/P 11		X	
	X		O/P 3		O/P 11		X	

FOR OUTPUT NAMES USE ONLY THE TERMINALS MARKED - "X"

N/C	C	N/O	OUTPUT NAME		OUTPUT NAME	N/O	C	N/C
	X		O/P 4		O/P 12		X	
	X		O/P 4		O/P 12		X	
	X		O/P 5		O/P 13		X	
	X		O/P 5		O/P 13		X	
	X		O/P 6		O/P 14		X	
	X		O/P 6		O/P 14		X	
	X		O/P 7		O/P 15		X	
	X		O/P 7		O/P 15		X	

BOARD ADDRESS 003

N.B. THE 24/0 BOARD HAS NO OUTPUT RELAYS FITTED. THE 24/4 BOARD ONLY HAS OUTPUT RELAYS 0-3 FITTED

THE 24/16 BOARD ONLY HAS OUTPUT RELAYS 0-15 FITTED

(*)TOTB output to Bardills roundabout whilst phase B is at right of way
(*)TOTBX output to Bardills roundabout whilst phase B is at right if way and extensions active

E83060

Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
Serial IO 24/16	1 I/O1	03	4	I	032 - 039	1 I/O1

Works Order : 460873498
EM Number : E83060
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Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

Serial IO 24/16	1 I/O1	03	5	I	040 - 047	1 I/O1
Serial IO 24/16	1 I/O1	03	6	I	048 - 055	1 I/O1
Serial IO 24/16	1 I/O1	03	7	O	056 - 063	1 I/O1
Serial IO 24/16	1 I/O1	03	8	O	064 - 071	1 I/O1
Serial IO 24/16	1 I/O2	04	9	I	072 - 079	1 I/O2
Serial IO 24/16	1 I/O2	04	10	I	080 - 087	1 I/O2
Serial IO 24/16	1 I/O2	04	11	I	088 - 095	1 I/O2
Serial IO 24/16	1 I/O2	04	12	O	096 - 103	1 I/O2
Serial IO 24/16	1 I/O2	04	13	O	104 - 111	1 I/O2
CPU	A					

Works Order : 460873498
EM Number : E83060
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Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/45950/020	ST950ELV CAB UK 20A 1LSLS GRY			
3	667/1/45950/040	ST950ELV CAB UK 40A 1LSLS GRY			
4	667/1/45950/021	ST950ELV CAB UK 20A 1LSLS BLK			
5	667/1/45950/041	ST950ELV CAB UK 40A 1LSLS BLK			
6	667/1/45950/520	ST950ELV CAB UK 20A 1LSLS LOW INRUSH GRY	1		
7	667/1/45950/521	ST950ELV CAB UK 20A 1LSLS LOW INRUSH BLK			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit	1		
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit	1		
11	667/1/46085/002	I/O card kit (4 outputs)			
12	667/1/46085/001	I/O card kit (16 outputs)	2		
13	667/1/46015/001	ST950 CPU I/O kit (4 outputs)			
14	667/1/45952/001	ST950 CPU I/O kit (4 outputs) cableform			
15					
16					
17					
18	667/1/32910/950	Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit			
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32980/040	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32955/000	ELV Audible supply kit			
28	667/1/27117/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33	667/1/33007/000	LSLS Expansion cabinet kit			
34					
35					
36	667/1/27056/001	Manual Panel Full kit			
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40					

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/45990/000	ST950ELV CUCKOO KIT - T400L			
43	667/1/45991/000	ST950ELV CUCKOO KIT - ST800			
44	667/1/45992/000	ST950ELV CUCKOO KIT - MICROSENSE MTC			
45	667/1/45993/000	ST950ELV CUCKOO KIT - MICROSENSE SENTNL			
46	667/1/45994/000	ST950ELV CUCKOO KIT - PEEK TSC3			
47	667/1/45995/000	ST950ELV CUCKOO KIT - PEEK TRX			
48					
49					
50					
51					
52	667/1/33073/000	ST900 Isolator locking kit			
53	667/2/20234/000	Screw Lock Key			
54					
55					
56	667/1/27104/000	ST800 / ST900 DFM Lens Kit			
57	667/7/46690/000	NAL CONTROLLER CABINET BASE GREY			
58	667/7/46690/001	NAL CONTROLLER CABINET BASE BLACK			
59	667/2/27096/000	ST800 / ST900 Mounting Stool			
60					
61					
62	667/1/26271/000	Telephone Kit (Lightning protection)			
63	667/1/27118/000	Surge Arrester (Lightning protection)			
64					
65	667/1/45950/120	ST950 ELV Cabinet Export 20A 1 LSLS - Grey			
66	667/1/45950/140	ST950 ELV Cabinet Export 40A 1 LSLS - Grey			
67	667/1/45950/951	ST950 ELV RACK 19" 1LSLS			
68	667/1/32945/000	ST900 ELV additional LSLS rack wiring kit			
69					
70	667/1/45980/000	ST900 ELV to ST950 ELV conversion kit			
71	667/1/27056/300	Manual Panel Signals off only			
72	667/1/45966/001	Temporary USB Wi-Fi Dongle			
73	667/1/45970/000	ST950 RTC backup battery			
74	667/1/33080/100	Mains kit (ST950ELV) - No maint sockets			
75	667/1/31625/019	2U 19" UTMC communications tray			
76	667/6/46680/000	Anti graffiti coating			
77	667/1/33080/000	Mains kit (ST950ELV)			
78	667/1/33075/000	ELV 24V detector supply kit (2A)			
79	667/1/27018/950	GPS Clock Kit			
80					

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	A11IN	15	0	
1	A12IN	15	0	
2	C5X	10	0	
3		0	0	
4		0	0	
5		0	0	
6		0	0	
7		0	0	

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 0

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	0	0	I	A1X	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A1
○	1	1	I	A2X	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A2
○	2	2	I	A11IN	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	2 LT1	A3
○	3	3	I	A12IN	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	2 LT1	A4
○	4	4	I	B3X	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B1
○	5	5	I	B4X	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B2
○	6	6	I	B13IN	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B3
○	7	7	I	B14IN	☑	☑	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 1
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	8	0	I	C5X	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	2 LT1	C1
○	9	1	I	C25STOP	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C2
○	10	2	I	D26STOP	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C3
○	11	3	I	D27STOP	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C4
○	12	4	I	D6X	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D1
○	13	5	I	D7X	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D2
○	14	6	I	D8X	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D3
○	15	7	I	D28STOP	☑	☑	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 2

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	16	0	I	C1	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A1
○	17	1	I	C2	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A2
○	18	2	I	C3	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A3
○	19	3	I	C4	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A4
○	20	4	I	C5	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	B1
○	21	5	I	C6	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	B2
○	22	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	B3
○	23	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	B4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 4

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	32	0	I	PBEWEST	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-0
○	33	1	I	PBEEAST	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-1
○	34	2	I	KRBEWEST	☑	☐	☑	☐	☐	A	2	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-2
○	35	3	I	KRBEEAST	☑	☐	☑	☐	☐	A	2	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-3
○	36	4	I	ONXE1	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-4
○	37	5	I	ONXE2	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-5
○	38	6	I	PBF1716	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-6
○	39	7	I	PBF1819	☑	☐	☐		☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 5

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	40	0	I	PBG2021	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-8
○	41	1	I	PBG2322	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-9
○	42	2	I	PBH2425	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-10
○	43	3	I	PBH2726	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-11
○	44	4	I	ONXH1	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-12
○	45	5	I	ONXH2	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-13
○	46	6	I	PBI0102	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-14
○	47	7	I	PBI0403	☑	☐	☐		☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-15

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 6

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	48	0	I	PBJ0510	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-16
○	49	1	I	PBJ0609	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-17
○	50	2	I	PBJ0708	☑	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-18
○	51	3	I	ONXJ1	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-19
○	52	4	I	ONXJ2	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-20
○	53	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-21
○	54	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-22
○	55	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-23

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 9

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 4

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	72	0	I	BARDD	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-0
○	73	1	I	BARDDX	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-1
○	74	2	I	BARDF	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-2
○	75	3	I	BARDFX	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-3
○	76	4	I	BARDI	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-4
○	77	5	I	BARDIX	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-5
○	78	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-6
○	79	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	I-7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 12

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 4

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	96	0	O	TOTB	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	O-0
○	97	1	O	TOTBX	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	O-1
○	98	2	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	O-2
○	99	3	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	O-3
○	100	4	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	O-4
○	101	5	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	O-5
○	102	6	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	O-6
○	103	7	O		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	O-7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Aspect Drives (ELV Controllers)

Aspect Drives (ELV Controllers)

☐ Card Reversed

HPU Connection 1

Aspect Drive Configuration for LSLS 1 of 2 cards (Cabinet 1)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	A	Red	Phase	16	F	Red	Phase
31	A	Amber	Phase	15	F	Amber	Phase
30	A	Green	Phase	14	F	Green	Phase
29	B	Red	Phase	13	F	Green	Phase
28	B	Amber	Phase	12	G	Red	Phase
27	B	Green	Phase	11	G	Amber	Phase
26	C	Red	Phase	10	G	Green	Phase
25	C	Amber	Phase	9	G	Green	Phase
24	C	Green	Phase	8	H	Red	Phase
23	D	Red	Phase	7	H	Amber	Phase
22	D	Amber	Phase	6	H	Green	Phase
21	D	Green	Phase	5	H	Green	Phase
20	E	Red	Phase	4	I	Red	Phase
19	E	Amber	Phase	3	I	Amber	Phase
18	E	Green	Phase	2	I	Green	Phase
17	E	Green	Phase	1	I	Green	Phase

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Aspect Drives (ELV Controllers)

Aspect Drives (ELV Controllers)

☐ Card Reversed

HPU Connection 1

Aspect Drive Configuration for LSLS 2 of 2 cards (Cabinet 1)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	J	Red	Phase	16	N/A	N/A	N/A
31	J	Amber	Phase	15	N/A	N/A	N/A
30	J	Green	Phase	14	N/A	N/A	N/A
29	J	Green	Phase	13	N/A	N/A	N/A
28	K	Red	Phase	12	N/A	N/A	N/A
27	K	Amber	Phase	11	N/A	N/A	N/A
26	K	Green	Phase	10	N/A	N/A	N/A
25	K	Green	Phase	9	N/A	N/A	N/A
24	N/A	N/A	N/A	8	N/A	N/A	N/A
23	N/A	N/A	N/A	7	N/A	N/A	N/A
22	N/A	N/A	N/A	6	N/A	N/A	N/A
21	N/A	N/A	N/A	5	N/A	N/A	N/A
20	N/A	N/A	N/A	4	N/A	N/A	N/A
19	N/A	N/A	N/A	3	N/A	N/A	N/A
18	N/A	N/A	N/A	2	N/A	N/A	N/A
17	N/A	N/A	N/A	1	N/A	N/A	N/A

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	120	120	120	120
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	60	60	60	60
	InActive (Hrs)				
Group 2	Active (Mins)	120	120	120	120
	InActive (Hrs)	48	48	48	48
Group 3	Active (Mins)				
	InActive (Hrs)				
Group 4	Active (Mins)				
	InActive (Hrs)				
Group 5	Active (Mins)				
	InActive (Hrs)				
Group 6	Active (Mins)				
	InActive (Hrs)				
Group 7	Active (Mins)				
	InActive (Hrs)				

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to D)

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

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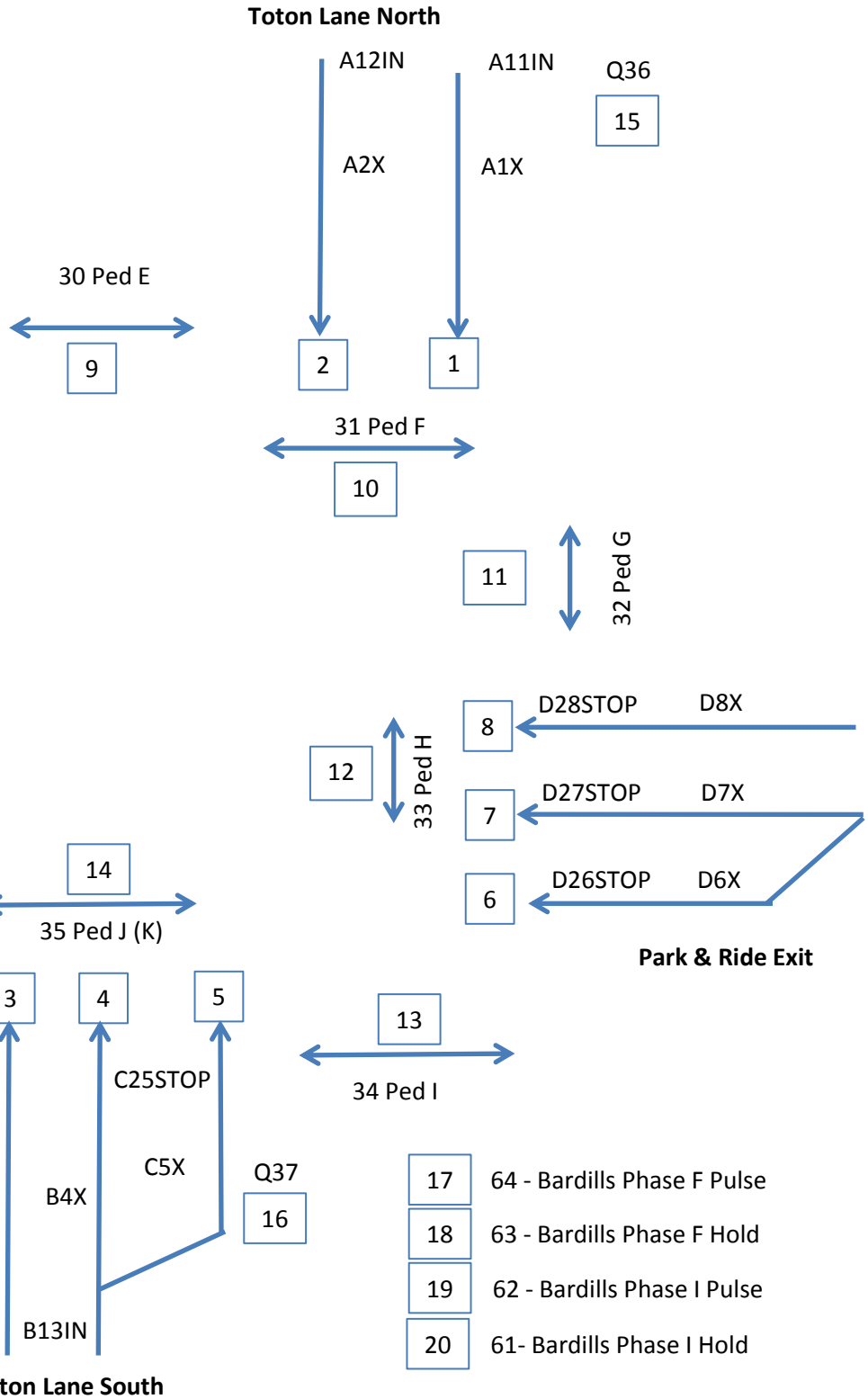
6 Special Instructions

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MOVA LINK/LANE DIAGRAM

Document Reference	300811-120-SPN-D200-MML-B16-002-00009	Revision	P2
Area	B16	Location	Toton Lane Park & Ride
Prepared by	A Gordon	Checked By	T Hargreaves
Date	28 November 2013	Date	29 November 2013



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Administration

General Specifications

Customer Name	A-ONE+ For MAC Area 7	Customer Order No.	
Intersection/ General Description	A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624	Controller/ Serial Number	
		S.T.S. /EM Number	EPR151 Issue 3
Controller	(•) New ( ) Modification	Equipment Installation by	
Area Specifications/ Customer Drawings		Slot Cutting by	
Specification Section		Civil Works by	
Contract/Tender Ref:		Customer's Engineer	STUART BENISTON
Quotation No.		Telephone Number	01623 886607
Works Order No.			

Signal Company Use Only

Signal Engineer: P M ROUSE
(IF Prom Label as >) Prom Number: 16700 Prom Variant: 151
Configuration Check Value: 5A 94 5B 13

Controller Options

Hardware: ST900 ELV | Firmware Type and Issue: PB801 ISS 8 | Other Options

ST900/ST750 Series Cabinet Options

Cabinet/Rack: Rack | Kit Type Options: (•) UK-Std ( ) Non-UK ( ) Small Non-UK ( )
Cabinet/Rack Variant: Automatic | Cuckoo Options: None | Gemini Fitted: ☑

Mains Supply	230	Volts	50	Hz			
Peak Lamp Current	1	Amps	Dimming Voltage	27.5	Answer Issue	0	Date Created 08/10/11
Average Lamp Power	1	Watts					
Total Average Power	1	Watts	Low Inrush Tra ☐		Edit Issue	24	

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order :
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Streams, Stages, Phases Control

Select Object to Add/Delete/Insert

( ) **Streams**
Current Number of Streams: 4

( ) **Phases**
Current Total Number of Phases: 10
(•) Number of Real Phases: 10
( ) Number of Dummy Phases: 0

( ) **Stages**
Current Number of stages (inc. ALL-RED stages): 12

( ) **Switched Signs**
Number of Switched Signs: 0

Action
[Add At] [Delete At]

Works Order :
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Facilities/Modes Enabled and Mode Priority Levels

Facilities

- [x] Manual Control
- [ ] Manual Step On Mode
- [x] CLF (Base Time)
- [ ] CLF (non-Base Time)
- [x] UTC Facility
- [ ] Hurry Call Mode
- [ ] Priority
- [ ] Emergency Vehicles
- [ ] Part Time
- [x] Master Time Clock
- [x] RED Lamp Monitoring
- [x] Lamp Monitoring
- [ ] Linked Fixed Time
- [x] FT To Current MAX
- [ ] Speed Measurement
- [ ] Download To Level 3
- [ ] London IMU
- [ ] Extend All Red
- [ ]
- [ ] Ripple Change
- [ ] Non-UK
- [x] Pelican/Puffin/Toucan Facilities
- [ ] Standalone Manual
- [ ] Holiday Clock
- [ ] Fail to Part Time
- [x] Serial MOVA
- [x]
- [ ] Free-Standing OTU
- [ ] Integral OTU

8 Starting Intergreen

Mode Priority

PRIORITY	1	2	3	4	5	6	7	8	9	10	11
Part Time	○	○	○	○	○	○	○	○	○	○	○
Emergency Vehicle	○	○	○	○	○	○	○	○	○	○	○
Hurry Call	○	○	○	○	○	○	○	○	○	○	○
Selected Man Cntrl	◉	○	○	○	○	○	○	○	○	○	○
UTC	○	○	◉	○	○	○	○	○	○	○	○
Manual Step On	○	○	○	○	○	○	○	○	○	○	○
Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○
Cableless Link (CLF)	○	○	○	◉	○	○	○	○	○	○	○
Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○
Vehicle Actuated	○	○	○	○	◉	○	○	○	○	○	○
Fixed Time	○	○	○	○	○	◉	○	○	○	○	○

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standardPB801.8df
Default PROM data file

Correspondence Monitoring to inc.

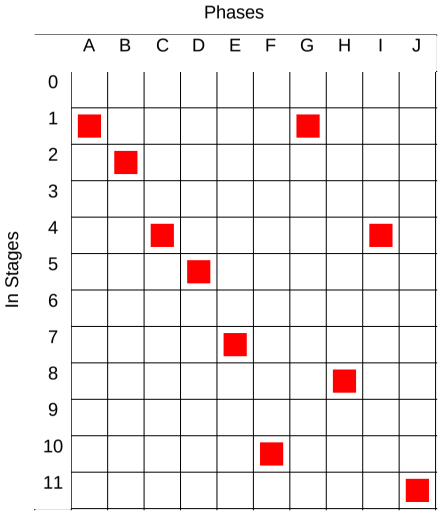
- [x] Reds
- [x] Ambers
- [ ] Switched Signs
- [ ] Ignore Reds and Ambers during Fail to Part Time

Flash Rate (ms)

400 Off 400 On

Works Order :
EM Number : EPR151
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Phases in Stages



Works Order :
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Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

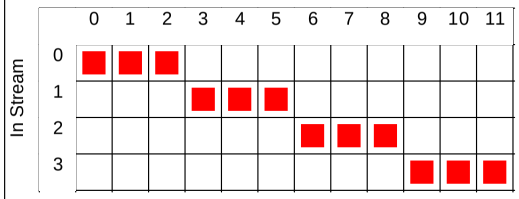
Stages in Streams

Stream Data

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	1	4	7	10				
Startup Stage	1	4	7	10				
Part-Time switch off stage								
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

NB : For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

Stages



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○ Manual Output Allocation ☑

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs "R"	"A"	"G"
A	EAST CIRC	0 - UK Traffic	0	0 - I		1	1	1
B	A52 W/B	0 - UK Traffic	0	0 - I		2	2	2
C	SOUTH CIRC	0 - UK Traffic	0	0 - I		1	1	1
D	WOODSIDE ROAD N/B	0 - UK Traffic	0	0 - I		2	2	2
E	A52 E/B EXIT	0 - UK Traffic	0	0 - I		1	1	1
F	WOODSIDE ROAD S/B EXIT	0 - UK Traffic	0	0 - I		1	1	1
G	PED ACROSS A52 W/B	3 - UK Near Side Pedestrian	0	0 - I		1	1	2
H	PED ACROSS A52 EXIT E/B EXIT	3 - UK Near Side Pedestrian	0	0 - I		1	1	2
I	PED ACROSS WOODSIDE ROAD N/B	3 - UK Near Side Pedestrian	0	0 - I		1	1	2
J	PED ACROSS WOODSIDE ROAD S/B EXIT	3 - UK Near Side Pedestrian	0	0 - I		1	1	2

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order :
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Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ 2 ○ 3 ○ ○ ○ ○ ○

Initialise

☑ Amber Conflict Monitoring

To Phase / From Phase

From \ To	A	B	C	D	E	F	G	H	I	J
A		Co					o			
B	Co						Co			
C				Co					o	
D			Co						Co	
E								Co		
F										Co
G	o	Co								
H					Co					
I			o	Co						
J						Co				

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

◉ Phases A to P ○

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	0.0	7	0	0	0	0	0	0	0	☐
B	7	0	0.0	20	0	0	0	0	0	0	0	☐
C	7	0	0.0	7	0	0	0	0	0	0	0	☐
D	7	0	0.0	20	0	0	0	0	0	0	0	☐
E	7	0	0.0	7	0	0	0	0	0	0	0	☐
F	7	0	0.0	7	0	0	0	0	0	0	0	☐
G	5	2	0.0	0	0	0	0	0	0	0	0	☐
H	5	2	0.0	0	0	0	0	0	0	0	0	☐
I	5	2	0.0	0	0	0	0	0	0	0	0	☐
J	5	2	0.0	0	0	0	0	0	0	0	0	☐
												☐
												☐
												☐
												☐
												☐
												☐

NB: For Standalone Streams see Help for use of Max. Sets.

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ 2 ○ 3 ○ ○ ○ ○ ○

NB: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J
A		5								
B	6						5			
C				5						
D			6						5	
E								5		
F										5
G		0								
H					0					
I				0						
J						0				

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Handset Intergreen Limits

HIGH 30

Copy Intergreen Values

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J
A		5								
B	6						5			
C				5						
D			6						5	
E								5		
F										5
G										
H										
I										
J										

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.	Phase	Min. Green Min.	Min. Green Max.
A	7	255	Q		
B	7	255	R		
C	7	255	S		
D	7	255	T		
E	7	255	U		
F	7	255	V		
G	5	255	W		
H	5	255	X		
I	5	255	Y		
J	5	255	Z		
K			A2		
L			B2		
M			C2		
N			D2		
O			E2		
P			F2		

Max. Green — Min. 7 Max. 255

Vehicle Extension — Min. 0.0 Max. 10.0

Phase Delay — Min. 0 Max. 30

Starting I/G — Min. 8 Max. 15

Min Ped Clr (PBT) — Min. 1 Max. 5

Traffic Phase Leaving — Min. 3.0 Max. 3.0

Traffic Phase Red/Amber — Min. 2 Max. 2

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Phase - VA Demand and Extend Definitions

VA Demand and Extend Definitions

(•) Phases A to P ( )

For Unlatched demands preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase	Demands				Extensions			
A								
B	BX4	BX5	BX6		BX4	BX5	BX6	
C								
D	DX35	DX36	DX37		DX35	DX36	DX37	
E								
F								
G	PBUG7	PBUG8	PBUG9	PBUG10				
H	PBUH1	PBUH2	PBUH3	PBUH4				
I	PBUI19	PBUI20	PBUI21	PBUI22				
J	PBUJ13	PBUJ14	PBUJ15	PBUJ16				

Works Order :
EM Number : EPR151
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Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G	H	I	J
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G	H	I	J
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D	E	F	G	H	I	J
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B	C	D	E	F										

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order :
EM Number : EPR151
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Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Phase - OnCrossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

◉ Phases A to P ○

Phase	On Crossing				Kerbside			
A								
B								
C								
D								
E								
F								
G	ONCG7	ONCG10						
H	ONCH2	ONCH4			KERBH1	KERBH3		
I	ONCI19	ONCI22						
J	ONCJ14	ONCJ15			KERBJ13	KERBJ16		

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Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times

Pedestrian Enable VA Mode (PEV)

Streams

0	1	2	3	4	5	6	7

Pedestrian All Red Times (Vehicle to Pedestrian)

Streams	0	1	2	3	4	5	6	7
(PARn 0) VA Gap Change								
(PAR n 1) VA Max Change								
(PAR n 2) FVP Change								
(PAR n 3) UTC Change								
(PAR n 4) Local Link Change								

Handset Range Limits

	Min	Max
(PARn 0) VA Gap Change		
(PAR n 1) VA Max Change		
(PAR n 2) FVP Change	0	0
(PAR n 3) UTC Change		
(PAR n 4) Local Link Change		

Pelican Intergreen times

(PIT n 0) Veh Red/Ped Flash Green	0	0
(PIT n 1) Veh Flash Amber/Ped Flash Green	0	0
(PIT n 2) Veh Flash Amber/Ped red	0	0
(PIT n 3) Veh Flash Amber/Ped Red Quiescent	0	0

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Phase - Pelican Puffin and Toucan Times

Phase - Pelican Puffin and Toucan Times

Phases A to P

Phase	PDD Ped Dem Del	PDX Demand Hold	CMX Ped Clearance Maximum	CDY 0 Clearance Delay Gap Chng	CDY 1 Clearance Delay Max Chng	CRD Clearance Minimum Red
A	0	0.0	0	0	0	0
B	0	0.0	0	0	0	0
C	0	0.0	0	0	0	0
D	0	0.0	0	0	0	0
E	0	0.0	0	0	0	0
F	0	0.0	0	0	0	0
G	0	0.0	7	0	0	0
H	0	2.0	5	0	0	0
I	0	0.0	7	0	0	0
J	0	2.0	5	0	0	0

Handset Range Limits

	MIN	MAX
Pedestrian Demand delay PDD	0	4
Pedestrian Demand Hold PDX	0.0	5.0
Pedestrian Clearance CMX	0	20
Pedestrian Clearance Delays CDY 0 and CDY1	0	3
Pedestrian Clearance Delay (Red) CRI	0	0

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times

Streams 0 1 2 3 4 5 6 7

Computer Control

PV

Window Time
UIE

Local Link

PV1

Link Delay Time
LKD

Link Window Time
LKW

Link Override Time
LKO

Kerbside Mat Test Output

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Pelican, Puffin, Toucan Pushbutton and Kerbside Detector Pair Associations

	Phase	Demand	KBS
0	H	PBUH1	KERBH1
1	H	PBUH2	KERBH1
2	H	PBUH3	KERBH3
3	H	PBUH4	KERBH3
4	J	PBUJ13	KERBJ13
5	J	PBUJ14	KERBJ13
6	J	PBUJ15	KERBJ16
7	J	PBUJ16	KERBJ16
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
23			
24			
25			
26			
27			
28			
29			
30			
31			
32			
33			
34			
35			
36			
37			
38			
39			
40			
41			
42			
43			
44			
45			
46			
47			
48			
49			
50			
51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			

Note: Any association pushed off the screen will have any previous association blanked

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Stage Internal Demands / Ped. Window Times

Stage Internal Demands / Ped. Window Times

Start-up Vehicle Responsive Demands

0	1	2	3	4	5	6	7	8	9	10	11				
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4	5	6	7	8	9	10	11				
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3	4	5	6	7	8	9	10	11				
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	0	0	0	0	0	0	0	0	0	0				
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐
Extend	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

CLF - Plan(s)

CLF - Plan(s)

Plan No. 0

Copy from

Plan Specifics

Influence Set 0

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 45

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	21	1	2	16	39	2	8
1	40	1	1	17	41	1	7
2	10	1	5	18	26	2	11
3	27	1	4	19	28	1	10
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand dependent
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

CLF - Plan(s)

CLF - Plan(s)

Plan No. 1

Copy from

Plan Specifics

Influence Set 1

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	29	1	2	16	51	2	8
1	48	1	1	17	53	1	7
2	18	1	5	18	34	2	11
3	35	1	4	19	36	1	10
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand dependent
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

CLF - Plan(s)

CLF - Plan(s)

Plan No. 2

Copy from

Plan Specifics

Influence Set 2

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	29	1	2	16	51	2	8
1	52	1	1	17	53	1	7
2	17	1	5	18	34	2	11
3	35	1	4	19	36	1	10
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

CLF - Plan(s)

CLF - Plan(s)

Plan No. 3

Copy from

Plan Specifics

Influence Set 3

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	30	1	2	16	52	2	8
1	53	1	1	17	54	1	7
2	13	1	5	18	35	2	11
3	36	1	4	19	37	1	10
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

CLF - Base Time

CLF - Base Time

Controller Base Date: XX/XX/XX

Controller Base Time: 02:00:00

Plan Offset

	Minutes	Seconds		Minutes	Seconds
Plan 0	0	0	Plan 8	0	0
Plan 1	0	0	Plan 9	0	0
Plan 2	0	0	Plan 10	0	0
Plan 3	0	0	Plan 11	0	0
Plan 4	0	0	Plan 12	0	0
Plan 5	0	0	Plan 13	0	0
Plan 6	0	0	Plan 14	0	0
Plan 7	0	0	Plan 15	0	0

Handset Range Limits

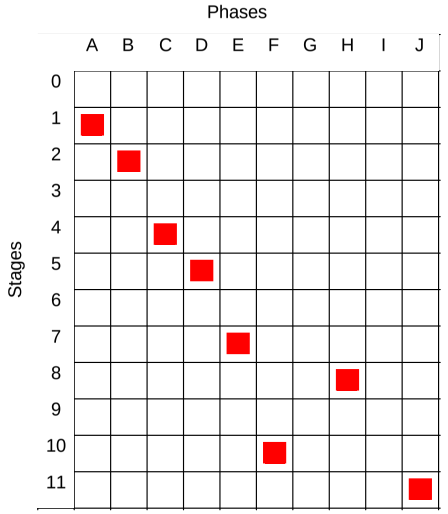
	Minutes	Seconds
Min	0	0
Max	255	59

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

UTC General Data

UTC General Data

Type of UTC

○ 106 ◉ 316

Integral OTU Address

4 Number of Control Words

4 Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Priority Mode

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
Time Only	23:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Time Only	23:00:02

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	#F1	#F2	#F4	#F5	#F7	#F8	#F10	#F11
Word 2	D1	D2	D4	D5	D7	D8	D10	D11
Word 3	SO	TS						
Word 4							MOVATO0	MOVATO1

Reply Words

Word 1	G1	G2	G4	G5	G7	G8	G10	G11
Word 2	DF		DC	LF1	LF2	EXITQ		
Word 3	RT	CF						
Word 4								CRB1
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

Demands

For Unlatched demands preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

(●) Phases A to P ( ) Phases Q to Z

Extensions

Phase	Demands				Extensions			
A	#D1				D1			
B	#D2				D2			
C	#D4				D4			
D	#D5				D5			
E	#D7				D7			
F	#D10				D10			
G								
H	#D8				D8			
I								
J	#D11				D11			

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

UTC Stage and Modes Data Definitions

UTC Stage and Modes Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	#F1	*SCRT1		17			
2	#F2	*SCRT2		18			
3				19			
4	#F4	*SCRT4		20			
5	#F5	*SCRT5		21			
6				22			
7	#F7	G7		23			
8	#F8	G8		24			
9				25			
10	#F10	G10		26			
11	#F11	G11		27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

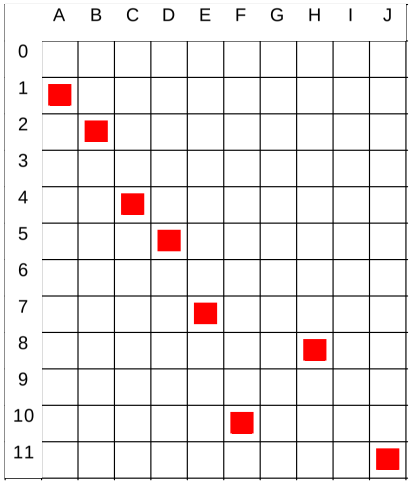
UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Serial MOVA

Serial MOVA

1	BIN1	2	BIN2	3	BIN3	4	BX4	5	BX5	6	BX6	7	BSL7	8	BSL8
9	BSL9	10		11		12		13		14	WWAITH	15	WWAITJ	16	
17		18		19		20		21		22		23		24	
25		26		27		28		29		30		31		32	
33	DIN33	34	DIN34	35	DX35	36	DX36	37	DX37	38	DSL38	39	DSL39	40	DSL40
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	WCRBACT

Note - only 32 detectors available on MOVA 4.0

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

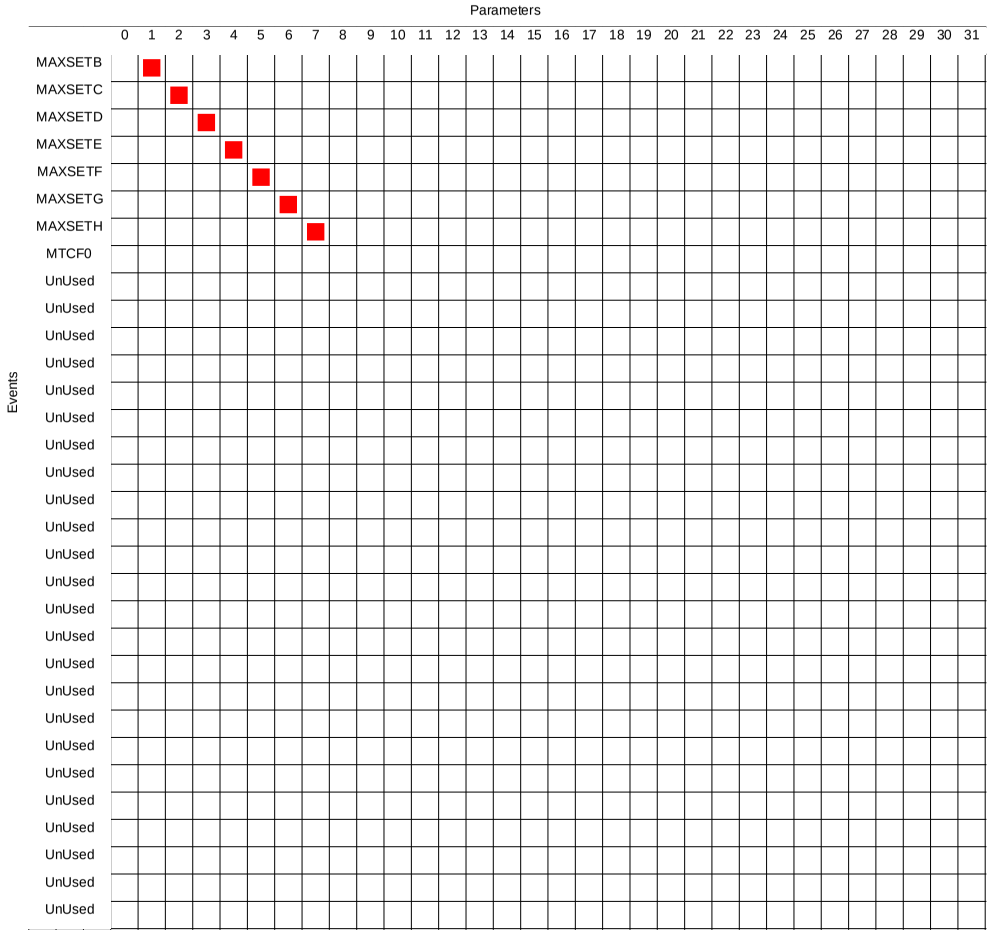
MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	Alternate Max	MAXSETB	16	No Action	
1	Alternate Max	MAXSETC	17	No Action	
2	Alternate Max	MAXSETD	18	No Action	
3	Alternate Max	MAXSETE	19	No Action	
4	Alternate Max	MAXSETF	20	No Action	
5	Alternate Max	MAXSETG	21	No Action	
6	Alternate Max	MAXSETH	22	No Action	
7	Conditioning	MTCF0	23	No Action	
8	No Action		24	No Action	
9	No Action		25	No Action	
10	No Action		26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

MTC - Time Switch Parameters Array



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Master Time Clock - Day Type

Master Time Clock - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Master Time Clock - Time Table

Master Time Clock - Time Table

View Time Table settings: (•) 0-15 ( ) 16-31 ( ) 32-47 ( ) 48-63

Number	Day Type	Time	Introduce Function Required	Function Number	Plan/ Parameter
0	9	07:00:00	INTRODUCE CLF PLAN 1	1	1
1	9	09:30:00	INTRODUCE CLF PLAN 2	1	2
2	9	15:30:00	INTRODUCE CLF PLAN 3	1	3
3	0	08:00:00	INTRODUCE CLF PLAN 2	1	2
4	1	08:00:00	INTRODUCE CLF PLAN 2	1	2
5	7	19:00:00	INTRODUCE CLF PLAN 0	1	0
6	9	15:30:00	INTRODUCE MOVA PLAN 1	4	7
7	9	19:00:00	INTRODUCE MOVA PLAN 0	3	7
8	0			0	0
9	0			0	0
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Numbers:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

○ ◉ 48
○ ○

Red Lamp Monitoring

Max Red Bulb Wattage

First Red Lamp Fault Speed: 0

☐ RLF2 Cancels RLM additional Intergreens

☐ RLF2 Only Cleared by RFL = 1

☐ RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ ☐ ☐ ☐

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Integral Onboard LMU Sensors

Integral LMU On-board Sensors for ELV Controllers

Number of LS cards fitted	HPU Connection
2	1

Sensor Configuration For LSLS 1 (Rack)

Phase	Aspect	Sensor #	Sensor Type	Load Type		Phase	Aspect	Sensor #	Sensor Type	Load Type	
A	Red	1	As Seq.	1: STC Helios ELV	○	D	Green	4	As Seq.	1: STC Helios ELV	○
A	Amber	1	As Seq.	1: STC Helios ELV	○	D	Green	4	As Seq.	1: STC Helios ELV	○
A	Green	1	As Seq.	1: STC Helios ELV	○	E	Red	5	As Seq.	1: STC Helios ELV	○
B	Red	2	As Seq.	1: STC Helios ELV	○	E	Amber	5	As Seq.	1: STC Helios ELV	○
B	Red	2	As Seq.	1: STC Helios ELV	○	E	Green	5	As Seq.	1: STC Helios ELV	○
B	Amber	2	As Seq.	1: STC Helios ELV	○	F	Red	6	As Seq.	1: STC Helios ELV	○
B	Amber	2	As Seq.	1: STC Helios ELV	○	F	Amber	6	As Seq.	1: STC Helios ELV	○
B	Green	2	As Seq.	1: STC Helios ELV	○	F	Green	6	As Seq.	1: STC Helios ELV	○
B	Green	2	As Seq.	1: STC Helios ELV	○	G	Red	7	R,G	3: STC LED Nearside In	○
C	Red	3	As Seq.	1: STC Helios ELV	○	G	Amber	8	Wait	2: STC LED Demand Inc	○
C	Amber	3	As Seq.	1: STC Helios ELV	○	G	Green	7	R,G	3: STC LED Nearside In	○
C	Green	3	As Seq.	1: STC Helios ELV	○	G	Green	7	R,G	3: STC LED Nearside In	○
D	Red	4	As Seq.	1: STC Helios ELV	○	H	Red	9	R,G	3: STC LED Nearside In	○
D	Red	4	As Seq.	1: STC Helios ELV	○	H	Amber	10	Wait	2: STC LED Demand Inc	○
D	Amber	4	As Seq.	1: STC Helios ELV	○	H	Green	9	R,G	3: STC LED Nearside In	○
D	Amber	4	As Seq.	1: STC Helios ELV	○	H	Green	N/A	N/A	N/A	○

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure

Works Order :
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Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Integral Onboard LMU Sensors

Integral LMU On-board Sensors for ELV Controllers

Number of LS cards fitted	HPU Connection
2	1

Sensor Configuration For LSLS 2 (Rack)

Phase	Aspect	Sensor #	Sensor Type	Load Type		Phase	Aspect	Sensor #	Sensor Type	Load Type	
I	Red	11	R,G	3: STC LED Nearside In	○	N/A	N/A		N/A	N/A	○
I	Amber	12	Wait	2: STC LED Demand In	○	N/A	N/A		N/A	N/A	○
I	Green	11	R,G	3: STC LED Nearside In	○	N/A	N/A		N/A	N/A	○
I	Green	N/A	N/A	N/A	○	N/A	N/A		N/A	N/A	○
J	Red	13	R,G	3: STC LED Nearside In	○	N/A	N/A		N/A	N/A	○
J	Amber	14	Wait	2: STC LED Demand In	○	N/A	N/A		N/A	N/A	○
J	Green	13	R,G	3: STC LED Nearside In	○	N/A	N/A		N/A	N/A	○
J	Green	N/A	N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure

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Integral External LMU Sensors

Integral LMU External Sensors for Reg Signs (ELV Controllers)

External Sensors (1)

Sensor	Load Type
48	4: STC ELV Regulatory Sign
47	4: STC ELV Regulatory Sign
46	4: STC ELV Regulatory Sign
45	4: STC ELV Regulatory Sign

External Sensors (4)

Sensor	Load Type

External Sensors (2)

Sensor	Load Type
44	4: STC ELV Regulatory Sign
43	4: STC ELV Regulatory Sign
42	4: STC ELV Regulatory Sign
41	4: STC ELV Regulatory Sign

External Sensors (5)

Sensor	Load Type

External Sensors (3)

Sensor	Load Type

External Sensors (6)

Sensor	Load Type

Note: Sensors which have been used as Onboard sensors will not be available h

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RLM Additional Intergreens

Phases Delayed

Phases with RLF1

	A	B	C	D	E	F	G	H	I	J
A										
B							2			
C										
D									2	
E								2		
F										2
G										
H										
I										
J										

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RLM Phase Inhibits

Phases Inhibited/Blacked-out

Phases with RLF2

	A	B	C	D	E	F	G	H	I	J
A										
B							■			
C										
D									■	
E								■		
F										■
G										
H										
I										
J										

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Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	ALL RED	0	3	7	10				
1	EAST CIRC _SOUTH CIRC	1	4	7	10				
2	A52 W/B_SOUTH CIRC	2	4	7	10				
3	A52 W/B_SOUTH CIRC + EXIT PEDS	2	4	8	11				
4	EAST CIRC _WOODSIDE ROAD N/B	1	5	7	10				
5	EAST CIRC _WOODSIDE ROAD N/B + EXIT PEDS	1	5	8	11				
6	A52 W/B_WOODSIDE ROAD N/B	2	5	7	10				
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☑	☑	☑	☑	☑

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	◉	○	○	○
RR	◉	○	○	○

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Manual Mode Enable

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

Note 1:
For this to operate Special Conditioning is required.

Mode Select Switches Disabled

☑ VA ☑ Fixed Time ☐ CLF

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Special Conditioning

```
; LAMPS OFF REPLY TO THE OMU (LAMPS OFF RELAY MUST BE FITTED TO ENABLE THIS TO WORK)
; ================================================================================

LMPON.SWLMPS.NOT(FLF17)=LAMPSON                          ; IF LAMPS ARE SWITCHED OFF OR FAIL SEND REPLY BY
                                                         ; USING AN I/O OUTPUT CALLED "LAMPSON"


CFE0:=CONDFLASH0                                         ; CFE SOFTWARE SWITCHES ALLOW STREAMS TO BE TURNED OFF
    *=ESPTX0                                             ; IF ANY STREAM IS SWITCHED OFF BY SETTING A CFE ACTIVE
CFE1:=CONDFLASH1                                         ; THIS SENDS AN OUTPUT TO THE UTMC UNIT VIA THE SERIAL
    *=ESPTX1                                             ; LINK CABLE
CFE2:=CONDFLASH2
    *=ESPTX2
CFE3:=CONDFLASH3
    *=ESPTX3



IFT (MODE0 EQL<8>) THN
    RUN<90>
END
IFT CNDTER90 THN
    RUN<91>
END
IFT CNDTER91 THN
    RUN<90>
END
IFT (MODE0 EQL<6>).MOVATO0.(MODE1 EQL<6>).MOVATO1.WMOVA THN
    TRUE=MIL05
ELS
    FALSE=MIL05
    IFT (((MODE0 EQL<6>).MOVATO0)+((MODE1 EQL<6>).MOVATO1)+WMOVA) THN
        CNDTMA90=MIL05
    END
END
IFT (MODE0 EQL<8>) THN
    RUN<88>
END
IFT CNDTER88 THN
    RUN<89>
END
IFT CNDTER89 THN
    RUN<88>
END
IFT (MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1).WUTC THN
    TRUE=MIL17
ELS
    FALSE=MIL17
    IFT (((MODE0 EQL<6>).NOT(MOVATO0)+((MODE1 EQL<6>).NOT(MOVATO1)+WUTC))) THN
        CNDTMA90=MIL17
    END
END


WPHSB=MIL22                                              ; AUX1 LED Link Active from West Controller Phase B
WPHSD=MIL23                                              ; AUX2 LED Link Active from West Controller Phase D



; EXTRA DETECTION
; ===============

(BSL7+BSL8+BSL9)=+LCPHB                                  ; LOOPS TO DEMAND AND EXTEND USING IPX VALUES
BSL7_ext:=+EXOB
        *=+EXCB
```

Special Conditioning

```
BSL8_ext:=+EXOB
        *=+EXCB
BSL9_ext:=+EXOB
        *=+EXCB

(DSL38+DSL39+DSL40)=+LCPHD                          ; LOOPS TO DEMAND AND EXTEND USING IPX VALUES
DSL38_ext:=+EXOD
         *=+EXCD
DSL39_ext:=+EXOD
         *=+EXCD
DSL40_ext:=+EXOD
         *=+EXCD



; LINKED INPUT
; ============

WWAITH=+UCST5                                       ; WAIT CONFIRM FROM WEST CONTROLLER DEMANDS STAGE 5



; UTC STAGE REPLIES
; =================

IFT (MOVATO0+(SCRT1+SCRT2)) THN                     ; IF MOVA HAS BEEN REQUESTED TO TAKE CONTROL
    NOT(STAGE1)=G1                                  ; OR G1/G2 REPLY IS NOT PRESENT
    NOT(STAGE2)=G2
ELS
    FALSE:=G1
         *=G2
END


; UTC / MOVA CONTROL
; ==================

MOVATO0:.F1=+UCST1
       *.F2=+UCST2

IFT (MOVATO1+(SCRT4+SCRT5)) THN                     ; IF MOVA HAS BEEN REQUESTED TO TAKE CONTROL
    NOT(STAGE4)=G4                                  ; OR G4/G5 REPLY IS NOT PRESENT
    NOT(STAGE5)=G5
ELS
    FALSE:=G4
         *=G5
END


; UTC / MOVA CONTROL
; ==================

MOVATO1:.F4=+UCST4                                  ; ENSURE MOVA HOLDS CURRENT STAGE DUE TO TYPE 316 UTC
       *.F5=+UCST5
MOVATO0.F1.STAGE1:=+EXOA
                  *=+EXCA
MOVATO0.F2.STAGE2:=+EXOB
                  *=+EXCB
MOVATO1.F4.STAGE4:=+EXOC
                  *=+EXCC
MOVATO1.F5.STAGE5:=+EXOD
                  *=+EXCD


; DIM CONFIRM REPLY BIT.
; ======================
```


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Special Conditioning

```
NOT(NOT(SO).NOT(SOLBRGHT))=DC                       ; SOLAR DIM OR DIM OVERRIDE REPLIES DC.



; CONTROLLER REPLIES
; ==================

NOT(SYSLED)=CF                                      ; ANY FAULT IN LOG REPLIES CF
NOT(LMPANY0+LMPANY1+LMPANY2+LMPANY3)=LF1            ; ANY LAMP FAILURE REPLY LF1
NOT(LMP1RED0+LMP1RED1+LMP1RED2+LMP1RED3)=LF2        ; FIRST RED LAMP FAILURE REPLY LF2
NOT(1SCRT20)=EXITQ                                  ; REPLY TO UTC WHEN QUEUE DETECTED


; UTC D-BIT UNLATCHED STAGE DEMANDS AND EXTENSIONS
; ================================================

D1:=+UCST1                                          ; D1 DEMANDS STAGE 1 AND
  *=+EXOA                                           ; EXTENDS EXCLUSIVE PHASES.
D1=+EXCA

D2:=+UCST2                                          ; D2 DEMANDS STAGE 2 AND
  *=+EXOB                                           ; EXTENDS AN EXCLUSIVE PHASE.
D2=+EXCB

D4:=+UCST4                                          ; D4 DEMANDS STAGE 4 AND
  *=+EXOC                                           ; EXTENDS AN EXCLUSIVE PHASE.
D4=+EXCC

D5:=+UCST5                                          ; D5 DEMANDS STAGE 5 AND
  *=+EXOD                                           ; EXTENDS AN EXCLUSIVE PHASE.
D5=+EXCD

D7:=+UCST7                                          ; D7 DEMANDS STAGE 7 AND
  *=+EXOE                                           ; EXTENDS AN EXCLUSIVE PHASE.
D7=+EXCE

D8:=+UCST8                                          ; D8 DEMANDS STAGE 8.
  *=+EXOH                                           ; EXTENDS AN EXCLUSIVE PHASE.
D8=+EXCH
D10:=+UCST10                                        ; D10 DEMANDS STAGE 10 AND
   *=+EXOF                                          ; EXTENDS AN EXCLUSIVE PHASE.
D10=+EXCF

D11:=+UCST11                                        ; D11 DEMANDS STAGE 11.
   *=+EXOJ                                          ; EXTENDS AN EXCLUSIVE PHASE.
D11=+EXCJ



; MODES DISABLED BY CERTAIN CONDITIONS
; ====================================
NOT(DSRACC):=MNCONT                                 ; HANDSET NOT PLUGGED IN DISABLES
           *=MSCONT                                 ; MANUAL MODE.
(SSVA+SSFIX).(F1+F2+F4+F5)=VACONT                   ; FORCE BIT AND IN VA SWITCH
                                                    ; POSITION DISABLES VA MODE.
SSFIX.NOT(DSRACC)::=FTCONT                          ; NO HANDSET AND IN FIXED TIME
                  *=SSCONT                          ; SWITCH POSITION DISABLES FT MODE.
                  *=1SCRT253                        ; FIXED TIME MODE DISABLE FLAG


; CLF DISABLED
; ============

(MOVATO0+MOVATO1+(MODE0 EQL<4>))=ROUGH0                     ; MOVA OR MANUAL MODE
```

Special Conditioning

```
(MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1)=ROUGH1    ; UTC MODE
(ROUGH0+ROUGH1):=DISCLF2
               *=DISCLF3



; MOVA CONFIRMS
; =============

PRSLMPAG.NOT(LMUINHG)=MOVADET10                          ; WAIT REPIES TO MOVA
PRSLMPAH.NOT(LMUINHH)=MOVADET11
PRSLMPAI.NOT(LMUINHI)=MOVADET12
PRSLMPAJ.NOT(LMUINHJ)=MOVADET13



; EXIT LOOP INPUTS TO MOVA
; ========================

IFT CCTO0.(CCTO1+CCTO2) THN                              ; SET MOVADET63 AFTER THE CALL DELAY
    TRUE=1SCRT20
END
IFT 1SCRT20.NOT(CCTO0+CCTO1+CCTO2) THN                   ; AND SET OUTPUT TO LINKED CONTROLLER
    FALSE=1SCRT20
END
1SCRT20:=MOVADET63
       *=EEXITQ



; INPUTS TO MOVA
; ==============

EXITQ41=MOVADET41
(EXITQ42A+EXITQ42B)=MOVADET42
(EXITQ43A+EXITQ43B)=MOVADET43



; PED TERMINATION
; ===============
LMPON.PHASED.NOT(MING)=1AUXCMDG4
LMPON.WPHSBGRN.NOT(MINI)=1AUXCMDI4



; MOVA CRB CONTROL STREAM 0
; =========================

IFT (PRSLMPRA+PRSLMPAA+PRSLMPGA) THN                                ; MIN LAMPS OFF TIMER
    RUN<94>
END
IFT NOT(MODE0 EQL<6>).NOT(CNDTMA95).SSNRM THN                       ; NOT IN MOVA MODE AND IN NORMAL RUN TIMER
    RUN<95>
END
IFT CNDTER95+((PRVMOD0 EQL<6>).NOT(MODE0 EQL<6>)) THN
    LOD<10> 2SCRTCH31
    TRUE=2SCRT239
END                                                                 ; START A 2 SEC INTERNAL TIMER FOR CRB TOGGLE
NOT(2SCRTST31 EQL<0>)=.2SCRT239
IFT (2SCRTST31 GRT<0>) THN
    DEC 2SCRTCH31
END
(SSNRM+SSFIX+SSVA).(NOT(2SCRT239)+(MODE0 EQL<6>)).CNDTMA94.NOT(EEXITQ):=MOVACRB  ; WHEN TIMER TERMINATES TOGGLE CRB
                                                                     *=ECRBACT  ; OUTPUT TO LINKED CONTROLLER
```


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Special Conditioning

```
; MOVA CRB CONTROL STREAM 1
; =========================

IFT (PRSLMPRC+PRSLMPAC+PRSLMPGC) THN                                ; MIN LAMPS OFF TIMER
    RUN<92>
END
IFT NOT(MODE1 EQL<6>).NOT(CNDTMA93).SSNRM THN                       ; NOT IN MOVA MODE AND IN NORMAL RUN TIMER
    RUN<93>
END
IFT CNDTER93+((PRVMOD1 EQL<6>).NOT(MODE1 EQL<6>)) THN
    LOD<10> 2SCRTCH30
    TRUE=2SCRT238
END                                                                 ; START A 2 SEC INTERNAL TIMER FOR CRB TOGGLE
NOT(2SCRTST30 EQL<0>)=.2SCRT238
IFT (2SCRTST30 GRT<0>) THN
    DEC 2SCRTCH30
END
(SSNRM+SSFIX+SSVA).(NOT(2SCRT238)+(MODE1 EQL<6>)).CNDTMA92.NOT(EEXITQ)=CRB1   ; WHEN TIMER TERMINATES TOGGLE CRB
```

Special Conditioning

```
; Link Outputs

; EPHSB    : Send output to West Controller when Phase A to leaving amber until Phase B leaving amber
; EPHSD    : Send output to West Controller when Phase C to leaving amber until Phase D leaving amber

IFT TERMA THN
    TRUE=1SCRT0
END
IFT TERMB THN
    FALSE=1SCRT0
END
NOT(CFE0).1SCRT0=EPHSB

IFT TERMC THN
    TRUE=1SCRT1
END
IFT TERMD THN
    FALSE=1SCRT1
END
NOT(CFE1).1SCRT1=EPHSD

NOT(CFE0).LMPON.PHASEB=EPHSBGRN
PRSLMPAH.NOT(LMUINHH)=EWAITH
PRSLMPAJ.NOT(LMUINHJ)=EWAITJ

(MODE0 EQL<6>).MOVATO0.(MODE1 EQL<6>).MOVATO1=EMOVA
(MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1)=EUTC
; TIME SYNC OUTPUT
; ================

IFT (RTCTOD EQL<22>).(RTCMIN EQL<59>).(RTCSEC EQL<58>) THN         ; FIRST REAL TIME PULSE AT 22:59:58
    TRUE=TSYNC
ELS
    IFT (RTCTOD EQL<23>).(RTCMIN EQL<00>).(RTCSEC EQL<00>) THN     ; SECOND REAL TIME PULSE AT 23:00:00
        TRUE=TSYNC
    ELS
        FALSE=TSYNC
    END
END



; PHASE B END OF SAT FLAGS
; ========================

(ESPRX7.ESPRX8.ESPRX9)=EPHSBSAT                                    ; SEND OUTPUT TO LINKED CONTROLLER WHEN END
                                                                   ; OF SAT FLAGS ARE RECEIVED FROM THE UG405 UNIT
```


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Special Conditioning

```
; PED LINK PHASE H
; ================
IFT WPHSD.NOT(1SCRT5) THN                                          ; WHEN INPUT GO'S ACTIVE RUN DELAY TIMER.
    RUN<0>
END
IFT CNDTER0 THN                                                    ; DELAY TIMER ENDS RUN THE RELEASE TIMER.
    RUN<1>
END
(MODE2 EQL<2>).LMPON.NOT(CNDTMA1+CNDTER2)./ROUGH1=PRVST8           ; IF RELEASE TIMER ACTIVE OR OVERRIDE TIMER EXPIRES OR
WPHSD=1SCRT5                                                       ; OR LAMPS OFF THEN LIFT LINK.
IFT PRVST8.NOT(1SCRT7) THN                                         ; RUN THE OVERRIDE TIMER WHEN PREVENT IS ACTIVE.
    RUN<2>
END
PRVST8=1SCRT7
PRSLMPAH.NOT(LMUINHH)=EWAITH                                       ; SEND OUUTPUT TO LINKED CONTROLLER TO CREATE A
                                                                   ; PHASE TERMINATION
```

Special Conditioning

```
; PED LINK PHASE J
; ================

IFT TERMA THN                                          ; WHEN "A" LOSES RIGHT OF WAY RUN DELAY TIMER.
    RUN<3>
END
IFT CNDTER3 THN                                        ; WHEN DELAY TIMER ENDS RUN THE RELEASE TIMER.
    RUN<4>
END
(MODE3 EQL<2>).LMPON.NOT(CNDTMA4+1SCRT11)./ROUGH1=PRVST11  ; IF RELEASE TIMER ACTIVE OR OVERRIDE TIMER EXPIRES OR
                                                       ; LAMPS OFF THEN LIFT LINK.

IFT NOT(PRVST11)+ATOROW THN                            ; RUN THE OVERRIDE TIMER FROM LAST TIME LINK LIFTED.
    RUN<5>
END
CNDTER5=+1SCRT11
NOT(ATOROW)=.1SCRT11
PRSLMPAJ.NOT(LMUINHJ):=EWAITJ                          ; SEND OUUTPUT TO LINKED CONTROLLER TO CREATE A
                      *=+UCST2                         ; PHASE TERMINATION
```


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Special Conditioning

```
; INPUTS TO EAST STREAM 0
; =======================

WPHSD=MOVADET32                                        ; INPUT ACTIVE SETS MOVADET32

IFT WPHSD.NOT(CNDTMA32).NOT(1SCRT15) THN               ; INPUT ACTIVE STARTS DELAY TIMER
    RUN<32>
END
WPHSD=1SCRT15                                          ; BIT SET TO STOP REPULSE
IFT CNDTER32 THN                                       ; DELAY TIMER EXPIRED STARTS O/P TIMER
    RUN<33>
END
CNDTMA33=MOVADET31                                     ; O/P TIMER ACTIVE SETS MOVADET31

WPHSB=MOVADET30                                        ; INPUT ACTVIVE SETS MOVADET30

IFT TERMC.MTCF0 THN                                    ; PHASE C LOSING RIGHT OF WAY AND MTCF0 ACTIVE
    RUN<34>                                            ; STARTS TIMER
ELS
    IFT TERMC.NOT(MTCF0) THN                           ; PHASE C LOSING RIGHT OF WAY AND MTCF0 NOT ACTIVE
        RUN<35>                                        ; STARTS TIMER
    END
END
 1SCRT1.NOT(ESPTX4.ESPTX5.ESPTX6)=1SCRT16              ; PHASE C LOSING RIGHT OF WAY AND END OF SAT FLAG ACTIVE
                                                       ; SETS FLAG
(1SCRT1.(CNDTMA34+CNDTMA35).NOT(CFE29)+ $              ; TIMER ACTIVE SETS MOVADET29 IF CFE29=0
(1SCRT16.CFE29))=MOVADET29
                                                       ; FLAG ACTIVE SETS MOVADET29 IF CFE29=1


; INPUTS TO EAST STREAM 1
; =======================

IFT TERMA THN                                          ; PHASE A LOSING RIGHT OF WAY SETS FLAG
    TRUE=1SCRT17
END
IFT TERMB THN                                          ; PHASE B LOSING RIGHT OF WAY CLEARS FLAG
    FALSE=1SCRT17
END
1SCRT17=MOVADET61                                      ; FLAG ACTIVE SETS MOVADET61

IFT TERMA THN                                          ; PHASE A LOSING RIGHT OF WAY STARTS TIMER
    RUN<37>
END
IFT CNDTER37 THN                                       ; TIMER EXPIRED STARTS O/P TIMER
    RUN<38>
END
CNDTMA38=MOVADET60                                     ; TIMER ACTIVE SETS MOVADET60

WPHSD=MOVADET59                                        ; INPUT ACTIVE SETS MOVADET59

IFT WPHSB.MTCF0.NOT(1SCRT18) THN                       ; INPUT ACTIVE AND MTCF0 ACTIVE STARTS TIMER
    RUN<39>
ELS
    IFT WPHSB.NOT(MTCF0).NOT(1SCRT18) THN              ; INPUT ACTIVE AND MTCF0 NOT ACTIVE STARTS TIMER
        RUN<40>
    END
END
WPHSB=1SCRT18                                          ; BIT SET TO STOP REPULSE

WPHSB.NOT(WPHSBSAT)=1SCRT19                            ; BOTH INPUTS ACTIVE SETS FLAG

(WPHSB.(CNDTMA39+CNDTMA40).NOT(CFE58)+ $               ; TIMER ACTIVE SETS MOVADET58 IF CFE58=0
(1SCRT19.CFE58))=MOVADET58
                                                       ; FLAG ACTIVE SETS MOVADET58 IF CFE58=1
```

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Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	6	0	255	☐	Ped.H open window-Phs.C close	16		0	255	☐	
1	2	0	255	☐	Ped.H window time	17		0	255	☐	
2	70	0	255	☐	Ped.H inhibit override	18		0	255	☐	
3	5	0	255	☐	Ped.J open window-Phs.A close	19		0	255	☐	
4	2	0	255	☐	Ped.J window time	20		0	255	☐	
5	70	0	255	☐	Ped.J inhibit override	21		0	255	☐	
6		0	255	☐		22		0	255	☐	
7		0	255	☐		23		0	255	☐	
8		0	255	☐		24		0	255	☐	
9		0	255	☐		25		0	255	☐	
10		0	255	☐		26		0	255	☐	
11		0	255	☐		27		0	255	☐	
12		0	255	☐		28		0	255	☐	
13		0	255	☐		29		0	255	☐	
14		0	255	☐		30		0	255	☐	
15		0	255	☐		31		0	255	☐	

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
32	4.4	0.0	31.8	☑	East Strm 0 Pulse Delay Det.31	48		0	255	☐	
33	2.0	0.0	31.8	☑	East Strm 0 Pulse O/P Det.31	49		0	255	☐	
34	10.4	0.0	31.8	☑	East Strm 0 Hold Det.29 (PLAN 0)	50		0	255	☐	
35	15.4	0.0	31.8	☑	East Strm 0 Hold Det.29 (PLAN 1)	51		0	255	☐	
36		0	255	☐		52		0	255	☐	
37	4.4	0.0	31.8	☑	East Strm 1 Pulse Delay Det.60	53		0	255	☐	
38	2.0	0.0	31.8	☑	East Strm 1 Pulse O/P Det.60	54		0	255	☐	
39	20.4	0.0	31.8	☑	East Strm 1 Hold Det.58 (PLAN 0)	55		0	255	☐	
40	16.4	0.0	31.8	☑	East Strm 1 Hold Det.58 (PLAN 1)	56		0	255	☐	
41		0	255	☐		57		0	255	☐	
42		0	255	☐		58		0	255	☐	
43		0	255	☐		59		0	255	☐	
44		0	255	☐		60		0	255	☐	
45		0	255	☐		61		0	255	☐	
46		0	255	☐		62		0	255	☐	
47		0	255	☐		63		0	255	☐	

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
64		0	255	☐		80		0	255	☐	
65		0	255	☐		81		0	255	☐	
66		0	255	☐		82		0	255	☐	
67		0	255	☐		83		0	255	☐	
68		0	255	☐		84		0	255	☐	
69		0	255	☐		85		0	255	☐	
70		0	255	☐		86		0	255	☐	
71		0	255	☐		87		0	255	☐	
72		0	255	☐		88	1	1	1	☐	UTC ON FLASH
73		0	255	☐		89	1	1	1	☐	UTC OFF FLASH
74		0	255	☐		90	1	1	1	☐	MOVA ON FLASH
75		0	255	☐		91	1	1	1	☐	MOVA OFF FLASH
76		0	255	☐		92	1	1	5	☐	MIN LAMPS OFF STREAM 1
77		0	255	☐		93	120	0	255	☐	MOVA CRB TOGGLE STREAM 1
78		0	255	☐		94	1	1	5	☐	MIN LAMPS OFF STREAM 0
79		0	255	☐		95	120	0	255	☐	MOVA CRB TOGGLE STREAM 0

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Special Instructions

EPR151

Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
Serial IO 24/16	1 I/O1	03	4	I	032 - 039	1 I/O1
Serial IO 24/16	1 I/O1	03	5	I	040 - 047	1 I/O1
Serial IO 24/16	1 I/O1	03	6	I	048 - 055	1 I/O1
Serial IO 24/16	1 I/O1	03	7	O	056 - 063	1 I/O1
Serial IO 24/16	1 I/O1	03	8	O	064 - 071	1 I/O1
Serial IO 24/4	1 I/O2	04	9	I	072 - 079	1 I/O2
Serial IO 24/4	1 I/O2	04	10	I	080 - 087	1 I/O2
Serial IO 24/4	1 I/O2	04	11	I	088 - 095	1 I/O2
Serial IO 24/4	1 I/O2	04	12	O	096 - 099	1 I/O2
CPU	A					

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/32900/020	ST900 ELV Cabinet UK 20A 1 LSLS - Grey			
3	667/1/32900/040	ST900 ELV Cabinet UK 40A 1 LSLS - Grey			
4	667/1/32900/021	ST900 ELV Cabinet UK 20A 1 LSLS - Black			
5	667/1/32900/041	ST900 ELV Cabinet UK 40A 1 LSLS - Black			
6					
7					
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit	1		
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit	1		
11	667/1/32995/002	ST900 I/O card kit (4 outputs)	1		
12	667/1/32995/001	ST900 I/O card kit (16 outputs)	1		
13					
14					
15					
16	667/1/27004/000	Integral TC12 OTU kit			
17	667/1/27005/000	SDE Facility kit			
18	667/1/32910/000	ST900 Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit	1		
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32985/000	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32950/000	ELV Audible supply kit			
28	667/1/33009/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33					
34					
35					
36	667/1/27056/001	Manual Panel Full kit	1		
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40	667/1/16700/151	Configuration Eprom (Issue 3. 0)	1		

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/32900/920	ST900 ELV cuckoo Kit - T200			
43	667/1/32900/921	ST900 ELV cuckoo Kit - T400			
44	667/1/32900/922	ST900 ELV cuckoo Kit - T800			
45	667/1/32900/923	ST900 ELV cuckoo Kit - Microsense			
46	667/1/32900/925	ST900 ELV cuckoo Kit - Peek			
47					
48					
49					
50					
51					
52	667/1/33073/000	ST900 Isolator locking kit			
53	667/2/20234/000	Screw Lock Key			
54					
55					
56	667/1/27104/000	ST800 / ST900 DFM Lens Kit			
57	667/1/21150/002	ST800 / ST900 Gas Plinth			
58	667/2/27096/000	ST800 / ST900 Mounting Stool			
59					
60					
61					
62	667/1/26271/000	Telephone Kit (Lightning protection)			
63	667/1/27118/000	Surge Arrester (Lightning protection)			
64					
65					
66					
67	667/1/32900/120	ST900 ELV Cabinet Export 20A 1 LSLS - Grey			
68	667/1/32900/140	ST900 ELV Cabinet Export 40A 1 LSLS - Grey			
69	667/1/32900/121	ST900 ELV Cabinet Export 20A 1 LSLS - Black			
70	667/1/32900/141	ST900 ELV Cabinet Export 40A 1 LSLS - Black			
71					
72					
73	667/1/32900/900	ST900 ELV export rack Kit			
74	667/1/32945/000	ST900 ELV additional LSLS rack wiring kit	1		
75					
76	667/1/27007/000	IRM Facility			
77					
78					
79					
80					

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Special Instructions

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT1 = DETECTOR BACKPLANE ADDRESS: 01

LOOP DESIGNATION AND CONNECTIONS

DET CARD A		DET CARD B		DET CARD C		DET CARD D	
No.	LOOP ID	No.	LOOP ID	No.	LOOP ID	No.	LOOP ID
1	BIN1	1	BX4	1	BSL7	1	DIN33
2	BIN2	2	BX5	2	BSL8	2	DIN34
3	BIN3	3	BX6	3	BSL9	3	SPARE4
4	SPARE1	4	SPARE2	4	SPARE3	4	SPARE5

[Template - Internal Detectors.txt Issue 1.0]

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT2= DETECTOR BACKPLANE ADDRESS: 02

LOOP DESIGNATION AND CONNECTIONS

DET CARD A		DET CARD B		DET CARD C		DET CARD D	
No.	LOOP ID	No.	LOOP ID	No.	LOOP ID	No.	LOOP ID
1	DX35	1	DSL38	1	EXITQ42A	1	
2	DX36	2	DSL39	2	EXITQ42B	2	
3	DX37	3	DSL40	3	EXITQ43A	3	
4	SPARE6	4	EXITQ41	4	EXITQ43B	4	

[Template - Internal Detectors.txt Issue 1.0]

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	EXITQ41	20	10	
1	EXITQ42A	15	10	
2	EXITQ42B	15	10	
3	EXITQ43A	250	0	
4	EXITQ43B	250	0	
5		0	0	
6		0	0	
7		0	0	

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 0

Inputs Outputs Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	0	0	I	BIN1	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	A1
○	1	1	I	BIN2	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	A2
○	2	2	I	BIN3	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	A3
○	3	3	I	SPARE1	☑	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A4
○	4	4	I	BX4	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	B1
○	5	5	I	BX5	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	B2
○	6	6	I	BX6	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	B3
○	7	7	I	SPARE2	☑	☑	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B4

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 1

Inputs Outputs Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	8	0	I	BSL7	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	C1
○	9	1	I	BSL8	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	C2
○	10	2	I	BSL9	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	C3
○	11	3	I	SPARE3	☑	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C4
○	12	4	I	DIN33	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	D1
○	13	5	I	DIN34	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	D2
○	14	6	I	SPARE4	☑	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D3
○	15	7	I	SPARE5	☑	☑	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D4

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type — Port: 2 — ○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address — Intelligent Backplane 16/0, Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	16	0	I	DX35	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	A1
○	17	1	I	DX36	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	A2
○	18	2	I	DX37	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	A3
○	19	3	I	SPARE6	☑	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A4
○	20	4	I	DSL38	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	B1
○	21	5	I	DSL39	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	B2
○	22	6	I	DSL40	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	B3
○	23	7	I	EXITQ41	☑	☑	☐		☐	I	0	0.0	☐	☐	☐	☐	☐	☑	☐	☐	2 LT2	B4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type — Port: 3 — ○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address — Intelligent Backplane 16/0, Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	24	0	I	EXITQ42A	☑	☑	☐	☐	☐	I	0	0.0	☐	☐	☐	☐	☐	☑	☐	☐	2 LT2	C1
○	25	1	I	EXITQ42B	☑	☑	☐	☐	☐	I	0	0.0	☐	☐	☐	☐	☐	☑	☐	☐	2 LT2	C2
○	26	2	I	EXITQ43A	☑	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☑	☐	☐	2 LT2	C3
○	27	3	I	EXITQ43B	☑	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☑	☐	☐	2 LT2	C4
○	28	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D1
○	29	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D2
○	30	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D3
○	31	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	D4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 4

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	32	0	I	PBUG7	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	0
○	33	1	I	PBUG8	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	1
○	34	2	I	PBUG9	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	2
○	35	3	I	PBUG10	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	3
○	36	4	I	ONCG7	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	4
○	37	5	I	ONCG10	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	5
○	38	6	I	PBUH1	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	6
○	39	7	I	PBUH2	☑	☐	☐		☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	7

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 5

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	40	0	I	PBUH3	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	8
○	41	1	I	PBUH4	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	9
○	42	2	I	KERBH1	☑	☐	☑	☐	☐	A	2	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	10
○	43	3	I	KERBH3	☑	☐	☑	☐	☐	A	2	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	11
○	44	4	I	ONCH2	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	12
○	45	5	I	ONCH4	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	13
○	46	6	I	PBUI19	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	14
○	47	7	I	PBUI20	☑	☐	☐		☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	15

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 6

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	48	0	I	PBUI21	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	16
○	49	1	I	PBUI22	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	17
○	50	2	I	ONCI19	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	18
○	51	3	I	ONCI22	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	19
○	52	4	I	PBUJ13	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	20
○	53	5	I	PBUJ14	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	21
○	54	6	I	PBUJ15	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	22
○	55	7	I	PBUJ16	☑	☐	☐		☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	23

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 7

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	56	0	O	EMOVA	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	0
○	57	1	O	EUTC	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	1
○	58	2	O	EPHSB	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	2
○	59	3	O	EPHSD	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	3
○	60	4	O	EPHSBGRN	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	4
○	61	5	O	EWAITH	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	5
○	62	6	O	EWAITJ	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	6
○	63	7	O	EEXITQ	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	7

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 8

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	64	0	O	ECRBACT	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	8
○	65	1	O	TSYNC	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	9
○	66	2	O	EPHSBSAT	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	10
○	67	3	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	11
○	68	4	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	12
○	69	5	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	13
○	70	6	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	14
○	71	7	O	LAMPSON	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	15

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 9

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 4

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	72	0	I	KERBJ13	☑	☐	☑	☐	☐	A	2	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	0
○	73	1	I	KERBJ16	☑	☐	☑	☐	☐	A	2	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	1
○	74	2	I	ONCJ14	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	2
○	75	3	I	ONCJ15	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	3
○	76	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	4
○	77	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	5
○	78	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	6
○	79	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 10

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 4

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	80	0	I	WMOVA	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	8
○	81	1	I	WUTC	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	9
○	82	2	I	WPHSB	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	10
○	83	3	I	WPHSD	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	11
○	84	4	I	WPHSBGRN	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	12
○	85	5	I	WWAITH	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	13
○	86	6	I	WWAITJ	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	14
○	87	7	I	WCRBACT	☑	☐	☐		☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	15

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 11

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 4

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	88	0	I	WPHSBSAT	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	16
○	89	1	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	17
○	90	2	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	18
○	91	3	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	19
○	92	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	20
○	93	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	21
○	94	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	22
○	95	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	23

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Aspect Drives - ELV Controllers

Aspect Drives for ELV Controllers

☐ Card Reversed

HPU Connection 1

Aspect Drive Configuration For LSLS 1 of 2 cards (Rack)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	A	Red	Phase	16	D	Green	Phase
31	A	Amber	Phase	15	D	Green	Phase
30	A	Green	Phase	14	E	Red	Phase
29	B	Red	Phase	13	E	Amber	Phase
28	B	Red	Phase	12	E	Green	Phase
27	B	Amber	Phase	11	F	Red	Phase
26	B	Amber	Phase	10	F	Amber	Phase
25	B	Green	Phase	9	F	Green	Phase
24	B	Green	Phase	8	G	Red	Phase
23	C	Red	Phase	7	G	Amber	Phase
22	C	Amber	Phase	6	G	Green	Phase
21	C	Green	Phase	5	G	Green	Phase
20	D	Red	Phase	4	H	Red	Phase
19	D	Red	Phase	3	H	Amber	Phase
18	D	Amber	Phase	2	H	Green	Phase
17	D	Amber	Phase	1	H	Green	Phase

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Aspect Drives - ELV Controllers

Aspect Drives for ELV Controllers

☐ Card Reversed

HPU Connection 1

Aspect Drive Configuration For LSLS 2 of 2 cards (Rack)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	I	Red	Phase	16	N/A	N/A	N/A
31	I	Amber	Phase	15	N/A	N/A	N/A
30	I	Green	Phase	14	N/A	N/A	N/A
29	I	Green	Phase	13	N/A	N/A	N/A
28	J	Red	Phase	12	N/A	N/A	N/A
27	J	Amber	Phase	11	N/A	N/A	N/A
26	J	Green	Phase	10	N/A	N/A	N/A
25	J	Green	Phase	9	N/A	N/A	N/A
24	N/A	N/A	N/A	8	N/A	N/A	N/A
23	N/A	N/A	N/A	7	N/A	N/A	N/A
22	N/A	N/A	N/A	6	N/A	N/A	N/A
21	N/A	N/A	N/A	5	N/A	N/A	N/A
20	N/A	N/A	N/A	4	N/A	N/A	N/A
19	N/A	N/A	N/A	3	N/A	N/A	N/A
18	N/A	N/A	N/A	2	N/A	N/A	N/A
17	N/A	N/A	N/A	1	N/A	N/A	N/A

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

I/O - Group DFM Timings

I/O - Group DFM Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	60	60	60	60
	InActive (Hrs)				
Group 2	Active (Mins)	60	60	60	60
	InActive (Hrs)	72	72	72	72
Group 3	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

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Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Administration

General Specifications

Customer Name: A-ONE+ For MAC Area 7

Intersection/ General Description: A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Controller: (•) New ( ) Modification

Area Specifications/ Customer Drawings:

Specification Section:

Contract/Tender Ref:

Quotation No.:

Works Order No.:

Customer Order No.:

Controller/ Serial Number:

S.T.S. /EM Number: EPR152 Issue: 3

Equipment Installation by:

Slot Cutting by:

Civil Works by:

Customer's Engineer: STUART BENISTON

Telephone Number: 01623 886607

Signal Company Use Only

Signal Engineer: P M ROUSE

(IF Prom Label as >) Prom Number: 16700 Prom Variant: 152

Configuration Check Value: A5 47 7B 4B

Controller Options

Hardware: ST900 ELV Firmware Type and Issue: PB801 ISS 8 Other Options

ST900/ST750 Series Cabinet Options

Cabinet/Rack: Rack Kit Type Options: (•) UK-Std ( ) Non-UK ( ) Small Non-UK ( )

Cabinet/Rack Variant: Automatic Cuckoo Options: None Gemini Fitted: ☑

Mains Supply: 230 Volts 50 Hz

Peak Lamp Current: 1 Amps

Average Lamp Power: 1 Watts

Total Average Power: 1 Watts

Dimming Voltage: 27.5

Low Inrush Tra: ☐

Answer Issue: 0 Date Created: 08/10/11

Edit Issue: 19

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Streams, Stages, Phases Control

Select Object to Add/Delete/Insert

( ) **Streams**
Current Number of Streams: 4

( ) **Phases**
Current Total Number of Phases: 10
(•) Number of Real Phases: 10
( ) Number of Dummy Phases: 0

( ) **Stages**
Current Number of stages (inc. ALL-RED stages): 12

( ) **Switched Signs**
Number of Switched Signs: 0

Action
[Add At] [Delete At]

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Facilities/Modes Enabled and Mode Priority Levels

Facilities

- [x] Manual Control
- [ ] Manual Step On Mode
- [x] CLF (Base Time)
- [ ] CLF (non-Base Time)
- [x] UTC Facility
- [ ] Hurry Call Mode
- [ ] Priority
- [ ] Emergency Vehicles
- [ ] Part Time
- [x] Master Time Clock
- [x] RED Lamp Monitoring
- [x] Lamp Monitoring
- [ ] Linked Fixed Time
- [x] FT To Current MAX
- [ ] Speed Measurement
- [ ] Download To Level 3
- [ ] London IMU
- [ ] Extend All Red
- [ ]
- [ ] Ripple Change
- [ ] Non-UK
- [x] Pelican/Puffin/Toucan Facilities
- [ ] Standalone Manual
- [ ] Holiday Clock
- [ ] Fail to Part Time
- [x] Serial MOVA
- [x]
- [ ] Free-Standing OTU
- [ ] Integral OTU

8 Starting Intergreen

Mode Priority

PRIORITY	1	2	3	4	5	6	7	8	9	10	11
Part Time	○	○	○	○	○	○	○	○	○	○	○
Emergency Vehicle	○	○	○	○	○	○	○	○	○	○	○
Hurry Call	○	○	○	○	○	○	○	○	○	○	○
Selected Man Cntrl	◉	○	○	○	○	○	○	○	○	○	○
UTC	○	○	◉	○	○	○	○	○	○	○	○
Manual Step On	○	○	○	○	○	○	○	○	○	○	○
Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○
Cableless Link (CLF)	○	○	○	◉	○	○	○	○	○	○	○
Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○
Vehicle Actuated	○	○	○	○	◉	○	○	○	○	○	○
Fixed Time	○	○	○	○	○	◉	○	○	○	○	○

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standardPB801.8df
Default PROM data file

Correspondence Monitoring to inc.

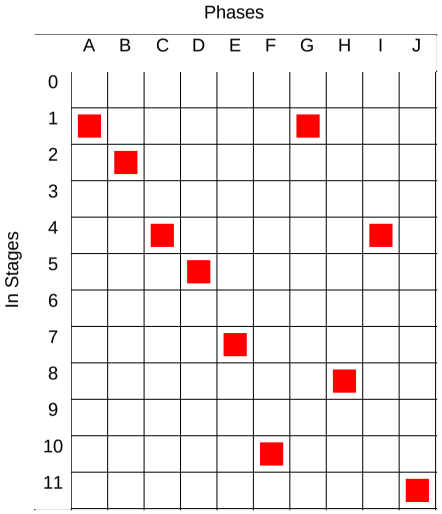
- [x] Reds
- [x] Ambers
- [ ] Switched Signs
- [ ] Ignore Reds and Ambers during Fail to Part Time

Flash Rate (ms)

400 Off 400 On

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Phases in Stages



Works Order :
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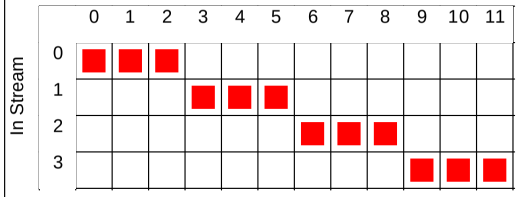
Stages in Streams

Stream Data

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	1	4	7	10				
Startup Stage	1	4	7	10				
Part-Time switch off stage								
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

NB : For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

Stages



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○ Manual Output Allocation ☑

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs "R"	"A"	"G"
A	WEST CIRC	0 - UK Traffic	0	0 - I		1	1	1
B	A52 E/B	0 - UK Traffic	0	0 - I		2	2	2
C	NORTH CIRC	0 - UK Traffic	0	0 - I		1	1	1
D	WOLLATON VALE S/B	0 - UK Traffic	0	0 - I		2	2	2
E	A52 W/B EXIT	0 - UK Traffic	0	0 - I		1	1	1
F	WOLLATON VALE N/B EXIT	0 - UK Traffic	0	0 - I		1	1	1
G	PED ACROSS A52 E/B	3 - UK Near Side Pedestrian	0	0 - I		1	1	2
H	PED ACROSS A52 EXIT W/B EXIT	3 - UK Near Side Pedestrian	0	0 - I		1	1	2
I	PED ACROSS WOLLATON VALE S/B	3 - UK Near Side Pedestrian	0	0 - I		1	1	2
J	PED ACROSS WOLLATON VALE N/B EXIT	3 - UK Near Side Pedestrian	0	0 - I		1	1	2

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

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Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ 2 ○ 3 ○ ○ ○ ○ ○

Initialise

☑ Amber Conflict Monitoring

To Phase

From Phase

	A	B	C	D	E	F	G	H	I	J
A		Co					o			
B	Co						Co			
C				Co					o	
D			Co						Co	
E								Co		
F										Co
G	o	Co								
H					Co					
I			o	Co						
J						Co				

Works Order :
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Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

◉ Phases A to P ○

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	0.0	7	0	0	0	0	0	0	0	☐
B	7	0	0.0	20	0	0	0	0	0	0	0	☐
C	7	0	0.0	7	0	0	0	0	0	0	0	☐
D	7	0	0.0	20	0	0	0	0	0	0	0	☐
E	7	0	0.0	7	0	0	0	0	0	0	0	☐
F	7	0	0.0	7	0	0	0	0	0	0	0	☐
G	5	2	0.0	0	0	0	0	0	0	0	0	☐
H	5	2	0.0	0	0	0	0	0	0	0	0	☐
I	5	2	0.0	0	0	0	0	0	0	0	0	☐
J	5	2	0.0	0	0	0	0	0	0	0	0	☐
												☐
												☐
												☐
												☐
												☐
												☐

NB: For Standalone Streams see Help for use of Max. Sets.

Works Order :
EM Number : EPR152
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Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ 2 ○ 3 ○ ○ ○ ○ ○

NB: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J
A		5								
B	6						5			
C				5						
D			6						5	
E								5		
F										5
G		0								
H					0					
I				0						
J						0				

Works Order :
EM Number : EPR152
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Handset Intergreen Limits

HIGH 30

Copy Intergreen Values

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J
A		5								
B	6						5			
C				5						
D			6						5	
E								5		
F										5
G										
H										
I										
J										

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.	Phase	Min. Green Min.	Min. Green Max.
A	7	255	Q		
B	7	255	R		
C	7	255	S		
D	7	255	T		
E	7	255	U		
F	7	255	V		
G	5	255	W		
H	5	255	X		
I	5	255	Y		
J	5	255	Z		
K			A2		
L			B2		
M			C2		
N			D2		
O			E2		
P			F2		

Max. Green: Min. 7 Max. 255

Vehicle Extension: Min. 0.0 Max. 10.0

Phase Delay: Min. 0 Max. 30

Starting I/G: Min. 8 Max. 15

Min Ped Clr (PBT): Min. 1 Max. 5

Traffic Phase Leaving: Min. 3.0 Max. 3.0

Traffic Phase Red/Amber: Min. 2 Max. 2

Works Order :
EM Number : EPR152
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Phase - VA Demand and Extend Definitions

VA Demand and Extend Definitions

(•) Phases A to P ( )

Demands

For Unlatched demands preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A				
B	BX4	BX5	BX6	
C				
D	DX35	DX36	DX37	
E				
F				
G	PBUG28	PBUG29	PBUG33	PBUG34
H	PBUH24	PBUH25	PBUH26	PBUH27
I	PBUI40	PBUI41	PBUI45	PBUI46
J	PBUJ36	PBUJ37	PBUJ38	PBUJ39

Extensions

BX4	BX5	BX6	
DX35	DX36	DX37	

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G	H	I	J						
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G	H	I	J						
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D	E	F	G	H	I	J						
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B	C	D	E	F										

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order :
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Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Phase - OnCrossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

◉ Phases A to P ○

Phase	On Crossing				Kerbside			
A								
B								
C								
D								
E								
F								
G	ONCG29	ONCG34						
H	ONCH25	ONCH26			KERBH24	KERBH27		
I	ONCI41	ONCI46						
J	ONCJ37	ONCJ39			KERBJ36	KERBJ38		

Works Order :
EM Number : EPR152
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times

Pedestrian Enable VA Mode (PEV)

Streams

0 1 2 3 4 5 6 7

Pedestrian All Red Times (Vehicle to Pedestrian)

Streams	0	1	2	3	4	5	6	7	Handset Range Limits Min	Max
(PARn 0) VA Gap Change										
(PAR n 1) VA Max Change										
(PAR n 2) FVP Change									0	0
(PAR n 3) UTC Change										
(PAR n 4) Local Link Change										

Pelican Intergreen times

	Min	Max
(PIT n 0) Veh Red/Ped Flash Green	0	0
(PIT n 1) Veh Flash Amber/Ped Flash Green	0	0
(PIT n 2) Veh Flash Amber/Ped red	0	0
(PIT n 3) Veh Flash Amber/Ped Red Quiescent	0	0

Works Order :
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Phase - Pelican Puffin and Toucan Times

Phase - Pelican Puffin and Toucan Times

Phases A to P

Phase	PDD Ped Dem Del	PDX Demand Hold	CMX Ped Clearance Maximum	CDY 0 Clearance Delay Gap Chng	CDY 1 Clearance Delay Max Chng	CRD Clearance Minimum Red
A	0	0.0	0	0	0	0
B	0	0.0	0	0	0	0
C	0	0.0	0	0	0	0
D	0	0.0	0	0	0	0
E	0	0.0	0	0	0	0
F	0	0.0	0	0	0	0
G	0	0.0	7	0	0	0
H	0	2.0	7	0	0	0
I	0	0.0	7	0	0	0
J	0	2.0	5	0	0	0

Handset Range Limits

	MIN	MAX
Pedestrian Demand delay PDD	0	4
Pedestrian Demand Hold PDX	0.0	5.0
Pedestrian Clearance CMX	0	20
Pedestrian Clearance Delays CDY 0 and CDY1	0	3
Pedestrian Clearance Delay (Red) CRI	0	0

Works Order :
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times

Streams 0 1 2 3 4 5 6 7

Computer Control

PV

Window Time
UIE

Local Link

PV1

Link Delay Time
LKD

Link Window Time
LKW

Link Override Time
LKO

Kerbside Mat Test Output

Works Order :
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Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Pelican, Puffin, Toucan Pushbutton and Kerbside Detector Pair Associations

	Phase	Demand	KBS
0	H	PBUH24	KERBH24
1	H	PBUH25	KERBH24
2	H	PBUH26	KERBH27
3	H	PBUH27	KERBH27
4	J	PBUJ36	KERBJ36
5	J	PBUJ37	KERBJ36
6	J	PBUJ38	KERBJ38
7	J	PBUJ39	KERBJ38
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
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Note: Any association pushed off the screen will have any previous association blanked

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Stage Internal Demands / Ped. Window Times

Stage Internal Demands / Ped. Window Times

Start-up Vehicle Responsive Demands

0	1	2	3	4	5	6	7	8	9	10	11				
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4	5	6	7	8	9	10	11				
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3	4	5	6	7	8	9	10	11				
☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
0	0	0	0	0	0	0	0	0	0	0	0				
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Works Order :
EM Number : EPR152
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☑	☑	☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐
Extend	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

CLF - Plan(s)

CLF - Plan(s)

Plan No. 0

Copy from

Plan Specifics

Influence Set 0

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 45

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	40	1	2	16	16	2	8
1	16	1	1	17	18	1	7
2	33	1	5	18	44	2	11
3	1	1	4	19	1	1	10
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

CLF - Plan(s)

CLF - Plan(s)

Plan No. 1

Copy from

Plan Specifics

Influence Set 1

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	55	1	2	16	24	2	8
1	23	1	1	17	26	1	7
2	42	1	5	18	59	2	11
3	1	1	4	19	1	1	10
4				20	59	2	8
5				21	1	1	7
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

CLF - Plan(s)

CLF - Plan(s)

Plan No. 2

Copy from

Plan Specifics

Influence Set 2

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	55	1	2	16	23	2	8
1	23	1	1	17	25	1	7
2	45	1	5	18	59	2	11
3	1	1	4	19	1	1	10
4				20	2	2	8
5				21	4	1	7
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

CLF - Plan(s)

CLF - Plan(s)

Plan No. 3

Copy from

Plan Specifics

Influence Set 3

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

Group No.	Group Offset	Group Influence	Related Stage	Group No.	Group Offset	Group Influence	Related Stage
0	55	1	2	16	19	2	8
1	19	1	1	17	21	1	7
2	46	1	5	18	59	2	11
3	1	1	4	19	1	1	10
4				20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

CLF Influences
0 = Go To VA
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Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

CLF - Base Time

CLF - Base Time

Controller Base Date: XX/XX/XX

Controller Base Time: 02:00:00

Plan Offset

	Minutes	Seconds		Minutes	Seconds
Plan 0	0	0	Plan 8	0	0
Plan 1	0	0	Plan 9	0	0
Plan 2	0	0	Plan 10	0	0
Plan 3	0	0	Plan 11	0	0
Plan 4	0	0	Plan 12	0	0
Plan 5	0	0	Plan 13	0	0
Plan 6	0	0	Plan 14	0	0
Plan 7	0	0	Plan 15	0	0

Handset Range Limits

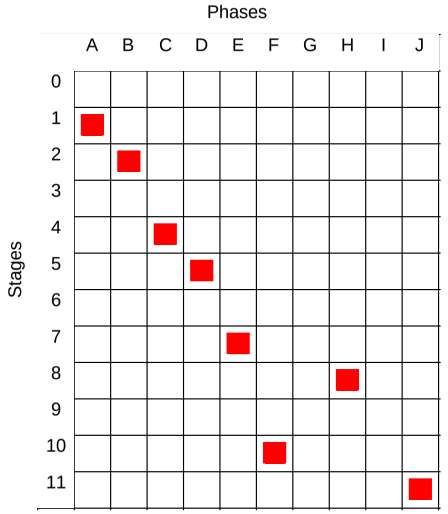
	Minutes	Seconds
Min	0	0
Max	255	59

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

UTC General Data

UTC General Data

Type of UTC

○ 106 ◉ 316

Integral OTU Address

4 Number of Control Words

4 Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Priority Mode

*SCRT10 Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
Time Only	23:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Time Only	23:00:02

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	#F1	#F2	#F4	#F5	#F7	#F8	#F10	#F11
Word 2	D1	D2	D4	D5	D7	D8	D10	D11
Word 3	SO	UTCTS						
Word 4							MOVATO0	MOVATO1

Reply Words

Word 1	G1	G2	G4	G5	G7	G8	G10	G11
Word 2	DF		DC	LF1	LF2			
Word 3	RT	CF						
Word 4								CRB1
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

(●) Phases A to P ( ) Phases Q to Z

Demands

For Unlatched demands preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	#D1			
B	#D2			
C	#D4			
D	#D5			
E	#D7			
F	#D10			
G				
H	#D8			
I				
J	#D11			

Extensions

D1			
D2			
D4			
D5			
D7			
D10			
D8			
D11			

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

UTC Stage and Modes Data Definitions

UTC Stage and Modes Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	#F1	*SCRT1		17			
2	#F2	*SCRT2		18			
3				19			
4	#F4	*SCRT4		20			
5	#F5	*SCRT5		21			
6				22			
7	#F7	G7		23			
8	#F8	G8		24			
9				25			
10	#F10	G10		26			
11	#F11	G11		27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

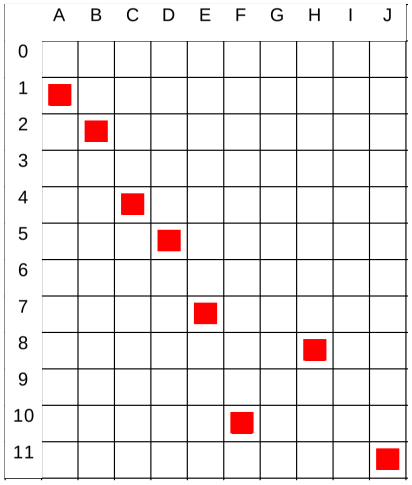
UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Serial MOVA

Serial MOVA

1	BIN1	2	BIN2	3	BIN3	4	BX4	5	BX5	6	BX6	7	BSL7	8	BSL8
9	BSL9	10		11		12		13		14	EWAITH	15	EWAITJ	16	
17		18		19		20		21		22		23		24	
25		26		27		28		29		30		31		32	
33	DIN33	34	DIN34	35	DX35	36	DX36	37	DX37	38	DSL38	39	DSL39	40	DSL40
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63	EEXITQ	64	ECRBACT

Note - only 32 detectors available on MOVA 4.0

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

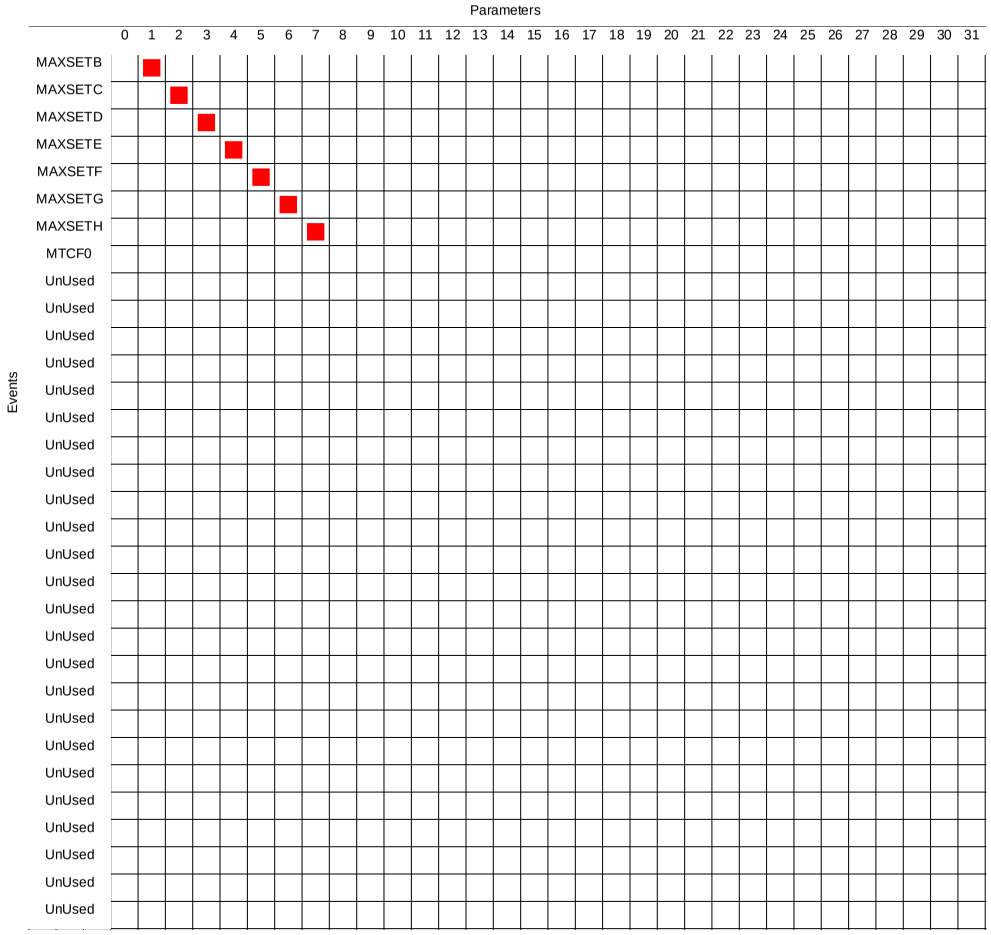
MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event		Type	Event
0	Alternate Max	MAXSETB	16	No Action	
1	Alternate Max	MAXSETC	17	No Action	
2	Alternate Max	MAXSETD	18	No Action	
3	Alternate Max	MAXSETE	19	No Action	
4	Alternate Max	MAXSETF	20	No Action	
5	Alternate Max	MAXSETG	21	No Action	
6	Alternate Max	MAXSETH	22	No Action	
7	Conditioning	MTCF0	23	No Action	
8	No Action		24	No Action	
9	No Action		25	No Action	
10	No Action		26	No Action	
11	No Action		27	No Action	
12	No Action		28	No Action	
13	No Action		29	No Action	
14	No Action		30	No Action	
15	No Action		31	No Action	

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

MTC - Time Switch Parameters Array



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Master Time Clock - Day Type

Master Time Clock - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☑	☐
1	☐	☐	☐	☐	☐	☐	☑
2	☑	☐	☐	☐	☐	☐	☐
3	☐	☑	☐	☐	☐	☐	☐
4	☐	☐	☑	☐	☐	☐	☐
5	☐	☐	☐	☑	☐	☐	☐
6	☐	☐	☐	☐	☑	☐	☐
7	☑	☑	☑	☑	☑	☑	☑
8	☑	☑	☑	☑	☑	☑	☐
9	☑	☑	☑	☑	☑	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Master Time Clock - Time Table

Master Time Clock - Time Table

View Time Table settings: (•) 0-15 ( ) 16-31 ( ) 32-47 ( ) 48-63

Number	Day Type	Time	Introduce Function Required	Function Number	Plan/ Parameter
0	9	07:00:00	INTRODUCE CLF PLAN 1	1	1
1	9	09:30:00	INTRODUCE CLF PLAN 2	1	2
2	9	15:30:00	INTRODUCE CLF PLAN 3	1	3
3	0	08:00:00	INTRODUCE CLF PLAN 2	1	2
4	1	08:00:00	INTRODUCE CLF PLAN 2	1	2
5	7	19:00:00	INTRODUCE CLF PLAN 0	1	0
6	9	15:30:00	INTRODUCE MOVA PLAN 1	4	7
7	9	19:00:00	INTRODUCE MOVA PLAN 0	3	7
8	0			0	0
9	0			0	0
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Numbers:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

○ ◉ 48
○ ○

Red Lamp Monitoring

Max Red Bulb Wattage

First Red Lamp Fault Speed: 0

☐ RLF2 Cancels RLM additional Intergreens

☐ RLF2 Only Cleared by RFL = 1

☐ RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ ☐ ☐ ☐

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Integral Onboard LMU Sensors

Integral LMU On-board Sensors for ELV Controllers

Number of LS cards fitted	HPU Connection
2	1

Sensor Configuration For LSLS 1 (Rack)

Phase	Aspect	Sensor #	Sensor Type	Load Type		Phase	Aspect	Sensor #	Sensor Type	Load Type	
A	Red	1	As Seq.	1: STC Helios ELV	○	D	Green	4	As Seq.	1: STC Helios ELV	○
A	Amber	1	As Seq.	1: STC Helios ELV	○	D	Green	4	As Seq.	1: STC Helios ELV	○
A	Green	1	As Seq.	1: STC Helios ELV	○	E	Red	5	As Seq.	1: STC Helios ELV	○
B	Red	2	As Seq.	1: STC Helios ELV	○	E	Amber	5	As Seq.	1: STC Helios ELV	○
B	Red	2	As Seq.	1: STC Helios ELV	○	E	Green	5	As Seq.	1: STC Helios ELV	○
B	Amber	2	As Seq.	1: STC Helios ELV	○	F	Red	6	As Seq.	1: STC Helios ELV	○
B	Amber	2	As Seq.	1: STC Helios ELV	○	F	Amber	6	As Seq.	1: STC Helios ELV	○
B	Green	2	As Seq.	1: STC Helios ELV	○	F	Green	6	As Seq.	1: STC Helios ELV	○
B	Green	2	As Seq.	1: STC Helios ELV	○	G	Red	7	R,G	3: STC LED Nearside In	○
C	Red	3	As Seq.	1: STC Helios ELV	○	G	Amber	8	Wait	2: STC LED Demand Inc	○
C	Amber	3	As Seq.	1: STC Helios ELV	○	G	Green	7	R,G	3: STC LED Nearside In	○
C	Green	3	As Seq.	1: STC Helios ELV	○	G	Green	7	R,G	3: STC LED Nearside In	○
D	Red	4	As Seq.	1: STC Helios ELV	○	H	Red	9	R,G	3: STC LED Nearside In	○
D	Red	4	As Seq.	1: STC Helios ELV	○	H	Amber	10	Wait	2: STC LED Demand Inc	○
D	Amber	4	As Seq.	1: STC Helios ELV	○	H	Green	9	R,G	3: STC LED Nearside In	○
D	Amber	4	As Seq.	1: STC Helios ELV	○	H	Green	N/A	N/A	N/A	○

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Integral Onboard LMU Sensors

Integral LMU On-board Sensors for ELV Controllers

Number of LS cards fitted	HPU Connection
2	1

Sensor Configuration For LSLS 2 (Rack)

Phase	Aspect	Sensor #	Sensor Type	Load Type		Phase	Aspect	Sensor #	Sensor Type	Load Type	
I	Red	11	R,G	3: STC LED Nearside In	○	N/A	N/A		N/A	N/A	○
I	Amber	12	Wait	2: STC LED Demand In	○	N/A	N/A		N/A	N/A	○
I	Green	11	R,G	3: STC LED Nearside In	○	N/A	N/A		N/A	N/A	○
I	Green	N/A	N/A	N/A	○	N/A	N/A		N/A	N/A	○
J	Red	13	R,G	3: STC LED Nearside In	○	N/A	N/A		N/A	N/A	○
J	Amber	14	Wait	2: STC LED Demand In	○	N/A	N/A		N/A	N/A	○
J	Green	13	R,G	3: STC LED Nearside In	○	N/A	N/A		N/A	N/A	○
J	Green	N/A	N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○
N/A	N/A		N/A	N/A	○	N/A	N/A		N/A	N/A	○

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Integral External LMU Sensors

Integral LMU External Sensors for Reg Signs (ELV Controllers)

External Sensors (1)

Sensor	Load Type
48	4: STC ELV Regulatory Sign
47	4: STC ELV Regulatory Sign
46	4: STC ELV Regulatory Sign
45	4: STC ELV Regulatory Sign

External Sensors (4)

Sensor	Load Type

External Sensors (2)

Sensor	Load Type
44	4: STC ELV Regulatory Sign
43	4: STC ELV Regulatory Sign
42	4: STC ELV Regulatory Sign
41	4: STC ELV Regulatory Sign

External Sensors (5)

Sensor	Load Type

External Sensors (3)

Sensor	Load Type

External Sensors (6)

Sensor	Load Type

Note: Sensors which have been used as Onboard sensors will not be available h

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

RLM Additional Intergreens

Phases Delayed

Phases with RLF1	A	B	C	D	E	F	G	H	I	J
A	■									
B		■					2			
C			■							
D				■					2	
E					■			2		
F						■				2
G							■			
H								■		
I									■	
J										■

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

RLM Phase Inhibits

Phases Inhibited/Blacked-out

Phases with RLF2	A	B	C	D	E	F	G	H	I	J
A										
B							■			
C										
D									■	
E								■		
F										■
G										
H										
I										
J										

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0	1	2	3	4	5	6	7
0	ALL RED	0	3	7	10				
1	WEST CIRC _NORTH CIRC	1	4	7	10				
2	A52 E/B _NORTH CIRC	2	4	7	10				
3	A52 E/B _NORTH CIRC + EXIT PEDS	2	4	8	11				
4	WEST CIRC _WOLLATON VALE S/B	1	5	7	10				
5	WEST CIRC _WOLLATON VALE S/B + EXIT PEDS	1	5	8	11				
6	A52 E/B _WOLLATON VALE S/B	2	5	7	10				
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☑	☑	☑	☑	☑

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	◉	○	○	○
RR	◉	○	○	○

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Manual Mode Enable

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

Note 1:
For this to operate Special Conditioning is required.

Mode Select Switches Disabled

☑ VA ☑ Fixed Time ☐ CLF

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Special Conditioning

```
; LAMPS OFF REPLY TO THE OMU (LAMPS OFF RELAY MUST BE FITTED TO ENABLE THIS TO WORK)
; ================================================================================

LMPON.SWLMPS.NOT(FLF17)=LAMPSON                          ; IF LAMPS ARE SWITCHED OFF OR FAIL SEND REPLY BY
                                                         ; USING AN I/O OUTPUT CALLED "LAMPSON"


CFE0:=CONDFLASH0                                         ; CFE SOFTWARE SWITCHES ALLOW STREAMS TO BE TURNED OFF
    *=ESPTX0                                             ; IF ANY STREAM IS SWITCHED OFF BY SETTING A CFE ACTIVE
CFE1:=CONDFLASH1                                         ; THIS SENDS AN OUTPUT TO THE UTMC UNIT VIA THE SERIAL
    *=ESPTX1                                             ; LINK CABLE
CFE2:=CONDFLASH2
    *=ESPTX2
CFE3:=CONDFLASH3
    *=ESPTX3



IFT (MODE0 EQL<8>) THN
    RUN<90>
END
IFT CNDTER90 THN
    RUN<91>
END
IFT CNDTER91 THN
    RUN<90>
END
IFT (MODE0 EQL<6>).MOVATO0.(MODE1 EQL<6>).MOVATO1.EMOVA THN
    TRUE=MIL05
ELS
    FALSE=MIL05
    IFT (((MODE0 EQL<6>).MOVATO0)+((MODE1 EQL<6>).MOVATO1)+EMOVA) THN
        CNDTMA90=MIL05
    END
END
IFT (MODE0 EQL<8>) THN
    RUN<88>
END
IFT CNDTER88 THN
    RUN<89>
END
IFT CNDTER89 THN
    RUN<88>
END
IFT (MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1).EUTC THN
    TRUE=MIL17
ELS
    FALSE=MIL17
    IFT (((MODE0 EQL<6>).NOT(MOVATO0)+((MODE1 EQL<6>).NOT(MOVATO1)+EUTC))) THN
        CNDTMA90=MIL17
    END
END

EPHSB=MIL22                                              ; AUX1 LED Link Active from East Controller Phase B
EPHSD=MIL23                                              ; AUX2 LED Link Active from East Controller Phase D



; EXTRA DETECTION
; ===============

(BSL7+BSL8+BSL9)=+LCPHB                                  ; LOOPS TO DEMAND AND EXTEND USING IPX VALUES
BSL7_ext:=+EXOB
        *=+EXCB
BSL8_ext:=+EXOB
```

Special Conditioning

```
        *=+EXCB
BSL9_ext:=+EXOB
        *=+EXCB

(DSL38+DSL39+DSL40)=+LCPHD                          ; LOOPS TO DEMAND AND EXTEND USING IPX VALUES
DSL38_ext:=+EXOD
         *=+EXCD
DSL39_ext:=+EXOD
         *=+EXCD
DSL40_ext:=+EXOD
         *=+EXCD


; LINKED INPUT
; ============

EWAITH=+UCST5                                       ; WAIT CONFIRM FROM EAST CONTROLLER DEMANDS STAGE 5



; UTC STAGE REPLIES
; =================

IFT (MOVATO0+(SCRT1+SCRT2)) THN                     ; IF MOVA HAS BEEN REQUESTED TO TAKE CONTROL
    NOT(STAGE1)=G1                                  ; OR G1/G2 REPLY IS NOT PRESENT
    NOT(STAGE2)=G2
ELS
    FALSE:=G1
         *=G2
END


; UTC / MOVA CONTROL
; ==================

MOVATO0:.F1=+UCST1
        *.F2=+UCST2

IFT (MOVATO1+(SCRT4+SCRT5)) THN                     ; IF MOVA HAS BEEN REQUESTED TO TAKE CONTROL
    NOT(STAGE4)=G4                                  ; OR G4/G5 REPLY IS NOT PRESENT
    NOT(STAGE5)=G5
ELS
    FALSE:=G4
         *=G5
END


; UTC / MOVA CONTROL
; ==================

MOVATO1:.F4=+UCST4                                  ; ENSURE MOVA HOLDS CURRENT STAGE DUE TO TYPE 316 UTC
        *.F5=+UCST5
MOVATO0.F1.STAGE1:=+EXOA
                  *=+EXCA
MOVATO0.F2.STAGE2:=+EXOB
                  *=+EXCB
MOVATO1.F4.STAGE4:=+EXOC
                  *=+EXCC
MOVATO1.F5.STAGE5:=+EXOD
                  *=+EXCD

; DIM CONFIRM REPLY BIT.
; ======================

NOT(NOT(SO).NOT(SOLBRGHT))=DC                       ; SOLAR DIM OR DIM OVERRIDE REPLIES DC.
```


Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Special Conditioning

```
; CONTROLLER REPLIES
; ==================

NOT(SYSLED)=CF                                      ; ANY FAULT IN LOG REPLIES CF
NOT(LMPANY0+LMPANY1+LMPANY2+LMPANY3)=LF1            ; ANY LAMP FAILURE REPLY LF1
NOT(LMP1RED0+LMP1RED1+LMP1RED2+LMP1RED3)=LF2        ; FIRST RED LAMP FAILURE REPLY LF2



; UTC D-BIT UNLATCHED STAGE DEMANDS AND EXTENSIONS
; ================================================

D1:=+UCST1                                          ; D1 DEMANDS STAGE 1 AND
  *=+EXOA                                           ; EXTENDS EXCLUSIVE PHASES.
D1=+EXCA

D2:=+UCST2                                          ; D2 DEMANDS STAGE 2 AND
  *=+EXOB                                           ; EXTENDS AN EXCLUSIVE PHASE.
D2=+EXCB

D4:=+UCST4                                          ; D4 DEMANDS STAGE 4 AND
  *=+EXOC                                           ; EXTENDS AN EXCLUSIVE PHASE.
D4=+EXCC

D5:=+UCST5                                          ; D5 DEMANDS STAGE 5 AND
  *=+EXOD                                           ; EXTENDS AN EXCLUSIVE PHASE.
D5=+EXCD

D7:=+UCST7                                          ; D7 DEMANDS STAGE 7 AND
  *=+EXOE                                           ; EXTENDS AN EXCLUSIVE PHASE.
D7=+EXCE

D8:=+UCST8                                          ; D8 DEMANDS STAGE 8 AND
  *=+EXOH                                           ; EXTENDS AN EXCLUSIVE PHASE.
D8=+EXCH

D10:=+UCST10                                        ; D10 DEMANDS STAGE 10 AND
   *=+EXOF                                          ; EXTENDS AN EXCLUSIVE PHASE.
D10=+EXCF

D11:=+UCST11                                        ; D11 DEMANDS STAGE 11 AND
   *=+EXOJ                                          ; EXTENDS AN EXCLUSIVE PHASE.
D11=+EXCJ



; UTC AND LOCAL TIME SYNC
; =======================

(UTCTS+TSYNC)=SCRT10



; MODES DISABLED BY CERTAIN CONDITIONS
; ====================================
NOT(DSRACC):=MNCONT                                 ; HANDSET NOT PLUGGED IN DISABLES
           *=MSCONT                                 ; MANUAL MODE.
(SSVA+SSFIX).(F1+F2+F4+F5)=VACONT                   ; FORCE BIT AND IN VA SWITCH
                                                    ; POSITION DISABLES VA MODE.
SSFIX.NOT(DSRACC)::=FTCONT                          ; NO HANDSET AND IN FIXED TIME
                   *=SSCONT                         ; SWITCH POSITION DISABLES FT MODE.
```

Special Conditioning

```
                *=1SCRT253                          ; FIXED TIME MODE DISABLE FLAG
; CLF DISABLED
; ============

(MOVATO0+MOVATO1+(MODE0 EQL<4>))=ROUGH0                     ; MOVA OR MANUAL MODE
(MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1)=ROUGH1  ; UTC MODE
(ROUGH0+ROUGH1):=DISCLF2
                *=DISCLF3


; MOVA CONFIRMS
; =============

PRSLMPAG.NOT(LMUINHG)=MOVADET10                         ; WAIT REPLIES TO MOVA
PRSLMPAH.NOT(LMUINHH)=MOVADET11
PRSLMPAI.NOT(LMUINHI)=MOVADET12
PRSLMPAJ.NOT(LMUINHJ)=MOVADET13



; PED TERMINATION
; ===============
LMPON.PHASED.NOT(MING)=1AUXCMDG4                        ; PHASE D AT RIGHT OF WAY TERMINATES PED G
LMPON.EPHSBGRN.NOT(MINI)=1AUXCMDI4                      ; INPUT ACTIVE TERMINATES PED I

; MOVA CRB STREAM 0
; =================

IFT (PRSLMPRA+PRSLMPAA+PRSLMPGA) THN                            ; MIN LAMPS OFF TIMER
    RUN<94>
END
IFT NOT(MODE0 EQL<6>).NOT(CNDTMA95).SSNRM THN                   ; NOT IN MOVA MODE AND IN NORMAL RUN TIMER
    RUN<95>
END
IFT CNDTER95+((PRVMOD0 EQL<6>).NOT(MODE0 EQL<6>)) THN
    LOD<10> 2SCRTCH31
    TRUE=2SCRT239
END                                                             ; START A 2 SEC INTERNAL TIMER FOR CRB TOGGLE
NOT(2SCRTST31 EQL<0>)=.2SCRT239
IFT (2SCRTST31 GRT<0>) THN
    DEC 2SCRTCH31
END
SSNRM.(NOT(2SCRT239)+(MODE0 EQL<6>)).CNDTMA94.NOT(EEXITQ):=MQVACRB   ; WHEN TIMER TERMINATES TOGGLE CRB
                                                          *=WCRBACT

; MOVA CRB1 STREAM 1
; ==================

IFT (PRSLMPRC+PRSLMPAC+PRSLMPGC) THN                            ; MIN LAMPS OFF TIMER
    RUN<92>
END
IFT NOT(MODE1 EQL<6>).NOT(CNDTMA93).SSNRM THN                   ; NOT IN MOVA MODE AND IN NORMAL RUN TIMER
    RUN<93>
END
IFT CNDTER93+((PRVMOD1 EQL<6>).NOT(MODE1 EQL<6>)) THN
    LOD<10> 2SCRTCH30
    TRUE=2SCRT238
END                                                             ; START A 2 SEC INTERNAL TIMER FOR CRB TOGGLE
NOT(2SCRTST30 EQL<0>)=.2SCRT238
IFT (2SCRTST30 GRT<0>) THN
    DEC 2SCRTCH30
END
SSNRM.(NOT(2SCRT238)+(MODE1 EQL<6>)).CNDTMA92.NOT(EEXITQ)=CRB1 ; WHEN TIMER TERMINATES TOGGLE CRB
```


Works Order :
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Special Conditioning

```
; Link Outputs

; WPHSB    : Send output to East Controller when Phase A to leaving amber until Phase B leaving amber
; WPHSD    : Send output to East Controller when Phase C to leaving amber until Phase D leaving amber

IFT TERMA THN
    TRUE=1SCRT0
END
IFT TERMB THN
    FALSE=1SCRT0
END
NOT(CFE0).1SCRT0=WPHSB

IFT TERMC THN
    TRUE=1SCRT1
END
IFT TERMD THN
    FALSE=1SCRT1
END
NOT(CFE1).1SCRT1=WPHSD

NOT(CFE0).LMPON.PHASEB=WPHSBGRN
PRSLMPAH.NOT(LMUINHH)=WWAITH
PRSLMPAJ.NOT(LMUINHJ)=WWAITJ

(MODE0 EQL<6>).MOVATO0.(MODE1 EQL<6>).MOVATO1=WMOVA
(MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1)=WUTC



; PHASE B END OF SAT FLAGS
; ========================

(ESPRX7.ESPRX8.ESPRX9)=WPHSBSAT                                 ; SEND OUTPUT TO LINKED CONTROLLER WHEN END
                                                                ; OF SAT FLAGS ARE RECEIVED FROM THE UG405 UNIT
```

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Special Conditioning

```
; PED LINK PHASE H
; ================

IFT EPHSD.NOT(1SCRT5) THN                                ; WHEN INPUT GO'S ACTIVE RUN DELAY TIMER.
    RUN<0>
END
IFT CNDTER0 THN                                          ; DELAY TIMER ENDS RUN THE RELEASE TIMER.
    RUN<1>
END
(MODE2 EQL<2>).LMPON.NOT(CNDTMA1+CNDTER2)./ROUGH1=PRVST8 ; IF RELEASE TIMER ACTIVE OR OVERRIDE TIMER EXPIRES OR
EPHSD=1SCRT5                                             ; OR LAMPS OFF THEN LIFT LINK.
IFT PRVST8.NOT(1SCRT7) THN                               ; RUN THE OVERRIDE TIMER WHEN PREVENT IS ACTIVE.
    RUN<2>
END
PRVST8=1SCRT7
PRSLMPAH.NOT(LMUINHH)=WWAITH                             ; SEND OUUTPUT TO LINKED CONTROLLER TO CREATE A
                                                         ; PHASE TERMINATION
```


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Special Conditioning

```
; PED LINK PHASE J
; ================

IFT TERMA THN                                            ; WHEN PHASE "A" LOSES RIGHT OF WAY RUN DELAY TIMER.
    RUN<3>
END
IFT CNDTER3 THN                                          ; WHEN DELAY TIMER ENDS RUN THE RELEASE TIMER.
    RUN<4>
END
(MODE3 EQL<2>).LMPON.NOT(CNDTMA4+1SCRT11)./ROUGH1=PRVST11 ; IF RELEASE TIMER ACTIVE OR OVERRIDE TIMER EXPIRES OR
                                                         ; LAMPS OFF THEN LIFT LINK.
IFT NOT(PRVST11)+ATOROW THN                              ; RUN THE OVERRIDE TIMER FROM LAST TIME LINK LIFTED.
    RUN<5>
END
CNDTER5=+1SCRT11
NOT(ATOROW)=.1SCRT11
PRSLMPAJ.NOT(LMUINHJ):=WWAITJ                            ; SEND OUUTPUT TO LINKED CONTROLLER TO CREATE A
                      *=+UCST2                           ; PHASE TERMINATION
```

Special Conditioning

```
; INPUTS TO WEST STREAM 0
; ======================

EPHSD=MOVADET32                                 ; INPUT ACTIVE SETS MOVADET32

IFT EPHSD.NOT(CNDTMA32).NOT(1SCRT15) THN        ; INPUT ACTIVE STARTS DELAY TIMER
    RUN<32>
END
EPHSD=1SCRT15                                   ; BIT SET TO STOP REPULSE
IFT CNDTER32 THN                                ; DELAY TIMER EXPIRED STARTS O/P TIMER
    RUN<33>
END
CNDTMA33=MOVADET31                              ; O/P TIMER ACTIVE SETS MOVADET31

EPHSB=MOVADET30                                 ; INPUT ACTVIVE SETS MOVADET30

IFT TERMC.MTCF0 THN                             ; PHASE C LOSING RIGHT OF WAY AND MTCF0 ACTIVE
    RUN<34>                                     ; STARTS TIMER
ELS
    IFT TERMC.NOT(MTCF0) THN                    ; PHASE C LOSING RIGHT OF WAY AND MTCF0 NOT ACTIVE
        RUN<35>                                 ; STARTS TIMER
    END
END
 1SCRT1.NOT(ESPTX4.ESPTX5.ESPTX6)=1SCRT16       ; PHASE C LOSING RIGHT OF WAY AND END OF SAT FLAG ACTIVE
                                                ; SETS FLAG

(1SCRT1.(CNDTMA34+CNDTMA35).NOT(CFE29)+ $       ; TIMER ACTIVE SETS MOVADET29 IF CFE29=0
(1SCRT16.CFE29))=MOVADET29
                                                ; FLAG ACTIVE SETS MOVADET29 IF CFE29=1



; INPUTS TO WEST STREAM 1
; ======================

IFT TERMA THN                                   ; PHASE A LOSING RIGHT OF WAY SETS FLAG
    TRUE=1SCRT17
END
IFT TERMB THN                                   ; PHASE B LOSING RIGHT OF WAY CLEARS FLAG
    FALSE=1SCRT17
END
1SCRT17=MOVADET61                               ; FLAG ACTIVE SETS MOVADET61

IFT TERMA THN                                   ; PHASE A LOSING RIGHT OF WAY STARTS TIMER
    RUN<37>
END
IFT CNDTER37 THN                                ; TIMER EXPIRED STARTS O/P TIMER
    RUN<38>
END
CNDTMA38=MOVADET60                              ; TIMER ACTIVE SETS MOVADET60

EPHSD=MOVADET59                                 ; INPUT ACTIVE SETS MOVADET59

IFT EPHSB.MTCF0.NOT(1SCRT18) THN                ; INPUT ACTIVE AND MTCF0 ACTIVE SETS FLAG
    RUN<39>
ELS
    IFT EPHSB.NOT(MTCF0).NOT(1SCRT18) THN       ; INPUT ACTIVE AND MTCF0 NOT ACTIVE SETS FLAG
        RUN<40>
    END
END
EPHSB=1SCRT18                                   ; BIT SET TO STOP REPULSE

EPHSB.NOT(EPHSBSAT)=1SCRT19                     ; BOTH INPUTS ACTIVE SETS FLAG

(EPHSB.(CNDTMA39+CNDTMA40).NOT(CFE58)+ $        ; TIMER ACTIVE SETS MOVADET58 IF CFE58=0
(1SCRT19.CFE58))=MOVADET58
```


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Special Conditioning

```
                                                ; FLAG ACTIVE SETS MOVADET58 IF CFE58=1
```

Works Order :
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Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	0	0	255	☐	Ped.H open window-Phs.C close	16		0	255	☐	
1	2	0	255	☐	Ped.H window time	17		0	255	☐	
2	70	0	255	☐	Ped.H inhibit override	18		0	255	☐	
3	4	0	255	☐	Ped.J open window-Phs.A close	19		0	255	☐	
4	2	0	255	☐	Ped.J window time	20		0	255	☐	
5	70	0	255	☐	Ped.J inhibit override	21		0	255	☐	
6		0	255	☐		22		0	255	☐	
7		0	255	☐		23		0	255	☐	
8		0	255	☐		24		0	255	☐	
9		0	255	☐		25		0	255	☐	
10		0	255	☐		26		0	255	☐	
11		0	255	☐		27		0	255	☐	
12		0	255	☐		28		0	255	☐	
13		0	255	☐		29		0	255	☐	
14		0	255	☐		30		0	255	☐	
15		0	255	☐		31		0	255	☐	

Works Order :
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Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
32	4.4	0.0	31.8	☑	West Strm 0 Pulse Delay Det.31	48		0	255	☐	
33	2.0	0.0	31.8	☑	West Strm 0 Pulse O/P Det.31	49		0	255	☐	
34	8.4	0.0	31.8	☑	West Strm 0 Hold Det.29 (PLAN 0)	50		0	255	☐	
35	7.4	0.0	31.8	☑	West Strm 0 Hold Det.29 (PLAN 1)	51		0	255	☐	
36		0	255	☐		52		0	255	☐	
37	4.4	0.0	31.8	☑	West Strm 1Pulse Delay Det.60	53		0	255	☐	
38	2.0	0.0	31.8	☑	West Strm 1 Pulse O/P Det.60	54		0	255	☐	
39	15.4	0.0	31.8	☑	West Strm 1 Hold Det.58 (PLAN 0)	55		0	255	☐	
40	15.4	0.0	31.8	☑	West Strm 1 Hold Det.58 (PLAN 1)	56		0	255	☐	
41		0	255	☐		57		0	255	☐	
42		0	255	☐		58		0	255	☐	
43		0	255	☐		59		0	255	☐	
44		0	255	☐		60		0	255	☐	
45		0	255	☐		61		0	255	☐	
46		0	255	☐		62		0	255	☐	
47		0	255	☐		63		0	255	☐	

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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
64		0	255	☐		80		0	255	☐	
65		0	255	☐		81		0	255	☐	
66		0	255	☐		82		0	255	☐	
67		0	255	☐		83		0	255	☐	
68		0	255	☐		84		0	255	☐	
69		0	255	☐		85		0	255	☐	
70		0	255	☐		86		0	255	☐	
71		0	255	☐		87		0	255	☐	
72		0	255	☐		88	1	1	1	☐	UTC ON FLASH
73		0	255	☐		89	1	1	1	☐	UTC OFF FLASH
74		0	255	☐		90	1	1	1	☐	MOVA ON FLASH
75		0	255	☐		91	1	1	1	☐	MOVA OFF FLASH
76		0	255	☐		92	1	1	5	☐	MIN LAMPS OFF STREAM 1
77		0	255	☐		93	120	0	255	☐	MOVA CRB TOGGLE STREAM 1
78		0	255	☐		94	1	1	5	☐	MIN LAMPS OFF STREAM 0
79		0	255	☐		95	120	0	255	☐	MOVA CRB TOGGLE STREAM 0

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Special Instructions

EPR152

Card Type	Rack Posn	Addr.	Port	Type	Line	Term Posn
Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2 LT1
Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2 LT1
Intelligent Backplane 16/0	Rack	02	2	I	016 - 023	2 LT2
Intelligent Backplane 16/0	Rack	02	3	I	024 - 031	2 LT2
Serial IO 24/16	1 I/O1	03	4	I	032 - 039	1 I/O1
Serial IO 24/16	1 I/O1	03	5	I	040 - 047	1 I/O1
Serial IO 24/16	1 I/O1	03	6	I	048 - 055	1 I/O1
Serial IO 24/16	1 I/O1	03	7	O	056 - 063	1 I/O1
Serial IO 24/16	1 I/O1	03	8	O	064 - 071	1 I/O1
Serial IO 24/4	1 I/O2	04	9	I	072 - 079	1 I/O2
Serial IO 24/4	1 I/O2	04	10	I	080 - 087	1 I/O2
Serial IO 24/4	1 I/O2	04	11	I	088 - 095	1 I/O2
Serial IO 24/4	1 I/O2	04	12	O	096 - 099	1 I/O2
CPU	A					

Works Order :
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Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/32900/020	ST900 ELV Cabinet UK 20A 1 LSLS - Grey			
3	667/1/32900/040	ST900 ELV Cabinet UK 40A 1 LSLS - Grey			
4	667/1/32900/021	ST900 ELV Cabinet UK 20A 1 LSLS - Black			
5	667/1/32900/041	ST900 ELV Cabinet UK 40A 1 LSLS - Black			
6					
7					
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit	1		
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit	1		
11	667/1/32995/002	ST900 I/O card kit (4 outputs)	1		
12	667/1/32995/001	ST900 I/O card kit (16 outputs)	1		
13					
14					
15					
16	667/1/27004/000	Integral TC12 OTU kit			
17	667/1/27005/000	SDE Facility kit			
18	667/1/32910/000	ST900 Intelligent detector backplane kit	2		
19	667/1/33002/000	ELV detector 6U rack expansion kit	1		
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32985/000	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32950/000	ELV Audible supply kit			
28	667/1/33009/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33					
34					
35					
36	667/1/27056/001	Manual Panel Full kit	1		
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40	667/1/16700/152	Configuration Eprom (Issue 3. 0)	1		

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order :
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Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/32900/920	ST900 ELV cuckoo Kit - T200			
43	667/1/32900/921	ST900 ELV cuckoo Kit - T400			
44	667/1/32900/922	ST900 ELV cuckoo Kit - T800			
45	667/1/32900/923	ST900 ELV cuckoo Kit - Microsense			
46	667/1/32900/925	ST900 ELV cuckoo Kit - Peek			
47					
48					
49					
50					
51					
52	667/1/33073/000	ST900 Isolator locking kit			
53	667/2/20234/000	Screw Lock Key			
54					
55					
56	667/1/27104/000	ST800 / ST900 DFM Lens Kit			
57	667/1/21150/002	ST800 / ST900 Gas Plinth			
58	667/2/27096/000	ST800 / ST900 Mounting Stool			
59					
60					
61					
62	667/1/26271/000	Telephone Kit (Lightning protection)			
63	667/1/27118/000	Surge Arrester (Lightning protection)			
64					
65					
66					
67	667/1/32900/120	ST900 ELV Cabinet Export 20A 1 LSLS - Grey			
68	667/1/32900/140	ST900 ELV Cabinet Export 40A 1 LSLS - Grey			
69	667/1/32900/121	ST900 ELV Cabinet Export 20A 1 LSLS - Black			
70	667/1/32900/141	ST900 ELV Cabinet Export 40A 1 LSLS - Black			
71					
72					
73	667/1/32900/900	ST900 ELV export rack Kit			
74	667/1/32945/000	ST900 ELV additional LSLS rack wiring kit	1		
75					
76	667/1/27007/000	IRM Facility			
77					
78					
79					
80					

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Special Instructions

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT1 = DETECTOR BACKPLANE ADDRESS: 01

LOOP DESIGNATION AND CONNECTIONS

DET CARD A		DET CARD B		DET CARD C		DET CARD D	
No.	LOOP ID	No.	LOOP ID	No.	LOOP ID	No.	LOOP ID
1	BIN1	1	BX4	1	BSL7	1	DIN33
2	BIN2	2	BX5	2	BSL8	2	DIN34
3	BIN3	3	BX6	3	BSL9	3	SPARE4
4	SPARE1	4	SPARE2	4	SPARE3	4	SPARE5

[Template - Internal Detectors.txt Issue 1.0]

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT2 = DETECTOR BACKPLANE ADDRESS: 02

LOOP DESIGNATION AND CONNECTIONS

DET CARD A		DET CARD B		DET CARD C		DET CARD D	
No.	LOOP ID	No.	LOOP ID	No.	LOOP ID	No.	LOOP ID
1	DX35	1	DSL38	1		1	
2	DX36	2	DSL39	2		2	
3	DX37	3	DSL40	3		3	
4	SPARE6	4	SPARE7	4		4	

[Template - Internal Detectors.txt Issue 1.0]

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Input/Output

Input/Output

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 0
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	0	0	I	BIN1	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	A1
○	1	1	I	BIN2	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	A2
○	2	2	I	BIN3	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	A3
○	3	3	I	SPARE1	☑	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A4
○	4	4	I	BX4	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	B1
○	5	5	I	BX5	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	B2
○	6	6	I	BX6	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	B3
○	7	7	I	SPARE2	☑	☑	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 1

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	8	0	I	BSL7	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	C1
○	9	1	I	BSL8	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	C2
○	10	2	I	BSL9	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	C3
○	11	3	I	SPARE3	☑	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C4
○	12	4	I	DIN33	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	D1
○	13	5	I	DIN34	☑	☑	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT1	D2
○	14	6	I	SPARE4	☑	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D3
○	15	7	I	SPARE5	☑	☑	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Input/Output

Input/Output

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 2

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	16	0	I	DX35	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	A1
○	17	1	I	DX36	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	A2
○	18	2	I	DX37	☑	☑	☐	☐	☐	A	0	3.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	A3
○	19	3	I	SPARE6	☑	☑	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	A4
○	20	4	I	DSL38	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	B1
○	21	5	I	DSL39	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	B2
○	22	6	I	DSL40	☑	☑	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☐	☐	☐	2 LT2	B3
○	23	7	I	SPARE7	☑	☑	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	2 LT2	B4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Input/Output

Input/Output

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 4
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	32	0	I	PBUG28	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	0
○	33	1	I	PBUG29	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	1
○	34	2	I	PBUG33	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	2
○	35	3	I	PBUG34	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	3
○	36	4	I	ONCG29	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	4
○	37	5	I	ONCG34	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	5
○	38	6	I	PBUH24	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	6
○	39	7	I	PBUH25	☑	☐	☐		☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	7

Add | Delete | Move | Clear Used By | Move to/from backplane
Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Input/Output

Input/Output

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 5
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	40	0	I	PBUH26	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	8
○	41	1	I	PBUH27	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	9
○	42	2	I	KERBH24	☑	☐	☑	☐	☐	A	2	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	10
○	43	3	I	KERBH27	☑	☐	☑	☐	☐	A	2	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	11
○	44	4	I	ONCH25	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	12
○	45	5	I	ONCH26	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	13
○	46	6	I	PBUI40	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	14
○	47	7	I	PBUI41	☑	☐	☐		☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	15

Add | Delete | Move | Clear Used By | Move to/from backplane
Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Input/Output

Input/Output

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type: Port: 6 — ○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address: Serial IO 24/16, Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	48	0	I	PBUI45	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	16
○	49	1	I	PBUI46	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	17
○	50	2	I	ONCI41	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	18
○	51	3	I	ONCI46	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	19
○	52	4	I	PBUJ36	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	20
○	53	5	I	PBUJ37	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	21
○	54	6	I	PBUJ38	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	22
○	55	7	I	PBUJ39	☑	☐	☐		☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O1	23

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Input/Output

Input/Output

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type: Port: 7 — ○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address: Serial IO 24/16, Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	56	0	O	WMOVA	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	0
○	57	1	O	WUTC	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	1
○	58	2	O	WPHSB	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	2
○	59	3	O	WPHSD	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	3
○	60	4	O	WPHSBGRN	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	4
○	61	5	O	WWAITH	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	5
○	62	6	O	WWAITJ	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	6
○	63	7	O	WCRBACT	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 8

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	64	0	O	WPHSBSAT	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	8
○	65	1	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	9
○	66	2	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	10
○	67	3	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	11
○	68	4	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	12
○	69	5	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	13
○	70	6	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	14
○	71	7	O	LAMPSON	☑	☐	☐		☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	15

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 9

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 4

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	72	0	I	KERBJ36	☑	☐	☑	☐	☐	A	2	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	0
○	73	1	I	KERBJ38	☑	☐	☑	☐	☐	A	2	1.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	1
○	74	2	I	ONCJ37	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	2
○	75	3	I	ONCJ39	☑	☐	☑	☐	☐	A	0	0.6	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	3
○	76	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	4
○	77	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	5
○	78	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	6
○	79	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 10

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 4

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	80	0	I	EMOVA	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	8
○	81	1	I	EUTC	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	9
○	82	2	I	EPHSB	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	10
○	83	3	I	EPHSD	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	11
○	84	4	I	EPHSBGRN	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	12
○	85	5	I	EWAITH	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	13
○	86	6	I	EWAITJ	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	14
○	87	7	I	EEXITQ	☑	☐	☐		☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	15

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 11

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 4

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Line No
○	88	0	I	ECRBACT	☑	☐	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	1I/O2	16
○	89	1	I	TSYNC	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	17
○	90	2	I	EPHSBSAT	☑	☐	☐	☐	☐	N		0.0	☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	18
○	91	3	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	19
○	92	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	20
○	93	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	21
○	94	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	22
○	95	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1I/O2	23

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Aspect Drives - ELV Controllers

Aspect Drives for ELV Controllers

☐ Card Reversed HPU Connection 1

Aspect Drive Configuration For LSLS 1 of 2 cards (Rack)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	A	Red	Phase	16	D	Green	Phase
31	A	Amber	Phase	15	D	Green	Phase
30	A	Green	Phase	14	E	Red	Phase
29	B	Red	Phase	13	E	Amber	Phase
28	B	Red	Phase	12	E	Green	Phase
27	B	Amber	Phase	11	F	Red	Phase
26	B	Amber	Phase	10	F	Amber	Phase
25	B	Green	Phase	9	F	Green	Phase
24	B	Green	Phase	8	G	Red	Phase
23	C	Red	Phase	7	G	Amber	Phase
22	C	Amber	Phase	6	G	Green	Phase
21	C	Green	Phase	5	G	Green	Phase
20	D	Red	Phase	4	H	Red	Phase
19	D	Red	Phase	3	H	Amber	Phase
18	D	Amber	Phase	2	H	Green	Phase
17	D	Amber	Phase	1	H	Green	Phase

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Aspect Drives - ELV Controllers

Aspect Drives for ELV Controllers

☐ Card Reversed HPU Connection 1

Aspect Drive Configuration For LSLS 2 of 2 cards (Rack)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	I	Red	Phase	16	N/A	N/A	N/A
31	I	Amber	Phase	15	N/A	N/A	N/A
30	I	Green	Phase	14	N/A	N/A	N/A
29	I	Green	Phase	13	N/A	N/A	N/A
28	J	Red	Phase	12	N/A	N/A	N/A
27	J	Amber	Phase	11	N/A	N/A	N/A
26	J	Green	Phase	10	N/A	N/A	N/A
25	J	Green	Phase	9	N/A	N/A	N/A
24	N/A	N/A	N/A	8	N/A	N/A	N/A
23	N/A	N/A	N/A	7	N/A	N/A	N/A
22	N/A	N/A	N/A	6	N/A	N/A	N/A
21	N/A	N/A	N/A	5	N/A	N/A	N/A
20	N/A	N/A	N/A	4	N/A	N/A	N/A
19	N/A	N/A	N/A	3	N/A	N/A	N/A
18	N/A	N/A	N/A	2	N/A	N/A	N/A
17	N/A	N/A	N/A	1	N/A	N/A	N/A

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

I/O - Group DFM Timings

I/O - Group DFM Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	60	60	60	60
	InActive (Hrs)				
Group 2	Active (Mins)	60	60	60	60
	InActive (Hrs)	72	72	72	72
Group 3	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

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- 1.1 Administration
- 1.2 Streams, Stages, Phases Control
- 1.3 Facilities/Modes Enabled and Mode Priority Levels
- 1.4 Phases in Stages
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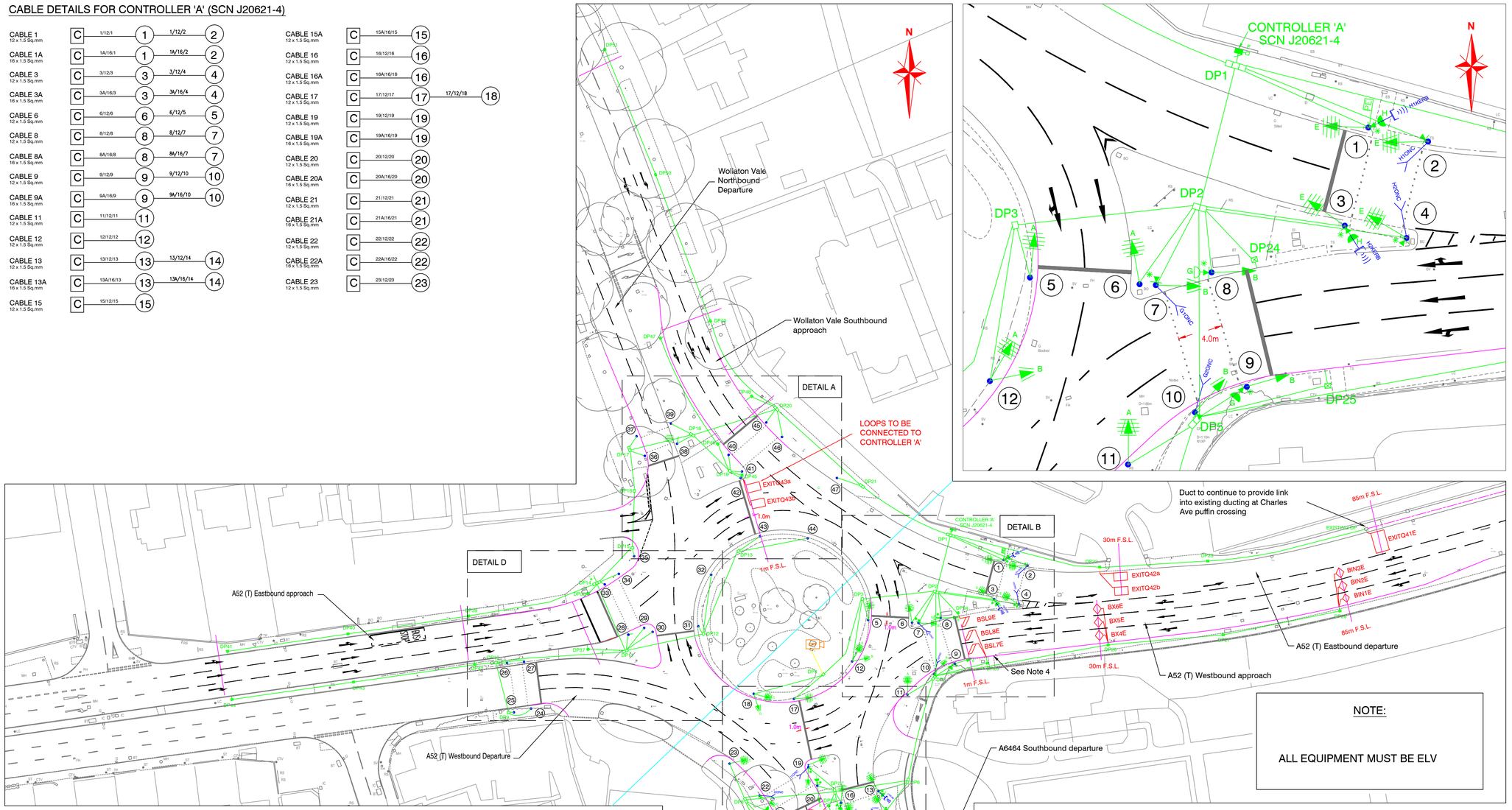
5 Conditioning Data
- 5.1 Special Conditioning
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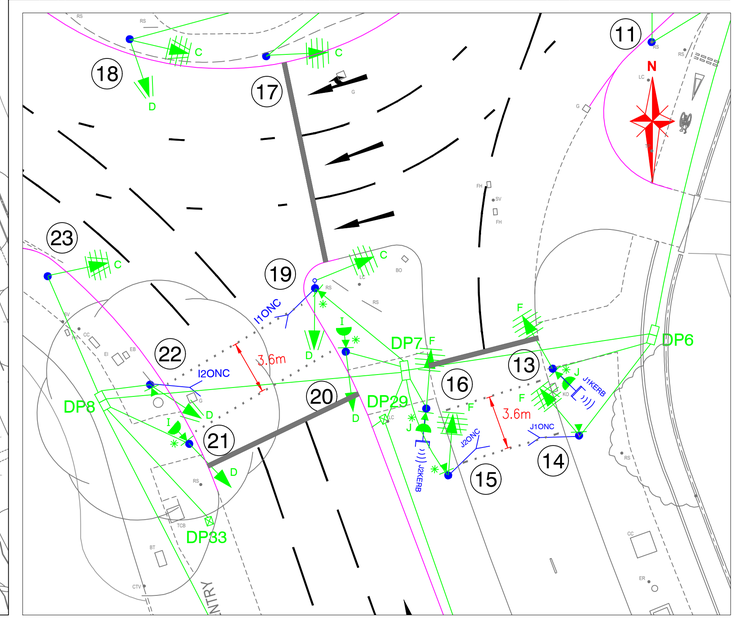
6 Special Instructions

7 I/O
- 7.1 Call Cancel (No configuration data to print)
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CABLE DETAILS FOR CONTROLLER 'A' (SCN J20621-4)

CABLE 1 12 x 1.5 Sq.mm	C	1/12/1	1	1/12/2	2	
CABLE 1A 16 x 1.5 Sq.mm	C	1A/16/1	1	1A/16/2	2	
CABLE 3 12 x 1.5 Sq.mm	C	3/12/3	3	3/12/4	4	
CABLE 3A 16 x 1.5 Sq.mm	C	3A/16/3	3	3A/16/4	4	
CABLE 6 12 x 1.5 Sq.mm	C	6/12/6	6	6/12/5	5	
CABLE 8 12 x 1.5 Sq.mm	C	8/12/8	8	8/12/7	7	
CABLE 8A 16 x 1.5 Sq.mm	C	8A/16/8	8	8A/16/7	7	
CABLE 9 12 x 1.5 Sq.mm	C	9/12/9	9	9/12/10	10	
CABLE 9A 16 x 1.5 Sq.mm	C	9A/16/9	9	9A/16/10	10	
CABLE 11 12 x 1.5 Sq.mm	C	11/12/11	11			
CABLE 12 12 x 1.5 Sq.mm	C	12/12/12	12			
CABLE 13 12 x 1.5 Sq.mm	C	13/12/13	13	13/12/14	14	
CABLE 13A 16 x 1.5 Sq.mm	C	13A/16/13	13	13A/16/14	14	
CABLE 15 12 x 1.5 Sq.mm	C	15/12/15	15			
CABLE 15A 12 x 1.5 Sq.mm	C	15A/16/15	15			
CABLE 16 12 x 1.5 Sq.mm	C	16/12/16	16			
CABLE 16A 12 x 1.5 Sq.mm	C	16A/16/16	16			
CABLE 17 12 x 1.5 Sq.mm	C	17/12/17	17	17/12/18	18	
CABLE 19 12 x 1.5 Sq.mm	C	19/12/19	19			
CABLE 19A 16 x 1.5 Sq.mm	C	19A/16/19	19			
CABLE 20 12 x 1.5 Sq.mm	C	20/12/20	20			
CABLE 20A 16 x 1.5 Sq.mm	C	20A/16/20	20			
CABLE 21 12 x 1.5 Sq.mm	C	21/12/21	21			
CABLE 21A 16 x 1.5 Sq.mm	C	21A/16/21	21			
CABLE 22 12 x 1.5 Sq.mm	C	22/12/22	22			
CABLE 22A 16 x 1.5 Sq.mm	C	22A/16/22	22			
CABLE 23 12 x 1.5 Sq.mm	C	23/12/23	23			





KEY:

- Primary RAG signal head on 4m pole, Phase A
- Secondary RAG signal head on 4m pole
- Horizontal louvre boxes fitted to green & amber Aspects
- Puffin signal aspects and push-button unit on single pole
- Toucan signal aspects and push-button unit on pole
- Push-button only on pole
- Tactile rotating cone
- On-crossing detector unit on pole
- Kerbside visual detector unit on pole
- (12) Pole number
- Controller Cabinet
- Electricity supply cabinet
- Queue detector loops
- 1.8m MOVA IN and X loops
- 45° 2.5m MOVA STOPLINE loops
- Single/Double/Triple brick built drawpit
- Prefabricated drawpit
- 100mm Diameter duct Refer to drg No. 530009/1205/09 for duct schedule
- Existing 100mm Diameter duct to remain
- Existing Drawpit to remain
- AIN1 MOVA Loop ID Number
- F1ONC Detector Input Name

DUCT SCHEDULE - CONTROLLER 'A' (SCN J20621-4)

CONTROLLER 'A' TO DP1 - 12 x 100mm DIA. DUCTS
DP1 TO DP2 - 10 X 100mm DIA. DUCTS
DP1 TO POLE 1 - 1 x 100mm DIA. DUCT
DP1 TO POLE 2 - 1 x 100mm DIA. DUCT
DP2 TO DP3 - 4 x 100mm DIA. DUCTS
DP2 TO POLE 3 - 1 x 100mm DIA. DUCT
DP2 TO POLE 4 - 1 x 100mm DIA. DUCT
DP2 TO POLE 6 - 1 x 100mm DIA. DUCT
DP2 TO POLE 7 - 1 x 100mm DIA. DUCT
DP2 TO POLE 8 - 1 x 100mm DIA. DUCT
DP3 TO DP4 - 1 x 100mm DIA. DUCT
DP3 TO POLE 5 - 1 x 100mm DIA. DUCT
DP3 TO POLE 12 - 1 x 100mm DIA. DUCT
DP4 TO POLE 17 - 1 x 100mm DIA. DUCT
DP4 TO POLE 18 - 1 x 100mm DIA. DUCT
DP2 TO DP5 - 10 x 100mm DIA. DUCTS
DP5 TO POLE 9 - 1 x 100mm DIA. DUCT
DP5 TO POLE 10 - 1 x 100mm DIA. DUCT
DP5 TO POLE 11 - 1 x 100mm DIA. DUCT
DP5 TO DP6 - 6 x 100mm DIA. DUCTS
DP6 TO POLE 13 - 1 x 100mm DIA. DUCT
DP6 TO POLE 14 - 1 x 100mm DIA. DUCT
DP6 TO DP7 - 6 x 100mm DIA. DUCTS
DP7 TO POLE 15 - 1 x 100mm DIA. DUCT
DP7 TO POLE 16 - 1 x 100mm DIA. DUCT
DP7 TO POLE 19 - 1 x 100mm DIA. DUCT
DP7 TO POLE 20 - 1 x 100mm DIA. DUCT
DP7 TO DP8 - 4 x 100mm DIA. DUCTS
DP8 TO POLE 21 - 1 x 100mm DIA. DUCT
DP8 TO POLE 22 - 1 x 100mm DIA. DUCT
DP8 TO POLE 23 - 1 x 100mm DIA. DUCT
DP1 TO DP21 - 2 x 100mm DIA. LINK DUCTS
DP1 TO DP22 - 1 x 100mm DIA. DUCT
DP22 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP22 TO DP23 - 1 x 100mm DIA. DUCT
DP23 TO EXISTING DP AT CHARLES AVENUE 1 x 100mm DIA. DUCT
EXISTING DP AT CHARLERS AVE TO REAR OF KERB 1 x 100mm DIA. DUCT
DP2 TO DP24 - 1 x 100mm DIA. DUCT
DP24 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP5 TO DP25 - 1 x 100mm DIA. DUCT
DP25 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP5 TO DP26 - 1 x 100mm DIA. DUCT
DP26 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP26 TO DP27 - 1 x 100mm DIA. DUCT
DP27 TO DP28 - 1 x 100mm DIA. DUCT
DP28 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP7 TO DP29 - 1 x 100mm DIA. DUCT
DP29 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP29 TO DP30 - 1 x 100mm DIA. DUCT
DP30 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP30 TO DP31 - 1 x 100mm DIA. DUCT
DP31 TO DP32 - 1 x 100mm DIA. DUCT
DP32 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP8 TO DP33 - 1 x 100mm DIA. DUCT
DP33 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP8 TO DP34 - 1 x 100mm DIA. DUCT
DP34 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP34 TO DP35 - 1 x 100mm DIA. DUCT
DP35 TO DP36 - 1 x 100mm DIA. DUCT
DP36 TO REAR OF KERB - 1 x 100mm DIA. DUCT

NOTE:

ALL EQUIPMENT MUST BE ELV

DETECTOR LOOP FEEDER CABLE DETAILS CONTROLLER 'A' (SCN J20621-4)

CABLE LF1	C	1 pair	DP28	LOOP BIN1E
CABLE LF2	C	1 pair	DP28	LOOP BIN2E
CABLE LF3	C	1 pair	DP28	LOOP BIN3E
CABLE LF4	C	1 pair	DP26	LOOP BX4E
CABLE LF5	C	1 pair	DP26	LOOP BX5E
CABLE LF6	C	1 pair	DP26	LOOP BX6E
CABLE LF7	C	1 pair	DP25	LOOP BSL7E
CABLE LF8	C	1 pair	DP25	LOOP BSL8E
CABLE LF9	C	1 pair	DP24	LOOP BSL9E
CABLE LF10	C	1 pair	DP36	LOOP DIN33E
CABLE LF11	C	1 pair	DP32	LOOP DIN34E
CABLE LF12	C	1 pair	DP34	LOOP DX35E
CABLE LF13	C	1 pair	DP34	LOOP DX36E
CABLE LF14	C	1 pair	DP30	LOOP DX37E
CABLE LF15	C	1 pair	DP33	LOOP DSL38E
CABLE LF16	C	1 pair	DP33	LOOP DSL39E
CABLE LF17	C	1 pair	DP29	LOOP DSL40E
CABLE LF18	C	1 pair	EXISTING DP	LOOP EXITQ41
CABLE LF19	C	1 pair	DP22	LOOP EXITQ42a
CABLE LF20	C	1 pair	DP22	LOOP EXITQ42b
CABLE LF21	C	1 pair	DP45	LOOP EXITQ43a
CABLE LF22	C	1 pair	DP45	LOOP EXITQ43b

NOTES:

1. Distance to diamond loops measured to centre of loop.
2. Distance to chevron loops are shown from the nearest edge of the loop to the stopline.
3. Refer to Appendix 12/5 for traffic signals specification
4. All signal heads must have minimum 450mm clearance from carriageway edge. This requires the pole center to be a minimum of 800mm behind the carriageway edge for all poles except those with nearside pedestrian red/green man displays, which are to be set back 500mm from the carriageway edge but with traffic heads (and any other pole mounted equipment) side-mounted or bracketed to maintain 450mm clearance.
5. Refer to drg No. 530003/11/02-03 for footway details

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Project

A52 DERBY RD / WOODSIDE RD / WOLLATON VALE, PRIORY ISLAND - EAST

Property No.	Project No.

Title

TRAFFIC SIGNAL INSTALLATION

Scale	Drawn	Date
SHOWN	LEE RUTHERFORD	09/10
	Ch'kd C GOUGH	09/10
	Auth K ALDRIDGE	Traced -

Drawing No. J20621-4 Rev

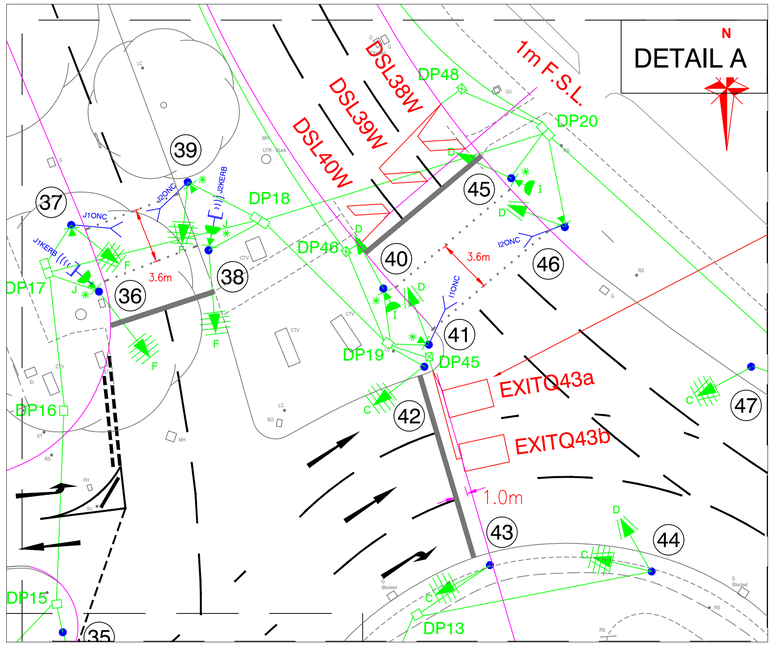
Nottinghamshire County Council

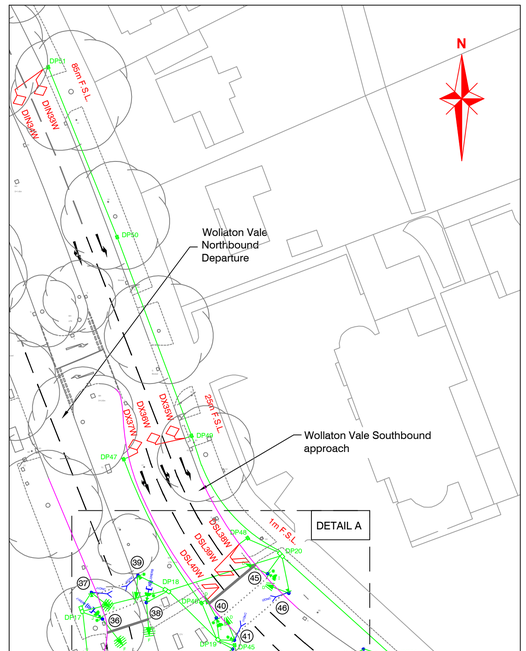
Environment & Resources
Trent Bridge House, Fox Road,
West Bridgford Nottingham NG2 6BJ
Tel: 08449 808080

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A1

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CABLE DETAILS FOR CONTROLLER 'B' (SCN J20631-4)

CABLE 24 12 x 1.5 Sq.mm	C	24/12/24	24	24/12/25	25			
CABLE 24A 16 x 1.5 Sq.mm	C	24A/16/24	24	24A/16/25	25			
CABLE 26 12 x 1.5 Sq.mm	C	26/12/26	26	26/12/27	27			
CABLE 26A 16 x 1.5 Sq.mm	C	26A/16/26	26	26A/16/27	27			
CABLE 29 12 x 1.5 Sq.mm	C	29/12/29	29	29/12/28	28			
CABLE 29A 16 x 1.5 Sq.mm	C	29A/16/29	29	29A/16/28	28			
CABLE 30 12 x 1.5 Sq.mm	C	30/12/30	30	30/12/31	31			
CABLE 32 12 x 1.5 Sq.mm	C	32/12/32	32					
CABLE 33 12 x 1.5 Sq.mm	C	33/12/33	33	33/12/34	34	33/12/35	35	
CABLE 33A 16 x 1.5 Sq.mm	C	33A/16/33	33	33A/16/34	34			
CABLE 36 12 x 1.5 Sq.mm	C	36/12/36	36	36/12/37	37			
CABLE 36A 16 x 1.5 Sq.mm	C	36A/16/36	36	36A/16/37	37			
CABLE 38 12 x 1.5 Sq.mm	C	38/12/38	38	38/12/39	39			
CABLE 38A 12 x 1.5 Sq.mm	C	38A/16/38	38	38A/16/39	39			
CABLE 40 12 x 1.5 Sq.mm	C	40/12/40	40	40/12/41	41	40/12/42	42	
CABLE 40A 16 x 1.5 Sq.mm	C	40A/16/40	40	40A/16/41	41			
CABLE 43 12 x 1.5 Sq.mm	C	43/12/43	43	43/12/44	44			
CABLE 45 12 x 1.5 Sq.mm	C	45/12/45	45	45/12/46	46			
CABLE 45A 16 x 1.5 Sq.mm	C	45A/16/45	45	45A/16/46	46			
CABLE 47 12 x 1.5 Sq.mm	C	47/12/47	47					

DUCT SCHEDULE - CONTROLLER 'B' (SCN J20631-4)

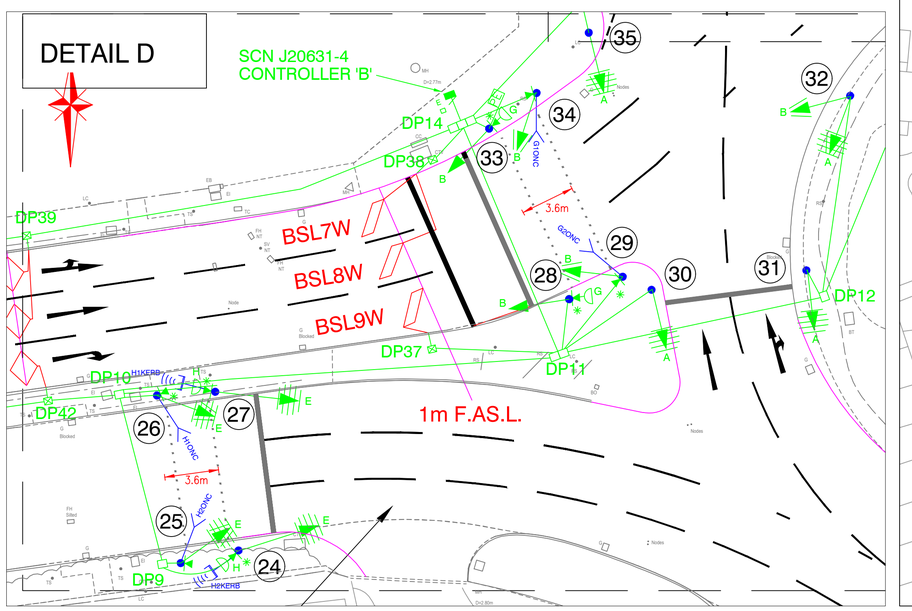
CONTROLLER 'B' TO DP14 - 12 x 100mm DIA. DUCTS
DP14 TO DP11 - 6 x 100mm DIA. DUCTS
DP14 TO POLE 33 - 1 x 100mm DIA. DUCT
DP14 TO POLE 34 - 1 x 100mm DIA. DUCT
DP11 TO DP10 - 4 x 100mm DIA. DUCTS
DP11 TO POLE 28 - 1 x 100mm DIA. DUCT
DP11 TO POLE 29 - 1 x 100mm DIA. DUCT
DP11 TO POLE 30 - 1 x 100mm DIA. DUCT
DP10 TO DP9 - 4 x 100mm DIA. DUCTS
DP10 TO POLE 26 - 1 x 100mm DIA. DUCT
DP10 TO POLE 27 - 1 x 100mm DIA. DUCT
DP9 TO POLE 24 - 1 x 100mm DIA. DUCT
DP9 TO POLE 25 - 1 x 100mm DIA. DUCT
DP11 TO DP12 - 2 x 100mm DIA. DUCTS
DP12 TO POLE 31 - 1 x 100mm DIA. DUCT
DP12 TO POLE 32 - 1 x 100mm DIA. DUCT
DP12 TO DP13 - 1 x 100mm DIA. DUCT
DP13 TO POLE 43 - 1 x 100mm DIA. DUCT
DP13 TO POLE 44 - 4 x 100mm DIA. DUCTS
DP14 TO DP15 - 6 x 100mm DIA. DUCTS
DP15 TO POLE 35 - 1 x 100mm DIA. DUCT
DP15 TO DP16 - 6 x 100mm DIA. DUCTS
DP16 TO DP17 - 6 x 100mm DIA. DUCTS
DP17 TO POLE 36 - 1 x 100mm DIA. DUCT
DP17 TO POLE 37 - 1 x 100mm DIA. DUCT
DP17 TO DP18 - 6 x 100mm DIA. DUCTS
DP18 TO POLE 38 - 1 x 100mm DIA. DUCT
DP18 TO POLE 39 - 1 x 100mm DIA. DUCT
DP18 TO DP19 - 4 x 100mm DIA. DUCTS
DP19 TO POLE 40- 1 x 100mm DIA. DUCT
DP19 TO POLE 41 - 1 X 100mm DIA. DUCT
DP19 TO POLE 42 - 1 x 100mm DIA. DUCT
DP18 TO DP20 - 4 x 100mm DIA. DUCTS
DP20 TO POLE 45 - 1 x 100mm DIA. DUCT
DP20 TO POLE 46 - 1 x 100mm DIA. DUCT
DP20 TO DP21 - 2 x 100mm DIA. DUCTS
DP21 TO POLE 47 - 1 x 100mm DIA. DUCT
DP10 TO DP42 - 1 x 100mm DIA. DUCT
DP42 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP42 TO DP43 - 1 x 100mm DIA. DUCT
DP43 TO DP44 - 1 x 100mm DIA. DUCT
DP44 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP11 TO DP37 - 1 x 100mm DIA. DUCT
DP37 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP14 TO DP38 - 1 x 100mm DIA. DUCT
DP38 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP14 TO DP39 - 1 x 100mm DIA. DUCT
DP39 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP39 TO DP40 - 1 x 100mm DIA. DUCT
DP40 TO DP41 - 1 x 100mm DIA. DUCT
DP41 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP19 TO DP45 - 1 x 100mm DIA. DUCT
DP45 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP19 TO DP46 - 1 x 100mm DIA. DUCT
DP46 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP46 TO DP47 - 1 x 100mm DIA. DUCT
DP47 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP20 TO DP48 - 1 x 100mm DIA. DUCT
DP48 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP20 TO DP49 - 1 x 100mm DIA. DUCT
DP49 TO REAR OF KERB - 1 x 100mm DIA.DUCT
DP49 TO DP50 - 1 x 100mm DIA. DUCT
DP50 TO DP51 - 1 x 100mm DIA. DUCT
DP51 TO REAR OF KERB - 1 x 100mm DIA. DUCT

NOTES:

1. Distance to diamond loops measured to centre of loop.
2. Distance to chevron loops are shown from the nearest edge of the loop to the stopline.
3. Refer to Appendix 12/5 for traffic signals specification
4. All signal heads must have minimum 450mm clearance from carriageway edge. This requires the pole center to be a minimum of 800mm behind the carriageway edge for all poles except those with nearside pedestrian red/green man displays, which are to be set back 500mm from the carriageway edge but with traffic heads (and any other pole mounted equipment) side-mounted or bracketed to maintain 450mm clearance.
5. Refer to drg No. 530003/11/02-03 for footway details

NOTE:

ALL EQUIPMENT MUST BE ELV



DETECTOR LOOP FEEDER CABLE DETAILS CONTROLLER 'B' (SCN J20631-4)

CABLE LF23	C	1 pair	DP41	LOOP BIN1W
CABLE LF24	C	1 pair	DP41	LOOP BIN2W
CABLE LF25	C	1 pair	DP44	LOOP BIN3W
CABLE LF26	C	1 pair	DP39	LOOP BX4W
CABLE LF27	C	1 pair	DP39	LOOP BX5W
CABLE LF28	C	1 pair	DP42	LOOP BX6W
CABLE LF29	C	1 pair	DP38	LOOP BSL7W
CABLE LF30	C	1 pair	DP38	LOOP BSL8W
CABLE LF31	C	1 pair	DP37	LOOP BSL9W
CABLE LF32	C	1 pair	DP51	LOOP DIN33W
CABLE LF33	C	1 pair	DP51	LOOP DIN34W
CABLE LF34	C	1 pair	DP49	LOOP DX35W
CABLE LF35	C	1 pair	DP49	LOOP DX36W
CABLE LF36	C	1 pair	DP47	LOOP DX37W
CABLE LF37	C	1 pair	DP48	LOOP DSL38W
CABLE LF38	C	1 pair	DP48	LOOP DSL39W
CABLE LF39	C	1 pair	DP46	LOOP DSL40W

KEY:

- Primary RAG signal head on 4m pole, Phase A
- Secondary RAG signal head on 4m pole
- Horizontal louvre boxes fitted to green & amber Aspects
- Puffin signal aspects and push-button unit on single pole
- Toucan signal aspects and push-button unit on pole
- Push-button only on pole
- Tactile rotating cone
- On-crossing detector unit on pole
- Kerbside visual detector unit on pole
- (12) Pole number
- Controller Cabinet
- Electricity supply cabinet
- Queue detector loops
- 1.8m MOVA IN and X loops
- 45° 2.4m MOVA STOPLINE loops
- Single/Double/Triple brick built drawpit
- Prefabricated drawpit
- 100mm Diameter duct Refer to drg No. 530009/1205/09 for duct schedule
- Existing 100mm Diameter duct to remain
- Existing Drawpit to remain
- AIN1 MOVA Loop ID Number
- F1ONC Detector Input Name

Rev Status	Description	Drawn	Ch'kd	Auth	Date

Project

A52 DERBY RD / WOODSIDE RD / WOLLATON VALE, PRIORY ISLAND - WEST

Property No.	Project No.

Title

TRAFFIC SIGNAL INSTALLATION

Scale	Drawn	Date
SHOWN	LEE RUTHERFORD	09/10
	Ch'kd C GOUGH	Date 09/10
	Auth K ALDRIDGE	Traced -

Drawing No. J20631-4 Rev

Nottinghamshire County Council

Environment & Resources
Trent Bridge House, Fox Road,
West Bridgford Nottingham NG2 6BJ
Tel: 08449 808080

© Nottinghamshire County Council

Sep 24,2019 - 8:58am I:\Highways\Old in Excel\Highways\Traffic\Traffic Eng Team\SCN\Traffic\A52\J20621-4 A52 - Priory Island Card\A52\530003_1205_09-110710.dwg

A1

APPENDIX F

Model Output Reports

Basic Results Summary

User and Project Details

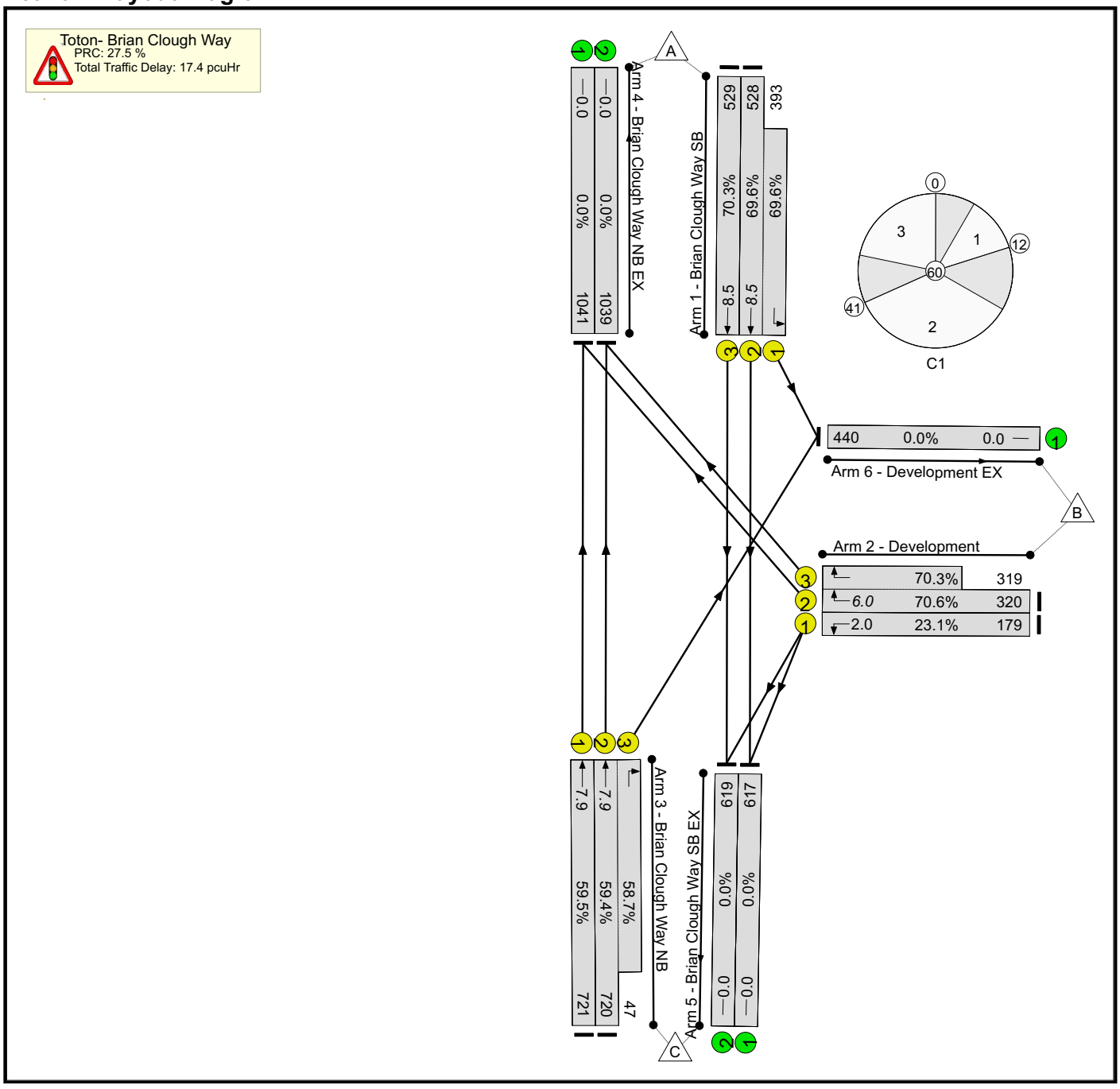
Project:	**Toton West**
Title:	**Toton West - Brian Clough Road**
Location:	
Model Purpose:	Proposed Model
Additional detail:	
File name:	20260825-Toton Brian Clough.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 2, 0

Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	AM 2026 DS	AM 2026 DS	Network Control Plan 1	08:00 - 09:00	60	27.5	17.36
2	PM 2026 DS	PM 2026 DS	Network Control Plan 1	16:00 - 17:00	60	43.5	14.17
3	AM 2041 DS	AM 2041 DS	Network Control Plan 1	08:00 - 09:00	60	7.7	24.52
4	PM 2041 DS	PM 2041 DS	Network Control Plan 1	16:00 - 17:00	60	36.6	16.85

Scenario 1: 'AM 2026 DS' (FG1: 'AM 2026 DS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

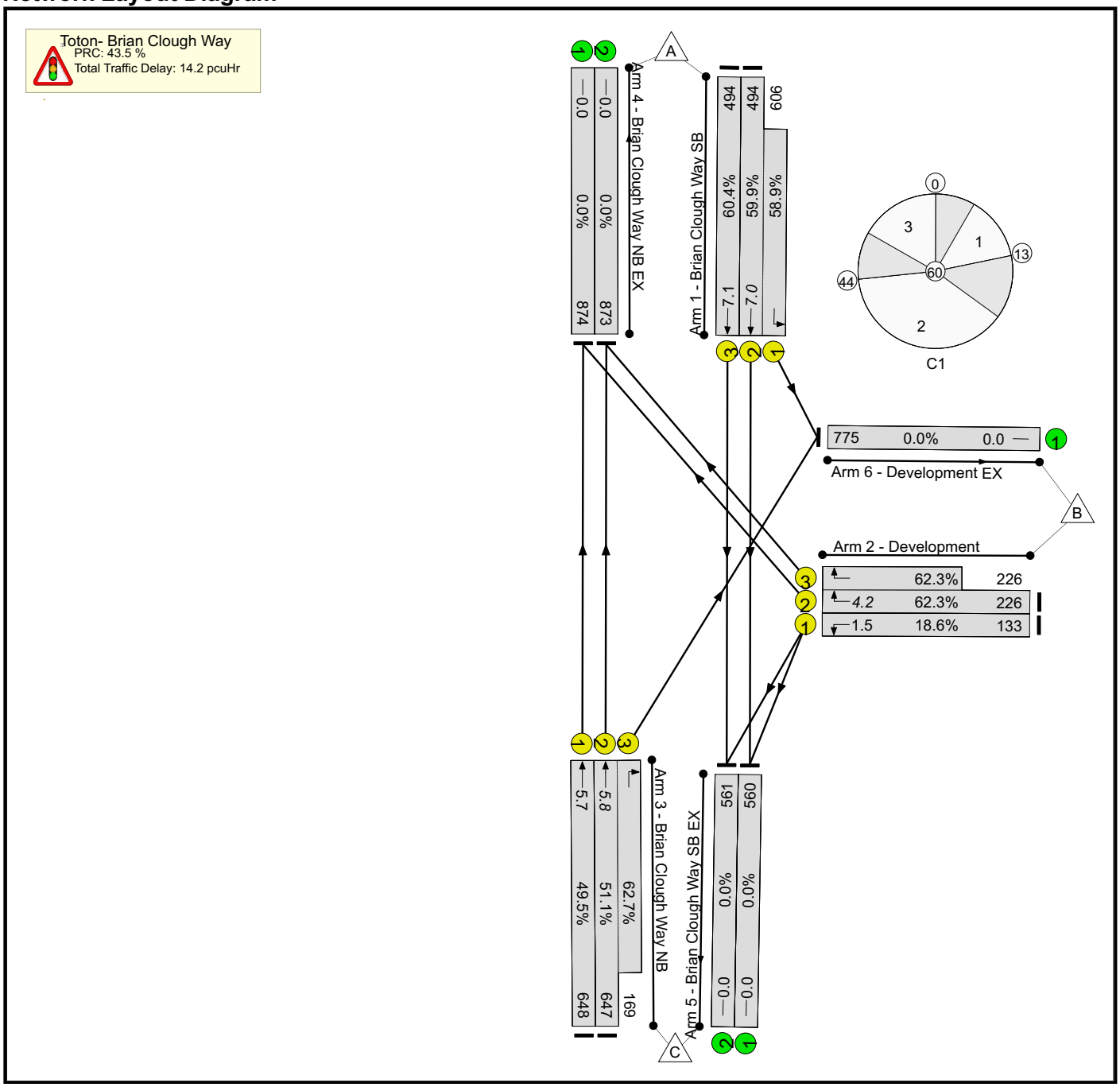
Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Toton West - Brian Clough Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**70.6%**	**0**	**0**	**0**	**17.4**	**-**	**-**
Toton-Brian Clough Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**70.6%**	**0**	**0**	**0**	**17.4**	**-**	**-**
1/2+1/1	Brian Clough Way SB Ahead Left	U	A B		1	22:40	-	-	921	1980:1786	759+565	69.6 : 69.6%	-	-	-	3.8	15.0	8.5
1/3	Brian Clough Way SB Ahead	U	A		1	22	-	-	529	1963	752	70.3%	-	-	-	3.5	23.6	8.5
2/1	Development Left	U	D		1	25	-	-	179	1786	774	23.1%	-	-	-	0.7	13.7	2.0
2/2+2/3	Development Right	U	C		1	14	-	-	639	1814:1814	453+453	70.6 : 70.3%	-	-	-	4.8	27.1	6.0
3/1	Brian Clough Way NB Ahead	U	F		1	36	-	-	721	1965	1212	59.5%	-	-	-	2.1	10.6	7.9
3/2+3/3	Brian Clough Way NB Ahead Right	U	F E		1	36:7	-	-	767	1965:1797	1212+80	59.4 : 58.7%	-	-	-	2.4	11.4	7.9

C1 PRC for Signalled Lanes (%): 27.5 Total Delay for Signalled Lanes (pcuHr): 17.36 Cycle Time (s): 60
PRC Over All Lanes (%): 27.5 Total Delay Over All Lanes(pcuHr): 17.36

Scenario 2: 'PM 2026 DS' (FG2: 'PM 2026 DS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

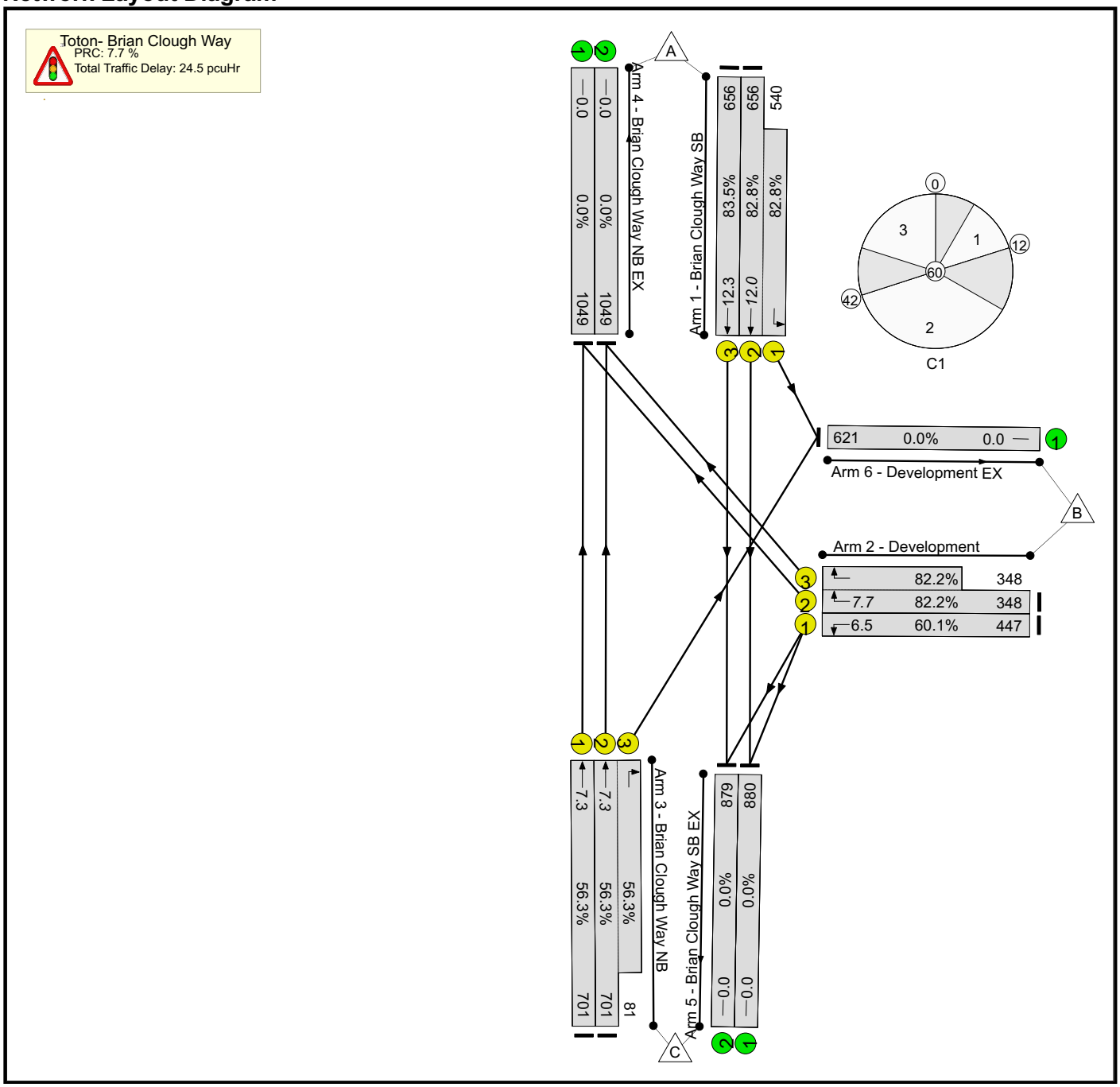
Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Toton West - Brian Clough Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**62.7%**	**0**	**0**	**0**	**14.2**	**-**	**-**
Toton-Brian Clough Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**62.7%**	**0**	**0**	**0**	**14.2**	**-**	**-**
1/2+1/1	Brian Clough Way SB Ahead Left	U	A B		1	24:39	-	-	1100	1980:1786	825+1029	59.9 : 58.9%	-	-	-	3.4	11.3	7.0
1/3	Brian Clough Way SB Ahead	U	A		1	24	-	-	494	1963	818	60.4%	-	-	-	2.6	19.2	7.1
2/1	Development Left	U	D		1	23	-	-	133	1786	714	18.6%	-	-	-	0.5	14.8	1.5
2/2+2/3	Development Right	U	C		1	11	-	-	452	1814:1814	363+363	62.3 : 62.3%	-	-	-	3.6	28.5	4.2
3/1	Brian Clough Way NB Ahead	U	F		1	39	-	-	648	1965	1310	49.5%	-	-	-	1.4	7.7	5.7
3/2+3/3	Brian Clough Way NB Ahead Right	U	F E		1	39:8	-	-	816	1965:1797	1266+270	51.1 : 62.7%	-	-	-	2.6	11.4	5.8

C1 PRC for Signalled Lanes (%): 43.5 Total Delay for Signalled Lanes (pcuHr): 14.17 Cycle Time (s): 60
PRC Over All Lanes (%): 43.5 Total Delay Over All Lanes(pcuHr): 14.17

Scenario 3: 'AM 2041 DS' (FG3: 'AM 2041 DS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

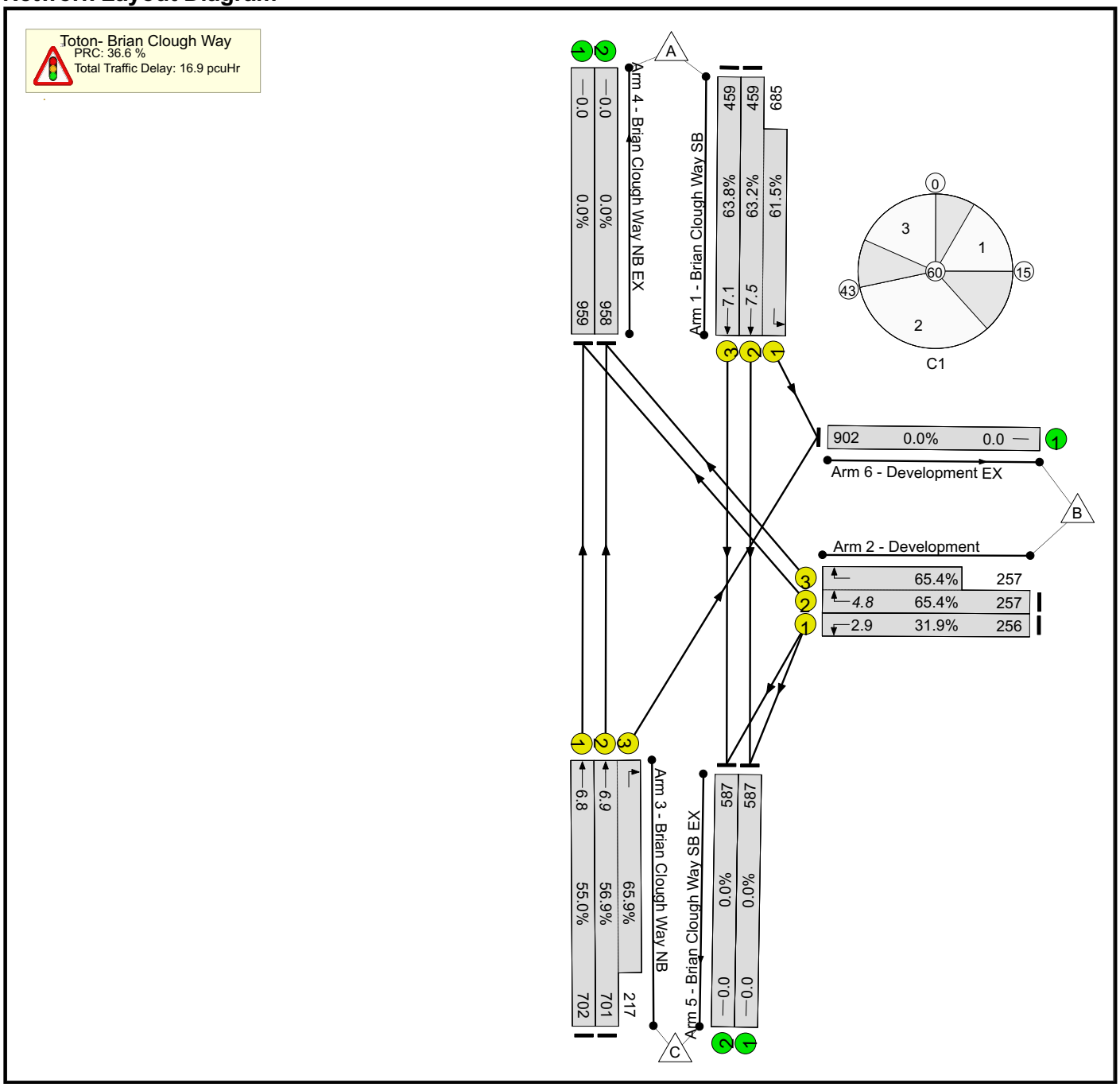
Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Toton West - Brian Clough Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.5%**	**0**	**0**	**0**	**24.5**	**-**	**-**
Toton-Brian Clough Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.5%**	**0**	**0**	**0**	**24.5**	**-**	**-**
1/2+1/1	Brian Clough Way SB Ahead Left	U	A B		1	23:40	-	-	1196	1980:1786	792+652	82.8 : 82.8%	-	-	-	6.0	17.9	12.0
1/3	Brian Clough Way SB Ahead	U	A		1	23	-	-	656	1963	785	83.5%	-	-	-	5.4	29.6	12.3
2/1	Development Left	U	D		1	24	-	-	447	1786	744	60.1%	-	-	-	2.4	19.6	6.5
2/2+2/3	Development Right	U	C		1	13	-	-	696	1814:1814	423+423	82.2 : 82.2%	-	-	-	6.5	33.4	7.7
3/1	Brian Clough Way NB Ahead	U	F		1	37	-	-	701	1965	1244	56.3%	-	-	-	1.9	9.6	7.3
3/2+3/3	Brian Clough Way NB Ahead Right	U	F E		1	37:7	-	-	782	1965:1797	1244+144	56.3 : 56.3%	-	-	-	2.4	11.0	7.3

C1 PRC for Signalled Lanes (%): 7.7 Total Delay for Signalled Lanes (pcuHr): 24.52 Cycle Time (s): 60
PRC Over All Lanes (%): 7.7 Total Delay Over All Lanes(pcuHr): 24.52

Scenario 4: 'PM 2041 DS' (FG4: 'PM 2041 DS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network: Toton West - Brian Clough Road	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**65.9%**	**0**	**0**	**0**	**16.9**	**-**	**-**
Toton-Brian Clough Way	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**65.9%**	**0**	**0**	**0**	**16.9**	**-**	**-**
1/2+1/1	Brian Clough Way SB Ahead Left	U	A B		1	21:37	-	-	1144	1980:1786	726+1113	63.2 : 61.5%	-	-	-	4.1	12.8	7.5
1/3	Brian Clough Way SB Ahead	U	A		1	21	-	-	459	1963	720	63.8%	-	-	-	2.9	22.6	7.1
2/1	Development Left	U	D		1	26	-	-	256	1786	804	31.9%	-	-	-	1.0	13.9	2.9
2/2+2/3	Development Right	U	C		1	12	-	-	514	1814:1814	393+393	65.4 : 65.4%	-	-	-	4.0	28.0	4.8
3/1	Brian Clough Way NB Ahead	U	F		1	38	-	-	702	1965	1277	55.0%	-	-	-	1.7	8.8	6.8
3/2+3/3	Brian Clough Way NB Ahead Right	U	F E		1	38:10	-	-	918	1965:1797	1231+329	56.9 : 65.9%	-	-	-	3.2	12.5	6.9

C1 PRC for Signalled Lanes (%): 36.6 Total Delay for Signalled Lanes (pcuHr): 16.85 Cycle Time (s): 60
PRC Over All Lanes (%): 36.6 Total Delay Over All Lanes(pcuHr): 16.85

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.2.0.2510
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Filename: 260824_S4_Nottingham Road and Barratt Lane.j11
Path: C:\Users\BirminghamShared\mode Dropbox\Project\Birmingham\2. Projects\J329690_Toton West, Broxtowe (Inquiry)\4. Data\Junction Modelling\Secnario 4 Local Models with Furnessed Flows
Report generation date: 02/09/2026 11:52:00

»D5 - 2041 | Reference Case | AM
»D6 - 2041 | Reference Case | PM
»D7 - 2041 | Do Something | AM
»D8 - 2041 | Do Something | PM

Summary of junction performance

	AM					PM				
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Set ID	Queue (PCU)	Delay (s)	RFC	LOS
	2041 - Reference Case									
Stream B-AC	D5	0.3	11.11	0.20	B	D6	0.2	10.89	0.16	B
Stream C-AB		0.2	9.02	0.14	A		0.3	11.18	0.20	B
	2041 - Do Something									
Stream B-AC	D7	0.6	12.90	0.36	B	D8	0.3	13.03	0.24	B
Stream C-AB		0.3	9.84	0.21	A		0.3	12.21	0.23	B

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.

File summary

File Description

Title	
Location	
Site number	
Date	20/07/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BirminghamShared
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1			0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Locked
D5	2041	Reference Case	AM	ONE HOUR	07:45	09:15	15	
D6	2041	Reference Case	PM	ONE HOUR	16:45	18:15	15	
D7	2041	Do Something	AM	ONE HOUR	07:45	09:15	15	
D8	2041	Do Something	PM	ONE HOUR	16:45	18:15	15	

Analysis Set Details

ID	Locked	Network flow scaling factor (%)
A1		100.000

D5 - 2041 | Reference Case | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.64	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.64	A

Arms

Arms

Arm	Name	Arm type
A	A6005 Nottingham Road NE	Major
B	Barratt Lane	Minor
C	A6005 Nottingham Road SW	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Width for right-turn storage (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A6005 Nottingham Road SW	11.55		✓	2.40	154.2	✓	5.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Barratt Lane	One lane	3.56	130	23

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	561	0.075	0.190	0.119	0.271
B-C	674	0.081	0.204	-	-
C-B	678	0.199	0.199	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Locked
D5	2041	Reference Case	AM	ONE HOUR	07:45	09:15	15	

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A6005 Nottingham Road NE		✓	855	100.000
B - Barratt Lane		✓	75	100.000
C - A6005 Nottingham Road SW		✓	1215	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A6005 Nottingham Road NE	B - Barratt Lane	C - A6005 Nottingham Road SW
From	A - A6005 Nottingham Road NE	0	21	834
	B - Barratt Lane	10	0	65
	C - A6005 Nottingham Road SW	1154	61	0

Vehicle Mix

Default Turning Proportions

Heavy Vehicle %

		To		
		A - A6005 Nottingham Road NE	B - Barratt Lane	C - A6005 Nottingham Road SW
From	A - A6005 Nottingham Road NE	0	0	4
	B - Barratt Lane	7	0	2
	C - A6005 Nottingham Road SW	4	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.20	11.11	0.3	B
C-AB	0.14	9.02	0.2	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	499	0.113	56	0.1	8.325	A
C-AB	46	0.00	549	0.084	46	0.1	7.567	A
C-A	869	0.00			869			
A-B	16	0.00			16			
A-C	628	0.00			628			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	466	0.145	67	0.2	9.271	A
C-AB	55	0.00	525	0.105	55	0.1	8.119	A
C-A	1037	0.00			1037			
A-B	19	0.00			19			
A-C	750	0.00			750			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	0.00	415	0.199	82	0.3	11.092	B
C-AB	67	0.00	490	0.137	67	0.2	9.011	A
C-A	1271	0.00			1271			
A-B	23	0.00			23			
A-C	918	0.00			918			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	83	0.00	415	0.199	83	0.3	11.111	B
C-AB	67	0.00	490	0.137	67	0.2	9.018	A
C-A	1271	0.00			1271			
A-B	23	0.00			23			
A-C	918	0.00			918			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	67	0.00	466	0.145	68	0.2	9.294	A
C-AB	55	0.00	525	0.105	55	0.1	8.128	A
C-A	1037	0.00			1037			
A-B	19	0.00			19			
A-C	750	0.00			750			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	56	0.00	499	0.113	57	0.1	8.352	A
C-AB	46	0.00	549	0.084	46	0.1	7.580	A
C-A	869	0.00			869			
A-B	16	0.00			16			
A-C	628	0.00			628			

D6 - 2041 | Reference Case | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.57	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.57	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Locked
D6	2041	Reference Case	PM	ONE HOUR	16:45	18:15	15	

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A6005 Nottingham Road NE		✓	1252	100.000
B - Barratt Lane		✓	57	100.000
C - A6005 Nottingham Road SW		✓	1232	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A6005 Nottingham Road NE	B - Barratt Lane	C - A6005 Nottingham Road SW
From	A - A6005 Nottingham Road NE	0	55	1197
	B - Barratt Lane	0	0	57
	C - A6005 Nottingham Road SW	1158	74	0

Vehicle Mix

Default Turning Proportions

Heavy Vehicle %

		To		
		A - A6005 Nottingham Road NE	B - Barratt Lane	C - A6005 Nottingham Road SW
From	A - A6005 Nottingham Road NE	0	0	2
	B - Barratt Lane	0	0	2
	C - A6005 Nottingham Road SW	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.16	10.89	0.2	B
C-AB	0.20	11.18	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	0.00	487	0.088	43	0.1	8.262	A
C-AB	56	0.00	490	0.114	55	0.1	8.271	A
C-A	872	0.00			872			
A-B	41	0.00			41			
A-C	901	0.00			901			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	450	0.114	51	0.1	9.197	A
C-AB	67	0.00	454	0.147	66	0.2	9.293	A
C-A	1041	0.00			1041			
A-B	49	0.00			49			
A-C	1076	0.00			1076			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	400	0.157	63	0.2	10.876	B
C-AB	82	0.00	404	0.202	81	0.2	11.157	B
C-A	1275	0.00			1275			
A-B	61	0.00			61			
A-C	1318	0.00			1318			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	63	0.00	400	0.157	63	0.2	10.891	B
C-AB	82	0.00	404	0.202	82	0.3	11.179	B
C-A	1275	0.00			1275			
A-B	61	0.00			61			
A-C	1318	0.00			1318			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	51	0.00	450	0.114	51	0.1	9.215	A
C-AB	67	0.00	454	0.147	67	0.2	9.315	A
C-A	1041	0.00			1041			
A-B	49	0.00			49			
A-C	1076	0.00			1076			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	43	0.00	487	0.088	43	0.1	8.282	A
C-AB	56	0.00	490	0.114	56	0.1	8.296	A
C-A	872	0.00			872			
A-B	41	0.00			41			
A-C	901	0.00			901			

D7 - 2041 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	1.29	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	1.29	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Locked
D7	2041	Do Something	AM	ONE HOUR	07:45	09:15	15	

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A6005 Nottingham Road NE		✓	858	100.000
B - Barratt Lane		✓	144	100.000
C - A6005 Nottingham Road SW		✓	1145	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A6005 Nottingham Road NE	B - Barratt Lane	C - A6005 Nottingham Road SW
From	A - A6005 Nottingham Road NE	0	21	837
	B - Barratt Lane	11	0	133
	C - A6005 Nottingham Road SW	1052	93	0

Vehicle Mix

Default Turning Proportions

Heavy Vehicle %

		To		
		A - A6005 Nottingham Road NE	B - Barratt Lane	C - A6005 Nottingham Road SW
From	A - A6005 Nottingham Road NE	0	0	4
	B - Barratt Lane	0	0	2
	C - A6005 Nottingham Road SW	5	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.36	12.90	0.6	B
C-AB	0.21	9.84	0.3	A
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	518	0.209	107	0.3	8.911	A
C-AB	70	0.00	549	0.128	69	0.2	7.946	A
C-A	792	0.00			792			
A-B	16	0.00			16			
A-C	630	0.00			630			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	0.00	487	0.266	129	0.4	10.223	B
C-AB	84	0.00	524	0.160	83	0.2	8.653	A
C-A	946	0.00			946			
A-B	19	0.00			19			
A-C	752	0.00			752			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	0.00	443	0.358	158	0.6	12.832	B
C-AB	103	0.00	490	0.209	102	0.3	9.826	A
C-A	1158	0.00			1158			
A-B	23	0.00			23			
A-C	922	0.00			922			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	159	0.00	443	0.358	159	0.6	12.901	B
C-AB	103	0.00	490	0.209	103	0.3	9.841	A
C-A	1158	0.00			1158			
A-B	23	0.00			23			
A-C	922	0.00			922			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	129	0.00	487	0.266	130	0.4	10.289	B
C-AB	84	0.00	524	0.160	84	0.2	8.674	A
C-A	946	0.00			946			
A-B	19	0.00			19			
A-C	752	0.00			752			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	108	0.00	518	0.209	109	0.3	8.977	A
C-AB	70	0.00	549	0.128	70	0.2	7.971	A
C-A	792	0.00			792			
A-B	16	0.00			16			
A-C	630	0.00			630			

D8 - 2041 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	0.81	A

Junction Network

Driving side	Lighting	Network delay (s)	Network LOS
Left	Normal/unknown	0.81	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Locked
D8	2041	Do Something	PM	ONE HOUR	16:45	18:15	15	

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A6005 Nottingham Road NE		✓	1334	100.000
B - Barratt Lane		✓	83	100.000
C - A6005 Nottingham Road SW		✓	1114	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A6005 Nottingham Road NE	B - Barratt Lane	C - A6005 Nottingham Road SW
From	A - A6005 Nottingham Road NE	0	14	1320
	B - Barratt Lane	0	0	83
	C - A6005 Nottingham Road SW	1034	80	0

Vehicle Mix

Default Turning Proportions

Heavy Vehicle %

		To		
		A - A6005 Nottingham Road NE	B - Barratt Lane	C - A6005 Nottingham Road SW
From	A - A6005 Nottingham Road NE	0	0	2
	B - Barratt Lane	0	0	3
	C - A6005 Nottingham Road SW	2	1	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-AC	0.24	13.03	0.3	B
C-AB	0.23	12.21	0.3	B
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	470	0.133	62	0.2	9.067	A
C-AB	60	0.00	478	0.126	60	0.1	8.688	A
C-A	778	0.00			778			
A-B	11	0.00			11			
A-C	994	0.00			994			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	0.00	431	0.173	74	0.2	10.403	B
C-AB	72	0.00	439	0.164	72	0.2	9.896	A
C-A	930	0.00			930			
A-B	13	0.00			13			
A-C	1187	0.00			1187			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	0.00	376	0.243	91	0.3	12.992	B
C-AB	88	0.00	386	0.229	88	0.3	12.183	B
C-A	1138	0.00			1138			
A-B	15	0.00			15			
A-C	1453	0.00			1453			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	91	0.00	376	0.243	91	0.3	13.033	B
C-AB	88	0.00	386	0.229	88	0.3	12.214	B
C-A	1138	0.00			1138			
A-B	15	0.00			15			
A-C	1453	0.00			1453			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	75	0.00	431	0.173	75	0.2	10.443	B
C-AB	72	0.00	439	0.164	72	0.2	9.927	A
C-A	930	0.00			930			
A-B	13	0.00			13			
A-C	1187	0.00			1187			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	62	0.00	470	0.133	63	0.2	9.105	A
C-AB	60	0.00	478	0.126	60	0.1	8.718	A
C-A	778	0.00			778			
A-B	11	0.00			11			
A-C	994	0.00			994			

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.2.0.2510
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Filename: 260824_S4_Rivergreen Cres.j11
Path: C:\Users\BirminghamShared\mode Dropbox\Project\Birmingham\2. Projects\J329690_Toton West, Broxtowe (Inquiry)\4. Data\Junction Modelling\Secnario 4 Local Models with Furnessed Flows
Report generation date: 02/09/2026 11:51:09

»D1 - 2041 | Ref case | AM
»D2 - 2041 | Ref case | PM
»D3 - 2041 | Do Something | AM
»D4 - 2041 | Do Something | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 - Ref case											
Stream B-C	D1	0.6	31.13	0.39	D	-7 % [Stream B-A]	D2	0.4	12.90	0.26	B	9 % [Stream B-A]
Stream B-A		4.0	53.74	0.82	F			1.4	25.71	0.59	D	
Stream C-AB		0.1	5.64	0.06	A			0.3	4.82	0.12	A	
	2041 - Do Something											
Stream B-C	D3	0.8	45.48	0.47	E	-10 % [Stream B-A]	D4	0.4	13.79	0.27	B	6 % [Stream B-A]
Stream B-A		4.9	67.39	0.86	F			1.5	28.30	0.61	D	
Stream C-AB		0.1	5.78	0.07	A			0.3	4.82	0.12	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Rivergreen Cres T-junction
Location	
Site number	
Date	24/08/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	J329690
Enumerator	AzureAD\BirminghamShared
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D1	2041	Ref case	AM	ONE HOUR	07:45	09:15	15			✓
D2	2041	Ref case	PM	ONE HOUR	16:45	18:15	15			✓
D3	2041	Do Something	AM	ONE HOUR	07:45	09:15	15			✓
D4	2041	Do Something	PM	ONE HOUR	16:45	18:15	15			✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Locked	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1		✓			100.000	100.000

D1 - 2041 | Ref case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rivergreen Crescent - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Rivergreen Cres / Thoresby Rd / Bramcote Ln	T-Junction	Two-way	Two-way	Two-way	13.15	B

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-7	Stream B-A	13.15	B

Arms

Arms

Arm	Name	Arm type
A	Thoresby Rd	Major
B	Rivergreen Crescent	Minor
C	Bramcote Lane	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Bramcote Lane	7.20			250.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Rivergreen Crescent	One lane plus flare	10.00	5.00	3.60	3.60	3.60	✓	1.00	40	42

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	554	0.096	0.242	0.152	0.345
B-C	640	0.093	0.235	-	-
C-B	719	0.264	0.264	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D1	2041	Ref case	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Thoresby Rd		ONE HOUR	✓	659	100.000
B - Rivergreen Crescent		ONE HOUR	✓	329	100.000
C - Bramcote Lane		ONE HOUR	✓	258	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Thoresby Rd	B - Rivergreen Crescent	C - Bramcote Lane
From	A - Thoresby Rd	0	197	462
	B - Rivergreen Crescent	263	0	66
	C - Bramcote Lane	234	24	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Thoresby Rd	B - Rivergreen Crescent	C - Bramcote Lane
From	A - Thoresby Rd	0	6	3
	B - Rivergreen Crescent	1	0	0
	C - Bramcote Lane	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.39	31.13	0.6	D	61	91
B-A	0.82	53.74	4.0	F	241	362
C-AB	0.06	5.64	0.1	A	32	48
C-A					205	307
A-B					181	271
A-C					424	636

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	0.00	437	0.114	49	0.0	0.1	9.279	A
B-A	198	50	0.00	421	0.471	195	0.0	0.9	15.853	C
C-AB	24	6	0.00	706	0.034	24	0.0	0.0	5.535	A
C-A	170	43	0.00			170				
A-B	148	37	0.00			148				
A-C	348	87	0.00			348				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	359	0.165	59	0.1	0.2	11.991	B
B-A	236	59	0.00	393	0.601	234	0.9	1.4	22.525	C
C-AB	31	8	0.00	707	0.044	31	0.0	0.1	5.581	A
C-A	201	50	0.00			201				
A-B	177	44	0.00			177				
A-C	415	104	0.00			415				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	206	0.352	71	0.2	0.5	26.496	D
B-A	290	72	0.00	353	0.821	281	1.4	3.6	45.687	E
C-AB	42	10	0.00	709	0.059	41	0.1	0.1	5.641	A
C-A	242	61	0.00			242				
A-B	217	54	0.00			217				
A-C	509	127	0.00			509				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	73	18	0.00	187	0.388	72	0.5	0.6	31.131	D
B-A	290	72	0.00	352	0.822	288	3.6	4.0	53.742	F
C-AB	42	10	0.00	710	0.059	42	0.1	0.1	5.634	A
C-A	242	61	0.00			242				
A-B	217	54	0.00			217				
A-C	509	127	0.00			509				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	59	15	0.00	341	0.174	61	0.6	0.2	12.915	B
B-A	236	59	0.00	393	0.602	246	4.0	1.6	26.174	D
C-AB	31	8	0.00	707	0.044	31	0.1	0.1	5.571	A
C-A	201	50	0.00			201				
A-B	177	44	0.00			177				
A-C	415	104	0.00			415				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	50	12	0.00	430	0.116	50	0.2	0.1	9.479	A
B-A	198	50	0.00	421	0.471	201	1.6	0.9	16.745	C
C-AB	24	6	0.00	706	0.034	24	0.1	0.0	5.535	A
C-A	170	43	0.00			170				
A-B	148	37	0.00			148				
A-C	348	87	0.00			348				

D2 - 2041 | Ref case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rivergreen Crescent - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Rivergreen Cres / Thoresby Rd / Bramcote Ln	T-Junction	Two-way	Two-way	Two-way	4.89	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	9	Stream B-A	4.89	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D2	2041	Ref case	PM	ONE HOUR	16:45	18:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Thoresby Rd		ONE HOUR	✓	566	100.000
B - Rivergreen Crescent		ONE HOUR	✓	273	100.000
C - Bramcote Lane		ONE HOUR	✓	440	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Thoresby Rd	B - Rivergreen Crescent	C - Bramcote Lane
From	A - Thoresby Rd	0	236	330
	B - Rivergreen Crescent	183	0	90
	C - Bramcote Lane	396	44	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Thoresby Rd	B - Rivergreen Crescent	C - Bramcote Lane
From	A - Thoresby Rd	0	1	2
	B - Rivergreen Crescent	1	0	0
	C - Bramcote Lane	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.26	12.90	0.4	B	83	124
B-A	0.59	25.71	1.4	D	168	252
C-AB	0.12	4.82	0.3	A	74	111
C-A					330	495
A-B					217	325
A-C					303	454

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	0.00	511	0.133	67	0.0	0.2	8.095	A
B-A	138	34	0.00	410	0.336	136	0.0	0.5	13.184	B
C-AB	53	13	0.00	804	0.065	52	0.0	0.1	4.806	A
C-A	279	70	0.00			279				
A-B	178	44	0.00			178				
A-C	248	62	0.00			248				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	0.00	466	0.174	81	0.2	0.2	9.336	A
B-A	165	41	0.00	382	0.430	164	0.5	0.7	16.552	C
C-AB	70	17	0.00	825	0.085	70	0.1	0.2	4.786	A
C-A	326	81	0.00			326				
A-B	212	53	0.00			212				
A-C	297	74	0.00			297				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	0.00	382	0.259	99	0.2	0.3	12.680	B
B-A	201	50	0.00	343	0.588	199	0.7	1.4	24.908	C
C-AB	99	25	0.00	856	0.116	99	0.2	0.3	4.778	A
C-A	385	96	0.00			385				
A-B	260	65	0.00			260				
A-C	363	91	0.00			363				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	99	25	0.00	378	0.262	99	0.3	0.4	12.898	B
B-A	201	50	0.00	342	0.589	201	1.4	1.4	25.712	D
C-AB	99	25	0.00	856	0.116	99	0.3	0.3	4.785	A
C-A	385	96	0.00			385				
A-B	260	65	0.00			260				
A-C	363	91	0.00			363				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	81	20	0.00	462	0.175	81	0.4	0.2	9.465	A
B-A	165	41	0.00	382	0.431	167	1.4	0.8	17.084	C
C-AB	70	17	0.00	825	0.085	70	0.3	0.2	4.799	A
C-A	326	81	0.00			326				
A-B	212	53	0.00			212				
A-C	297	74	0.00			297				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	68	17	0.00	509	0.133	68	0.2	0.2	8.170	A
B-A	138	34	0.00	410	0.336	139	0.8	0.5	13.486	B
C-AB	53	13	0.00	804	0.066	53	0.2	0.1	4.815	A
C-A	278	70	0.00			278				
A-B	178	44	0.00			178				
A-C	248	62	0.00			248				

D3 - 2041 | Do Something | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rivergreen Crescent - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Rivergreen Cres / Thoresby Rd / Bramcote Ln	T-Junction	Two-way	Two-way	Two-way	15.11	C

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-10	Stream B-A	15.11	C

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D3	2041	Do Something	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Thoresby Rd		ONE HOUR	✓	755	100.000
B - Rivergreen Crescent		ONE HOUR	✓	319	100.000
C - Bramcote Lane		ONE HOUR	✓	272	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Thoresby Rd	B - Rivergreen Crescent	C - Bramcote Lane
From	A - Thoresby Rd	0	228	527
	B - Rivergreen Crescent	256	0	63
	C - Bramcote Lane	247	25	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Thoresby Rd	B - Rivergreen Crescent	C - Bramcote Lane
From	A - Thoresby Rd	0	5	3
	B - Rivergreen Crescent	2	0	0
	C - Bramcote Lane	2	6	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.47	45.48	0.8	E	58	87
B-A	0.86	67.39	4.9	F	235	352
C-AB	0.07	5.78	0.1	A	35	52
C-A					215	322
A-B					209	314
A-C					484	725

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	0.00	423	0.112	47	0.0	0.1	9.550	A
B-A	193	48	0.00	405	0.476	189	0.0	0.9	16.743	C
C-AB	26	6	0.00	696	0.037	25	0.0	0.1	5.631	A
C-A	179	45	0.00			179				
A-B	172	43	0.00			172				
A-C	397	99	0.00			397				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	0.00	340	0.166	56	0.1	0.2	12.660	B
B-A	230	58	0.00	375	0.614	228	0.9	1.5	24.534	C
C-AB	33	8	0.00	695	0.048	33	0.1	0.1	5.699	A
C-A	211	53	0.00			211				
A-B	205	51	0.00			205				
A-C	474	118	0.00			474				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	0.00	172	0.402	68	0.2	0.6	33.847	D
B-A	282	70	0.00	330	0.854	271	1.5	4.2	54.270	F
C-AB	45	11	0.00	696	0.065	45	0.1	0.1	5.783	A
C-A	254	64	0.00			254				
A-B	251	63	0.00			251				
A-C	580	145	0.00			580				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	69	17	0.00	147	0.473	69	0.6	0.8	45.481	E
B-A	282	70	0.00	329	0.856	279	4.2	4.9	67.393	F
C-AB	45	11	0.00	696	0.065	45	0.1	0.1	5.780	A
C-A	254	64	0.00			254				
A-B	251	63	0.00			251				
A-C	580	145	0.00			580				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	57	14	0.00	317	0.179	59	0.8	0.2	14.100	B
B-A	230	58	0.00	374	0.615	243	4.9	1.7	30.155	D
C-AB	33	8	0.00	695	0.048	33	0.1	0.1	5.686	A
C-A	211	53	0.00			211				
A-B	205	51	0.00			205				
A-C	474	118	0.00			474				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	47	12	0.00	416	0.114	48	0.2	0.1	9.782	A
B-A	193	48	0.00	405	0.476	196	1.7	1.0	17.805	C
C-AB	26	6	0.00	696	0.037	26	0.1	0.1	5.629	A
C-A	179	45	0.00			179				
A-B	172	43	0.00			172				
A-C	397	99	0.00			397				

D4 - 2041 | Do Something | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Rivergreen Crescent - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Rivergreen Cres / Thoresby Rd / Bramcote Ln	T-Junction	Two-way	Two-way	Two-way	5.04	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	6	Stream B-A	5.04	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D4	2041	Do Something	PM	ONE HOUR	16:45	18:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Thoresby Rd		ONE HOUR	✓	618	100.000
B - Rivergreen Crescent		ONE HOUR	✓	271	100.000
C - Bramcote Lane		ONE HOUR	✓	459	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Thoresby Rd	B - Rivergreen Crescent	C - Bramcote Lane
From	A - Thoresby Rd	0	258	360
	B - Rivergreen Crescent	183	0	88
	C - Bramcote Lane	415	44	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - Thoresby Rd	B - Rivergreen Crescent	C - Bramcote Lane
From	A - Thoresby Rd	0	1	1
	B - Rivergreen Crescent	1	0	0
	C - Bramcote Lane	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-C	0.27	13.79	0.4	B	81	121
B-A	0.61	28.30	1.5	D	168	252
C-AB	0.12	4.82	0.3	A	77	115
C-A					344	516
A-B					237	355
A-C					330	496

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	503	0.132	66	0.0	0.2	8.230	A
B-A	138	34	0.00	401	0.344	136	0.0	0.5	13.606	B
C-AB	54	14	0.00	805	0.067	54	0.0	0.1	4.812	A
C-A	291	73	0.00			291				
A-B	194	49	0.00			194				
A-C	271	68	0.00			271				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	0.00	454	0.174	79	0.2	0.2	9.586	A
B-A	165	41	0.00	372	0.442	163	0.5	0.8	17.363	C
C-AB	72	18	0.00	827	0.087	72	0.1	0.2	4.794	A
C-A	340	85	0.00			340				
A-B	232	58	0.00			232				
A-C	324	81	0.00			324				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	24	0.00	362	0.267	96	0.2	0.4	13.494	B
B-A	201	50	0.00	329	0.612	199	0.8	1.5	27.209	D
C-AB	104	26	0.00	859	0.121	103	0.2	0.3	4.789	A
C-A	401	100	0.00			401				
A-B	284	71	0.00			284				
A-C	396	99	0.00			396				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	97	24	0.00	358	0.271	97	0.4	0.4	13.790	B
B-A	201	50	0.00	329	0.612	201	1.5	1.5	28.296	D
C-AB	104	26	0.00	860	0.121	104	0.3	0.3	4.796	A
C-A	401	100	0.00			401				
A-B	284	71	0.00			284				
A-C	396	99	0.00			396				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	79	20	0.00	450	0.176	80	0.4	0.2	9.745	A
B-A	165	41	0.00	372	0.443	167	1.5	0.8	18.033	C
C-AB	73	18	0.00	827	0.088	73	0.3	0.2	4.804	A
C-A	340	85	0.00			340				
A-B	232	58	0.00			232				
A-C	324	81	0.00			324				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	66	17	0.00	500	0.133	66	0.2	0.2	8.310	A
B-A	138	34	0.00	401	0.344	139	0.8	0.5	13.945	B
C-AB	54	14	0.00	805	0.068	55	0.2	0.1	4.822	A
C-A	291	73	0.00			291				
A-B	194	49	0.00			194				
A-C	271	68	0.00			271				

Junctions 11

PICADY 11 - Priority Intersection Module

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Filename: 260824_S4_Victoria Ave NH.j11
Path: C:\Users\BirminghamShared\mode Dropbox\Project\Birmingham\2. Projects\J329690_Toton West, Broxtowe (Inquiry)\4. Data\Junction Modelling\Secnario 4 Local Models with Furnessed Flows
Report generation date: 02/09/2026 11:52:40

»D1 - 2026 | Reference Case | AM
»D2 - 2026 | Reference Case | PM
»D3 - 2026 | Do Something | AM
»D4 - 2026 | Do Something | PM
»D5 - 2041 | Reference Case | AM
»D6 - 2041 | Reference Case | PM
»D7 - 2041 | Do Something | AM
»D8 - 2041 | Do Something | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2026 - Reference Case											
Stream B-AC	D1	62.2	461.29	1.31	F	-21 % [Stream B-AC]	D2	51.2	552.63	1.42	F	-20 % [Stream B-AC]
Stream C-AB		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	2026 - Do Something											
Stream B-AC	D3	62.2	453.85	1.31	F	-21 % [Stream B-AC]	D4	57.2	617.42	1.48	F	-21 % [Stream B-AC]
Stream C-AB		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	2041 - Reference Case											
Stream B-AC	D5	147.0	1098.30	1.69	F	-30 % [Stream B-AC]	D6	114.7	1544.87	2.00	F	-28 % [Stream B-AC]
Stream C-AB		0.0	0.00	0.00	A			0.0	0.00	0.00	A	
	2041 - Do Something											
Stream B-AC	D7	154.8	1129.07	1.69	F	-31 % [Stream B-AC]	D8	132.2	1850.65	2.18	F	-30 % [Stream B-AC]
Stream C-AB		0.0	0.00	0.00	A			0.0	0.00	0.00	A	

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	Victoria Ave / A52
Location	
Site number	
Date	24/08/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BirminghamShared
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	mph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

PICADY short flare model	Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Show lane queues in feet / metres	Show all PICADY stream intercepts	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)	Use simulation for HCM roundabouts	Use iterations for HCM roundabouts
JUNCTIONS 11.1	5.75					✓	Delay	0.85	36.00	20.00		

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D1	2026	Reference Case	AM	ONE HOUR	07:45	09:15	15			✓
D2	2026	Reference Case	PM	ONE HOUR	16:45	18:15	15			✓
D3	2026	Do Something	AM	ONE HOUR	07:45	09:15	15			✓
D4	2026	Do Something	PM	ONE HOUR	16:45	18:15	15			✓
D5	2041	Reference Case	AM	ONE HOUR	07:45	09:15	15			✓
D6	2041	Reference Case	PM	ONE HOUR	16:45	18:15	15			✓
D7	2041	Do Something	AM	ONE HOUR	07:45	09:15	15			✓
D8	2041	Do Something	PM	ONE HOUR	16:45	18:15	15			✓

Analysis Set Details

ID	Use Lane Simulation	Include in report	Use specific Demand Set(s)	Locked	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1		✓			100.000	100.000

D1 - 2026 | Reference Case | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Victoria Ave / A52	T-Junction	Entry Only	Two-way	Exit Only	61.25	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	Stream B-AC	61.25	F

Arms

Arms

Arm	Name	Arm type
A	A52 (W)	Major
B	Victoria Avenue	Minor
C	A52 (E)	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - A52 (E)	8.00				✓	

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Victoria Avenue	One lane	4.72	0	250

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	701	0.117	0.295	0.185	0.421
B-C	916	0.079	0.200	-	-
C-B	574	0.164	0.164	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D1	2026	Reference Case	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A52 (W)		ONE HOUR	✓	2802	100.000
B - Victoria Avenue		ONE HOUR	✓	429	100.000
C - A52 (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	465	2337
	B - Victoria Avenue	0	0	429
	C - A52 (E)	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	5	6
	B - Victoria Avenue	0	0	5
	C - A52 (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.31	461.29	62.2	F	394	590
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					427	640
A-C					2144	3217

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	323	81	0.00	535	0.603	317	0.0	1.5	16.868	C
C-AB	0	0	0.00	227	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	350	88	0.00			350				
A-C	1759	440	0.00			1759				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	386	96	0.00	462	0.836	375	1.5	4.2	39.467	E
C-AB	0	0	0.00	160	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	418	105	0.00			418				
A-C	2101	525	0.00			2101				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	472	118	0.00	359	1.314	354	4.2	33.8	216.080	F
C-AB	0	0	0.00	67	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	512	128	0.00			512				
A-C	2573	643	0.00			2573				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	472	118	0.00	359	1.314	359	33.8	62.2	461.292	F
C-AB	0	0	0.00	67	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	512	128	0.00			512				
A-C	2573	643	0.00			2573				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	386	96	0.00	462	0.836	454	62.2	45.1	416.136	F
C-AB	0	0	0.00	160	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	418	105	0.00			418				
A-C	2101	525	0.00			2101				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	323	81	0.00	535	0.603	496	45.1	1.9	152.656	F
C-AB	0	0	0.00	227	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	350	88	0.00			350				
A-C	1759	440	0.00			1759				

D2 - 2026 | Reference Case | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Victoria Ave / A52	T-Junction	Entry Only	Two-way	Exit Only	43.03	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-20	Stream B-AC	43.03	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D2	2026	Reference Case	PM	ONE HOUR	16:45	18:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A52 (W)		ONE HOUR	✓	3458	100.000
B - Victoria Avenue		ONE HOUR	✓	292	100.000
C - A52 (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	558	2900
	B - Victoria Avenue	0	0	292
	C - A52 (E)	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	1	2
	B - Victoria Avenue	0	0	6
	C - A52 (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.42	552.63	51.2	F	268	402
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					512	768
A-C					2661	3992

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	220	55	0.00	445	0.494	216	0.0	1.0	16.398	C
C-AB	0	0	0.00	146	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	420	105	0.00			420				
A-C	2183	546	0.00			2183				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	66	0.00	353	0.743	256	1.0	2.6	36.890	E
C-AB	0	0	0.00	63	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	502	125	0.00			502				
A-C	2607	652	0.00			2607				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	321	80	0.00	227	1.416	222	2.6	27.4	273.627	F
C-AB	0	0	0.00	0	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	614	154	0.00			614				
A-C	3193	798	0.00			3193				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	321	80	0.00	227	1.416	227	27.4	51.2	552.627	F
C-AB	0	0	0.00	0	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	614	154	0.00			614				
A-C	3193	798	0.00			3193				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	263	66	0.00	353	0.743	346	51.2	30.2	412.467	F
C-AB	0	0	0.00	63	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	502	125	0.00			502				
A-C	2607	652	0.00			2607				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	220	55	0.00	445	0.494	336	30.2	1.1	76.249	F
C-AB	0	0	0.00	146	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	420	105	0.00			420				
A-C	2183	546	0.00			2183				

D3 - 2026 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Victoria Ave / A52	T-Junction	Entry Only	Two-way	Exit Only	61.82	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	Stream B-AC	61.82	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D3	2026	Do Something	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A52 (W)		ONE HOUR	✓	2765	100.000
B - Victoria Avenue		ONE HOUR	✓	436	100.000
C - A52 (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	462	2303
	B - Victoria Avenue	0	0	436
	C - A52 (E)	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	5	6
	B - Victoria Avenue	0	0	5
	C - A52 (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.31	453.85	62.2	F	400	600
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					424	636
A-C					2113	3170

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	82	0.00	541	0.607	322	0.0	1.5	16.853	C
C-AB	0	0	0.00	232	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	348	87	0.00			348				
A-C	1734	433	0.00			1734				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	468	0.838	381	1.5	4.3	39.350	E
C-AB	0	0	0.00	165	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	415	104	0.00			415				
A-C	2070	518	0.00			2070				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	480	120	0.00	367	1.307	362	4.3	33.8	212.371	F
C-AB	0	0	0.00	74	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	509	127	0.00			509				
A-C	2536	634	0.00			2536				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	480	120	0.00	367	1.307	367	33.8	62.2	453.851	F
C-AB	0	0	0.00	74	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	509	127	0.00			509				
A-C	2536	634	0.00			2536				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	392	98	0.00	468	0.838	460	62.2	45.2	411.430	F
C-AB	0	0	0.00	165	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	415	104	0.00			415				
A-C	2070	518	0.00			2070				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	328	82	0.00	541	0.607	501	45.2	2.0	151.730	F
C-AB	0	0	0.00	232	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	348	87	0.00			348				
A-C	1734	433	0.00			1734				

D4 - 2026 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Victoria Ave / A52	T-Junction	Entry Only	Two-way	Exit Only	48.55	E

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-21	Stream B-AC	48.55	E

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D4	2026	Do Something	PM	ONE HOUR	16:45	18:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A52 (W)		ONE HOUR	✓	3480	100.000
B - Victoria Avenue		ONE HOUR	✓	297	100.000
C - A52 (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	545	2935
	B - Victoria Avenue	0	0	297
	C - A52 (E)	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	1	2
	B - Victoria Avenue	0	0	6
	C - A52 (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.48	617.42	57.2	F	273	409
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					500	750
A-C					2693	4040

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	224	56	0.00	440	0.508	219	0.0	1.1	16.970	C
C-AB	0	0	0.00	143	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	410	103	0.00			410				
A-C	2210	552	0.00			2210				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	267	67	0.00	348	0.767	259	1.1	2.9	40.094	E
C-AB	0	0	0.00	60	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	490	122	0.00			490				
A-C	2639	660	0.00			2639				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	327	82	0.00	220	1.483	217	2.9	30.5	308.059	F
C-AB	0	0	0.00	0	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	600	150	0.00			600				
A-C	3231	808	0.00			3231				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	327	82	0.00	220	1.483	220	30.5	57.2	617.423	F
C-AB	0	0	0.00	0	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	600	150	0.00			600				
A-C	3231	808	0.00			3231				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	267	67	0.00	348	0.767	342	57.2	38.6	483.228	F
C-AB	0	0	0.00	60	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	490	122	0.00			490				
A-C	2639	660	0.00			2639				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	224	56	0.00	440	0.508	373	38.6	1.2	131.974	F
C-AB	0	0	0.00	143	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	410	103	0.00			410				
A-C	2210	552	0.00			2210				

D5 - 2041 | Reference Case | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Victoria Ave / A52	T-Junction	Entry Only	Two-way	Exit Only	183.50	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-30	Stream B-AC	183.50	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D5	2041	Reference Case	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A52 (W)		ONE HOUR	✓	2727	100.000
B - Victoria Avenue		ONE HOUR	✓	547	100.000
C - A52 (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	325	2402
	B - Victoria Avenue	0	0	547
	C - A52 (E)	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	7	5
	B - Victoria Avenue	0	0	5
	C - A52 (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.69	1098.30	147.0	F	502	753
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					298	447
A-C					2204	3306

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	412	103	0.00	534	0.771	399	0.0	3.1	26.119	D
C-AB	0	0	0.00	237	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	245	61	0.00			245				
A-C	1808	452	0.00			1808				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	492	123	0.00	460	1.069	439	3.1	16.2	103.474	F
C-AB	0	0	0.00	171	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	292	73	0.00			292				
A-C	2159	540	0.00			2159				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	602	151	0.00	357	1.686	357	16.2	77.6	492.279	F
C-AB	0	0	0.00	81	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	358	89	0.00			358				
A-C	2645	661	0.00			2645				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	602	151	0.00	357	1.686	357	77.6	138.9	956.669	F
C-AB	0	0	0.00	81	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	358	89	0.00			358				
A-C	2645	661	0.00			2645				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	492	123	0.00	460	1.069	459	138.9	147.0	1098.298	F
C-AB	0	0	0.00	171	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	292	73	0.00			292				
A-C	2159	540	0.00			2159				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	412	103	0.00	534	0.771	530	147.0	117.4	898.501	F
C-AB	0	0	0.00	237	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	245	61	0.00			245				
A-C	1808	452	0.00			1808				

D6 - 2041 | Reference Case | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Victoria Ave / A52	T-Junction	Entry Only	Two-way	Exit Only	149.58	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-28	Stream B-AC	149.58	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D6	2041	Reference Case	PM	ONE HOUR	16:45	18:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A52 (W)		ONE HOUR	✓	3526	100.000
B - Victoria Avenue		ONE HOUR	✓	378	100.000
C - A52 (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	526	3000
	B - Victoria Avenue	0	0	378
	C - A52 (E)	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	1	2
	B - Victoria Avenue	0	0	5
	C - A52 (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	2.00	1544.87	114.7	F	347	520
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					483	724
A-C					2753	4129

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	285	71	0.00	432	0.659	277	0.0	1.9	23.449	C
C-AB	0	0	0.00	138	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	396	99	0.00			396				
A-C	2259	565	0.00			2259				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	340	85	0.00	338	1.006	309	1.9	9.5	94.033	F
C-AB	0	0	0.00	53	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	473	118	0.00			473				
A-C	2697	674	0.00			2697				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	416	104	0.00	208	2.003	207	9.5	61.7	642.088	F
C-AB	0	0	0.00	0	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	579	145	0.00			579				
A-C	3303	826	0.00			3303				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	416	104	0.00	208	2.003	208	61.7	113.9	1544.869	F
C-AB	0	0	0.00	0	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	579	145	0.00			579				
A-C	3303	826	0.00			3303				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	340	85	0.00	338	1.006	337	113.9	114.7	1159.906	F
C-AB	0	0	0.00	53	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	473	118	0.00			473				
A-C	2697	674	0.00			2697				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	285	71	0.00	432	0.659	428	114.7	78.9	816.666	F
C-AB	0	0	0.00	138	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	396	99	0.00			396				
A-C	2259	565	0.00			2259				

D7 - 2041 | Do Something | AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Victoria Ave / A52	T-Junction	Entry Only	Two-way	Exit Only	196.24	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-31	Stream B-AC	196.24	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D7	2041	Do Something	AM	ONE HOUR	07:45	09:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A52 (W)		ONE HOUR	✓	2681	100.000
B - Victoria Avenue		ONE HOUR	✓	564	100.000
C - A52 (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	321	2360
	B - Victoria Avenue	0	0	564
	C - A52 (E)	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	7	4
	B - Victoria Avenue	0	0	4
	C - A52 (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	1.69	1129.07	154.8	F	518	776
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					295	442
A-C					2166	3248

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	425	106	0.00	541	0.786	411	0.0	3.3	26.789	D
C-AB	0	0	0.00	242	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	242	60	0.00			242				
A-C	1777	444	0.00			1777				

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	507	127	0.00	468	1.084	449	3.3	17.7	108.615	F
C-AB	0	0	0.00	178	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	289	72	0.00			289				
A-C	2122	530	0.00			2122				

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	621	155	0.00	367	1.692	366	17.7	81.4	504.963	F
C-AB	0	0	0.00	89	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	353	88	0.00			353				
A-C	2598	650	0.00			2598				

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	621	155	0.00	367	1.692	367	81.4	144.9	976.120	F
C-AB	0	0	0.00	89	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	353	88	0.00			353				
A-C	2598	650	0.00			2598				

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	507	127	0.00	468	1.084	467	144.9	154.8	1129.067	F
C-AB	0	0	0.00	178	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	289	72	0.00			289				
A-C	2122	530	0.00			2122				

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	425	106	0.00	541	0.786	537	154.8	126.8	944.984	F
C-AB	0	0	0.00	242	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	242	60	0.00			242				
A-C	1777	444	0.00			1777				

D8 - 2041 | Do Something | PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	Victoria Ave / A52	T-Junction	Entry Only	Two-way	Exit Only	179.38	F

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	-30	Stream B-AC	179.38	F

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Results for central hour only	Locked	Run automatically
D8	2041	Do Something	PM	ONE HOUR	16:45	18:15	15			✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - A52 (W)		ONE HOUR	✓	3587	100.000
B - Victoria Avenue		ONE HOUR	✓	385	100.000
C - A52 (E)		ONE HOUR	✓	0	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	524	3063
	B - Victoria Avenue	0	0	385
	C - A52 (E)	0	0	0

Vehicle Mix

HV data entry mode	PCU Factor for a HV (PCU)	Default Turning Proportions	Estimate from entry/exit counts
HV Percentages	2.00		

Heavy Vehicle %

		To		
		A - A52 (W)	B - Victoria Avenue	C - A52 (E)
From	A - A52 (W)	0	1	2
	B - Victoria Avenue	0	0	5
	C - A52 (E)	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/hr)	Total Junction Arrivals (PCU)
B-AC	2.18	1850.65	132.2	F	353	530
C-AB	0.00	0.00	0.0	A	0	0
C-A					0	0
A-B					481	721
A-C					2811	4216

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	290	72	0.00	422	0.686	281	0.0	2.1	25.540	D
C-AB	0	0	0.00	130	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	394	99	0.00			394				
A-C	2306	576	0.00			2306				

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	346	87	0.00	326	1.060	306	2.1	12.1	116.750	F
C-AB	0	0	0.00	44	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	471	118	0.00			471				
A-C	2754	688	0.00			2754				

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	424	106	0.00	194	2.185	194	12.1	69.7	770.096	F
C-AB	0	0	0.00	0	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	577	144	0.00			577				
A-C	3372	843	0.00			3372				

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	424	106	0.00	194	2.185	194	69.7	127.2	1850.652	F
C-AB	0	0	0.00	0	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	577	144	0.00			577				
A-C	3372	843	0.00			3372				

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	346	87	0.00	326	1.060	326	127.2	132.2	1321.308	F
C-AB	0	0	0.00	44	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	471	118	0.00			471				
A-C	2754	688	0.00			2754				

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Junction Arrivals (PCU)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	290	72	0.00	422	0.686	419	132.2	99.9	998.516	F
C-AB	0	0	0.00	130	0.000	0	0.0	0.0	0.000	A
C-A	0	0	0.00			0				
A-B	394	99	0.00			394				
A-C	2306	576	0.00			2306				

Junctions 11

PICADY 11 - Priority Intersection Module

Version: 11.2.0.2510
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Filename: 260826_S4_Trowell Road and Wollaton Road T Junction.j11
Path: C:\Users\BirminghamShared\mode Dropbox\Project\Birmingham\2. Projects\J329690_Toton West, Broxtowe (Inquiry)\4. Data\Junction Modelling\Secnario 4 Local Models with Furnessed Flows
Report generation date: 02/09/2026 11:53:14

»D1 - 2041 | Reference Case | AM
»D2 - 2041 | Reference Case | PM
»D3 - 2041 | Do Something | AM
»D4 - 2041 | Do Something | PM

Summary of junction performance

	AM						PM					
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Network Residual Capacity
	2041 - Reference Case											
Stream B-C	D1	1.2	13.39	0.55	B	13 % [Stream C-AB]	D2	0.6	9.15	0.37	A	41 % [Stream C-AB]
Stream B-A		0.1	16.64	0.06	C			0.0	11.97	0.02	B	
Stream C-AB		4.0	12.79	0.69	B			1.4	9.07	0.49	A	
	2041 - Do Something											
Stream B-C	D3	1.5	14.86	0.59	B	13 % [Stream C-AB]	D4	0.6	9.05	0.37	A	51 % [Stream C-AB]
Stream B-A		0.1	17.14	0.07	C			0.0	11.61	0.04	B	
Stream C-AB		3.9	13.06	0.69	B			1.1	7.93	0.43	A	

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	26/08/2026
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	AzureAD\BirminghamShared
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perHour	s	-Min	perMin

Analysis Options

PICADY short flare model	Calculate Queue Percentiles	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
JUNCTIONS 11.1		✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Locked
D1	2041	Reference Case	AM	ONE HOUR	07:45	09:15	15	
D2	2041	Reference Case	PM	ONE HOUR	16:45	18:15	15	
D3	2041	Do Something	AM	ONE HOUR	07:45	09:15	15	
D4	2041	Do Something	PM	ONE HOUR	16:45	18:15	15	

Analysis Set Details

ID	Locked	Network flow scaling factor (%)
A1		100.000

D1 - 2041 | Reference Case | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wollaton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	6.10	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	13	Stream C-AB	6.10	A

Arms

Arms

Arm	Name	Arm type
A	Russell Drive	Major
B	Wollaton Road	Minor
C	Trowell Road	Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right-turn storage	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Trowell Road	9.65			144.1	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Wollaton Road	One lane plus flare	10.00	8.20	5.80	4.20	3.50	✓	2.00	114	122

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/hr)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	580	0.089	0.225	0.141	0.321
B-C	805	0.104	0.262	-	-
C-B	657	0.214	0.214	-	-

The slopes and intercepts shown above include custom intercept adjustments only.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Locked
D1	2041	Reference Case	AM	ONE HOUR	07:45	09:15	15	

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Russell Drive		✓	672	100.000
B - Wollaton Road		✓	312	100.000
C - Trowell Road		✓	783	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Russell Drive	B - Wollaton Road	C - Trowell Road
From	A - Russell Drive	0	11	661
	B - Wollaton Road	12	0	300
	C - Trowell Road	585	198	0

Vehicle Mix

Default Turning Proportions

Heavy Vehicle %

		To		
		A - Russell Drive	B - Wollaton Road	C - Trowell Road
From	A - Russell Drive	0	0	3
	B - Wollaton Road	0	0	2
	C - Trowell Road	4	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.55	13.39	1.2	B
B-A	0.06	16.64	0.1	C
C-AB	0.69	12.79	4.0	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226	0.00	669	0.338	224	0.5	8.211	A
B-A	9	0.00	353	0.026	9	0.0	10.454	B
C-AB	307	0.00	855	0.359	304	0.9	6.717	A
C-A	282	0.00			282			
A-B	8	0.00			8			
A-C	498	0.00			498			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270	0.00	642	0.420	269	0.7	9.814	A
B-A	11	0.00	304	0.035	11	0.0	12.274	B
C-AB	431	0.00	901	0.479	429	1.6	7.898	A
C-A	273	0.00			273			
A-B	10	0.00			10			
A-C	594	0.00			594			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	330	0.00	604	0.547	328	1.2	13.216	B
B-A	13	0.00	232	0.057	13	0.1	16.474	C
C-AB	663	0.00	967	0.685	654	3.8	12.007	B
C-A	199	0.00			199			
A-B	12	0.00			12			
A-C	728	0.00			728			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	330	0.00	604	0.547	330	1.2	13.389	B
B-A	13	0.00	230	0.058	13	0.1	16.640	C
C-AB	670	0.00	972	0.690	669	4.0	12.795	B
C-A	192	0.00			192			
A-B	12	0.00			12			
A-C	728	0.00			728			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	270	0.00	642	0.420	272	0.8	9.959	A
B-A	11	0.00	301	0.036	11	0.0	12.396	B
C-AB	438	0.00	907	0.483	447	1.7	8.342	A
C-A	266	0.00			266			
A-B	10	0.00			10			
A-C	594	0.00			594			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	226	0.00	669	0.338	227	0.5	8.321	A
B-A	9	0.00	351	0.026	9	0.0	10.517	B
C-AB	311	0.00	858	0.362	314	1.0	6.900	A
C-A	279	0.00			279			
A-B	8	0.00			8			
A-C	498	0.00			498			

D2 - 2041 | Reference Case | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wollaton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	3.60	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	41	Stream C-AB	3.60	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Locked
D2	2041	Reference Case	PM	ONE HOUR	16:45	18:15	15	

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Russell Drive		✓	607	100.000
B - Wollaton Road		✓	218	100.000
C - Trowell Road		✓	516	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Russell Drive	B - Wollaton Road	C - Trowell Road
From	A - Russell Drive	0	0	607
	B - Wollaton Road	5	0	213
	C - Trowell Road	337	179	0

Vehicle Mix

Default Turning Proportions

Heavy Vehicle %

		To		
		A - Russell Drive	B - Wollaton Road	C - Trowell Road
From	A - Russell Drive	0	0	1
	B - Wollaton Road	0	0	0
	C - Trowell Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.37	9.15	0.6	A
B-A	0.02	11.97	0.0	B
C-AB	0.49	9.07	1.4	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	160	0.00	685	0.234	159	0.3	6.836	A
B-A	4	0.00	396	0.010	4	0.0	9.168	A
C-AB	206	0.00	734	0.280	204	0.5	6.797	A
C-A	183	0.00			183			
A-B	0	0.00			0			
A-C	457	0.00			457			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	191	0.00	661	0.290	191	0.4	7.657	A
B-A	4	0.00	359	0.013	4	0.0	10.146	B
C-AB	270	0.00	753	0.359	269	0.8	7.482	A
C-A	194	0.00			194			
A-B	0	0.00			0			
A-C	546	0.00			546			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	235	0.00	628	0.374	234	0.6	9.117	A
B-A	6	0.00	307	0.018	5	0.0	11.943	B
C-AB	378	0.00	780	0.485	376	1.4	8.965	A
C-A	190	0.00			190			
A-B	0	0.00			0			
A-C	668	0.00			668			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	235	0.00	628	0.374	234	0.6	9.152	A
B-A	6	0.00	306	0.018	6	0.0	11.965	B
C-AB	379	0.00	781	0.485	379	1.4	9.072	A
C-A	189	0.00			189			
A-B	0	0.00			0			
A-C	668	0.00			668			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	191	0.00	661	0.290	192	0.4	7.694	A
B-A	4	0.00	358	0.013	5	0.0	10.172	B
C-AB	272	0.00	754	0.360	274	0.8	7.595	A
C-A	192	0.00			192			
A-B	0	0.00			0			
A-C	546	0.00			546			

18:00 - 18:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	160	0.00	685	0.234	161	0.3	6.877	A
B-A	4	0.00	396	0.010	4	0.0	9.190	A
C-AB	207	0.00	735	0.282	208	0.6	6.884	A
C-A	181	0.00			181			
A-B	0	0.00			0			
A-C	457	0.00			457			

D3 - 2041 | Do Something | AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wollaton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	6.67	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	13	Stream C-AB	6.67	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Locked
D3	2041	Do Something	AM	ONE HOUR	07:45	09:15	15	

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Russell Drive		✓	654	100.000
B - Wollaton Road		✓	340	100.000
C - Trowell Road		✓	769	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Russell Drive	B - Wollaton Road	C - Trowell Road
From	A - Russell Drive	0	11	643
	B - Wollaton Road	15	0	325
	C - Trowell Road	564	205	0

Vehicle Mix

Default Turning Proportions

Heavy Vehicle %

		To		
		A - Russell Drive	B - Wollaton Road	C - Trowell Road
From	A - Russell Drive	0	0	3
	B - Wollaton Road	0	0	3
	C - Trowell Road	3	2	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.59	14.86	1.5	B
B-A	0.07	17.14	0.1	C
C-AB	0.69	13.06	3.9	B
C-A				
A-B				
A-C				

Main Results for each time segment

07:45 - 08:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	245	0.00	671	0.365	242	0.6	8.605	A
B-A	11	0.00	355	0.032	11	0.0	10.457	B
C-AB	310	0.00	846	0.366	306	0.9	6.819	A
C-A	269	0.00			269			
A-B	8	0.00			8			
A-C	484	0.00			484			

08:00 - 08:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	292	0.00	645	0.453	291	0.8	10.461	B
B-A	13	0.00	305	0.044	13	0.0	12.349	B
C-AB	432	0.00	890	0.485	429	1.6	8.049	A
C-A	259	0.00			259			
A-B	10	0.00			10			
A-C	578	0.00			578			

08:15 - 08:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	358	0.00	607	0.589	355	1.4	14.594	B
B-A	17	0.00	229	0.072	16	0.1	16.938	C
C-AB	657	0.00	953	0.690	649	3.7	12.267	B
C-A	189	0.00			189			
A-B	12	0.00			12			
A-C	708	0.00			708			

08:30 - 08:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	358	0.00	607	0.589	358	1.5	14.855	B
B-A	17	0.00	227	0.073	17	0.1	17.136	C
C-AB	664	0.00	958	0.694	664	3.9	13.063	B
C-A	182	0.00			182			
A-B	12	0.00			12			
A-C	708	0.00			708			

08:45 - 09:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	292	0.00	644	0.453	294	0.9	10.666	B
B-A	13	0.00	302	0.045	14	0.0	12.484	B
C-AB	438	0.00	896	0.489	447	1.7	8.495	A
C-A	253	0.00			253			
A-B	10	0.00			10			
A-C	578	0.00			578			

09:00 - 09:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	245	0.00	671	0.365	246	0.6	8.744	A
B-A	11	0.00	354	0.032	11	0.0	10.523	B
C-AB	313	0.00	849	0.369	316	1.0	7.000	A
C-A	266	0.00			266			
A-B	8	0.00			8			
A-C	484	0.00			484			

D4 - 2041 | Do Something | PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Minor arm visibility to right	B - Wollaton Road - Minor arm geometry	Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section.

Junction Network

Junctions

Junction	Name	Junction type	Arm A Direction	Arm B Direction	Arm C Direction	Junction Delay (s)	Junction LOS
1	untitled	T-Junction	Two-way	Two-way	Two-way	3.28	A

Junction Network

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold	Network delay (s)	Network LOS
Left	Normal/unknown	51	Stream C-AB	3.28	A

Traffic Demand

Demand Set Details

ID	Year	Scenario	Time period	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time segment length (min)	Locked
D4	2041	Do Something	PM	ONE HOUR	16:45	18:15	15	

Demand overview (Traffic)

Arm	Linked arm	Use O-D data	Average Demand (PCU/hr)	Scaling Factor (%)
A - Russell Drive		✓	570	100.000
B - Wollaton Road		✓	225	100.000
C - Trowell Road		✓	510	100.000

Origin-Destination Data

Demand (PCU/hr)

		To		
		A - Russell Drive	B - Wollaton Road	C - Trowell Road
From	A - Russell Drive	0	0	570
	B - Wollaton Road	11	0	214
	C - Trowell Road	352	158	0

Vehicle Mix

Default Turning Proportions

Heavy Vehicle %

		To		
		A - Russell Drive	B - Wollaton Road	C - Trowell Road
From	A - Russell Drive	0	0	1
	B - Wollaton Road	0	0	0
	C - Trowell Road	1	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS
B-C	0.37	9.05	0.6	A
B-A	0.04	11.61	0.0	B
C-AB	0.43	7.93	1.1	A
C-A				
A-B				
A-C				

Main Results for each time segment

16:45 - 17:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	161	0.00	688	0.234	160	0.3	6.807	A
B-A	8	0.00	408	0.020	8	0.0	9.006	A
C-AB	184	0.00	747	0.247	182	0.5	6.389	A
C-A	200	0.00			200			
A-B	0	0.00			0			
A-C	429	0.00			429			

17:00 - 17:15

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	192	0.00	665	0.289	192	0.4	7.606	A
B-A	10	0.00	373	0.027	10	0.0	9.927	A
C-AB	242	0.00	768	0.316	242	0.7	6.872	A
C-A	216	0.00			216			
A-B	0	0.00			0			
A-C	512	0.00			512			

17:15 - 17:30

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	236	0.00	633	0.372	235	0.6	9.022	A
B-A	12	0.00	323	0.038	12	0.0	11.589	B
C-AB	340	0.00	799	0.426	338	1.1	7.870	A
C-A	222	0.00			222			
A-B	0	0.00			0			
A-C	628	0.00			628			

17:30 - 17:45

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	236	0.00	633	0.372	236	0.6	9.055	A
B-A	12	0.00	322	0.038	12	0.0	11.608	B
C-AB	341	0.00	799	0.426	341	1.1	7.935	A
C-A	221	0.00			221			
A-B	0	0.00			0			
A-C	628	0.00			628			

17:45 - 18:00

Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	192	0.00	665	0.289	193	0.4	7.642	A
B-A	10	0.00	372	0.027	10	0.0	9.948	A
C-AB	243	0.00	769	0.316	245	0.7	6.946	A
C-A	215	0.00			215			
A-B	0	0.00			0			
A-C	512	0.00			512			

18:00 - 18:15

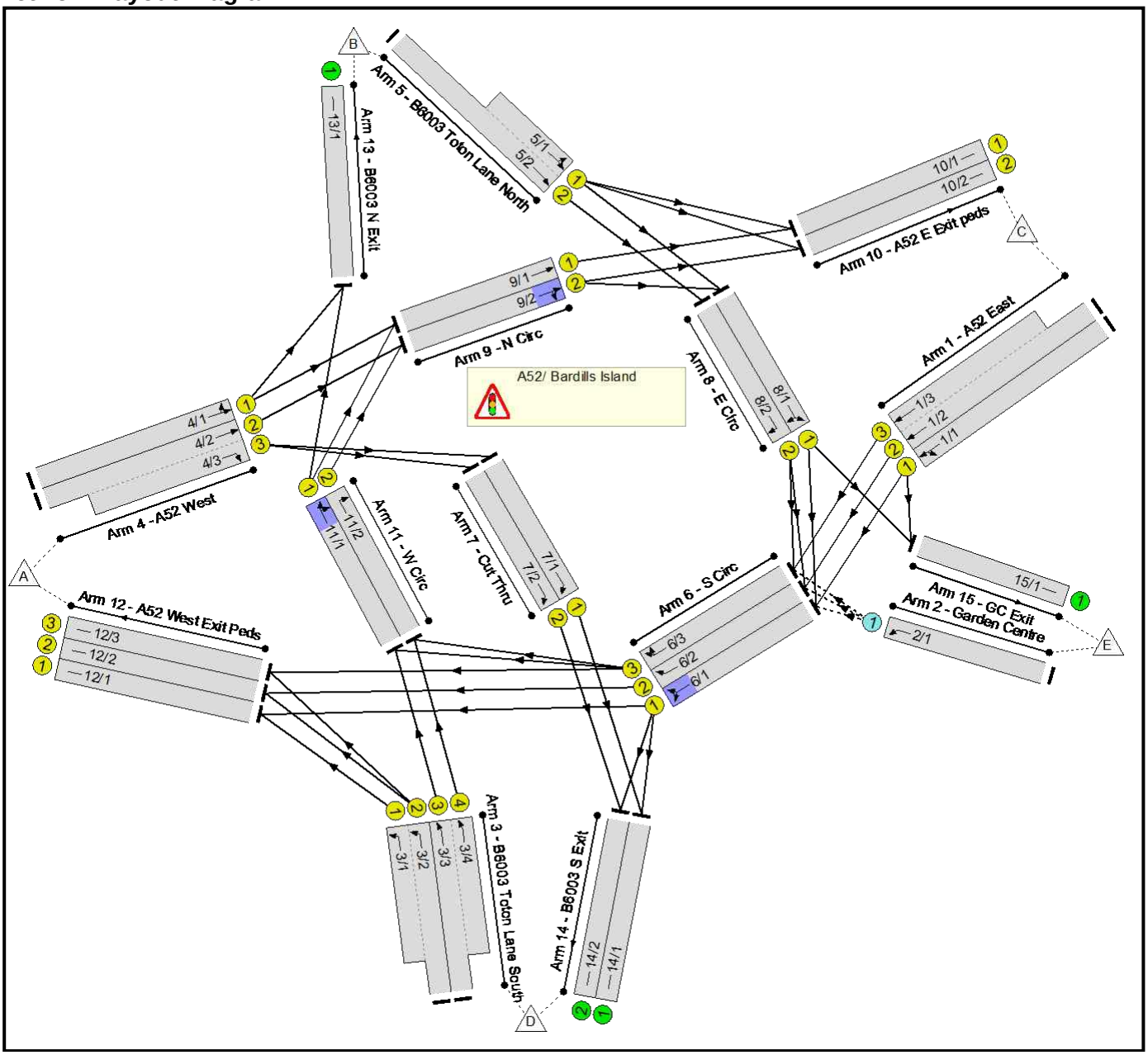
Stream	Total Demand (PCU/hr)	Pedestrian demand (Ped/hr)	Capacity (PCU/hr)	RFC	Throughput (PCU/hr)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	161	0.00	688	0.234	162	0.3	6.848	A
B-A	8	0.00	407	0.020	8	0.0	9.030	A
C-AB	185	0.00	748	0.248	186	0.5	6.457	A
C-A	199	0.00			199			
A-B	0	0.00			0			
A-C	429	0.00			429			

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:	S4 A52 Bardills Island comMIT v2.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



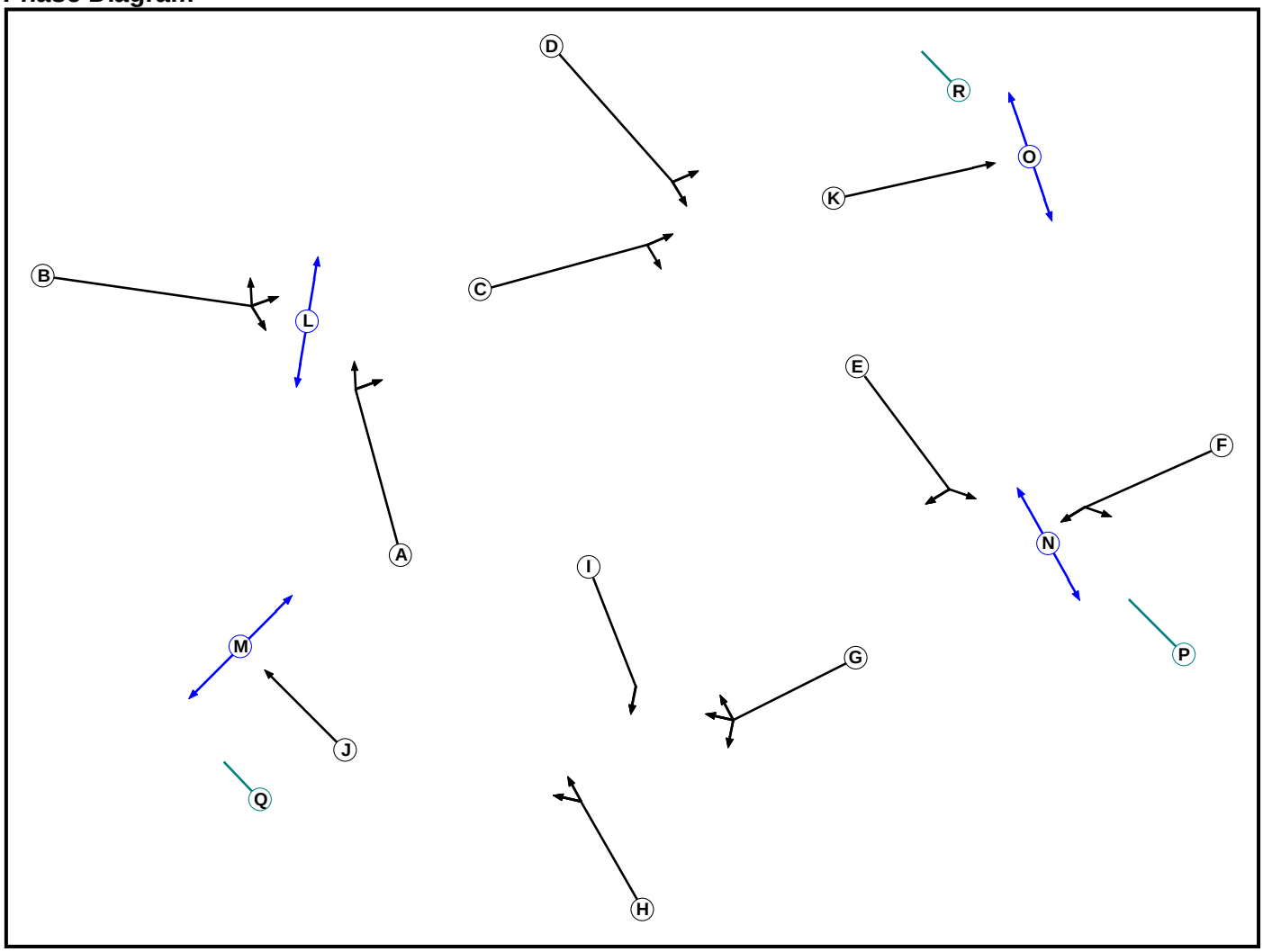
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Scenario 4	2026 Reference Case AM	Network Control Plan 2	08:00 - 09:00	70	3.2	48.56
2	Scenario 4	2026 Reference Case PM	Network Control Plan 2	17:00 - 18:00	70	1.8	46.87
3	Scenario 4	2026 AM Do Something	Network Control Plan 2	08:00 - 09:00	70	5.8	43.86
4	Scenario 4	2026 PM Do Something	Network Control Plan 2	17:00 - 18:00	70	-3.0	49.19
5	Scenario 4	2041 Reference Case AM	Network Control Plan 2	08:00 - 09:00	70	3.1	53.64
6	Scenario 4	2041 Reference Case PM	Network Control Plan 2	17:00 - 18:00	70	-8.3	65.36
7	Scenario 4	2041 Do Something AM	Network Control Plan 2	08:00 - 09:00	70	-4.2	58.15
8	Scenario 4	2041 Do Something PM	Network Control Plan 2	17:00 - 18:00	70	-5.3	61.51

Controller Summary

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

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

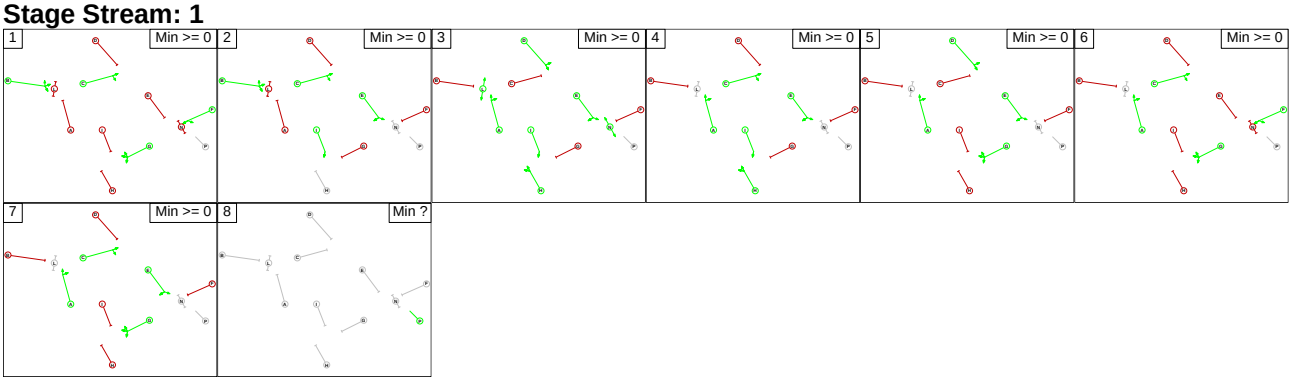
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	6		-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
C	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	6		-	-	-	-	-	-	-	6	-	-	-	-
G	-	-	-	-	-	-		7	5	-	-	-	-	-	-	-	-	-
H	-	-	-	-	-	-	5		-	-	-	-	-	-	-	-	-	-
I	-	-	-	-	-	-	6	-		-	-	-	-	-	-	-	-	-
J	-	-	-	-	-	-	-	-	-		-	-	5	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	-		-	-	-	5	-	-	-
L	-	10	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	9	-	-		-	-	-	-	-
N	-	-	-	-	-	10	-	-	-	-	-	-	-		-	-	-	-
O	-	-	-	-	-	-	-	-	-	-	7	-	-	-		-	-	-
P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

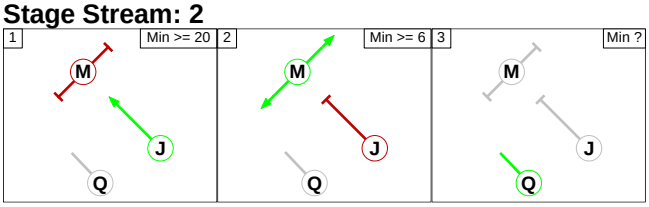
Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

Stage Diagram

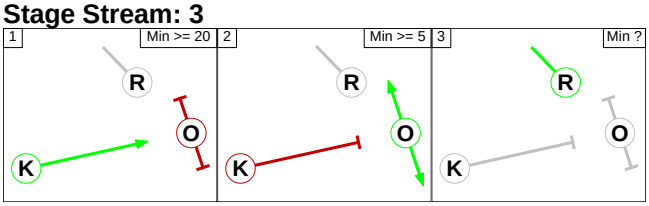
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Detailed Input Data And Results

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

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

Stage Stream: 2

From Stage \ To Stage	1	2	3
1		5	X
2	9		X
3	2	X	

Stage Stream: 3

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

Lane Input Data

Junction: A52/ Bardills Island

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/2 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A52 East)	U	F	2	3	20.0	User	1900	-	-	-	-	-
2/1 (Garden Centre)	O		2	3	60.0	User	1800	-	-	-	-	-
3/1 (B6003 Toton Lane South)	U	H	2	3	16.5	User	1900	-	-	-	-	-
3/2 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/3 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/4 (B6003 Toton Lane South)	U	H	2	3	12.2	User	1900	-	-	-	-	-
4/1 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A52 West)	U	B	2	3	17.0	User	1900	-	-	-	-	-
5/1 (B6003 Toton Lane North)	U	D	2	3	7.0	User	1900	-	-	-	-	-
5/2 (B6003 Toton Lane North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
6/1 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/2 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/3 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
7/1 (Cut Thru)	U	I	2	3	8.9	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	7.3	User	1900	-	-	-	-	-
8/1 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-
8/2 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-

9/1 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
9/2 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
10/1 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
10/2 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
11/1 (W Circ)	U	A	1	3	8.5	User	1900	-	-	-	-	-
11/2 (W Circ)	U	A	2	3	8.5	User	1900	-	-	-	-	-
12/1 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
12/2 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
12/3 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
13/1 (B6003 N Exit)	U		2	3	5.0	Inf	-	-	-	-	-	-
14/1 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
14/2 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
15/1 (GC Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52/ Bardills Island											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
2/1 (Garden Centre)	6/1 (Left)	1000	0	1/1	1.00	All	-	-	-	-	-
				8/1	1.00	All					
	6/2 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
	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

Detailed Input Data And Results

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: 'Scenario 4' (FG1: '2026 Reference Case AM', Plan 2: 'Network Control Plan 2')
Lane Saturation Flows

Junction: A52/ Bardills Island

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: 'Scenario 4' (FG2: '2026 Reference Case PM', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: 'Scenario 4' (FG3: '2026 AM Do Something', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: 'Scenario 4' (FG4: '2026 PM Do Something', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 5: 'Scenario 4' (FG5: '2041 Reference Case AM', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: 'Scenario 4' (FG6: '2041 Reference Case PM', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: 'Scenario 4' (FG7: '2041 Do Something AM', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: 'Scenario 4' (FG8: '2041 Do Something PM', Plan 2: 'Network Control Plan 2')

Lane Saturation Flows

Junction: A52/ Bardills Island

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Reference Case AM'	08:00	09:00	01:00	
2: '2026 Reference Case PM'	17:00	18:00	01:00	
3: '2026 AM Do Something'	08:00	09:00	01:00	
4: '2026 PM Do Something'	17:00	18:00	01:00	
5: '2041 Reference Case AM'	08:00	09:00	01:00	
6: '2041 Reference Case PM'	17:00	18:00	01:00	
7: '2041 Do Something AM'	08:00	09:00	01:00	
8: '2041 Do Something PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2026 Reference Case AM'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	191	1523	608	5	2327
	B	245	0	101	268	2	616
	C	1366	74	0	260	3	1703
	D	469	232	215	0	0	916
	E	1	0	1	1	0	3
	Tot.	2081	497	1840	1137	10	5565

FG2: '2026 Reference Case PM'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	264	1426	475	0	2165
	B	211	0	90	290	0	591
	C	1018	83	0	267	0	1368
	D	520	309	255	0	1	1085
	E	2	4	0	1	0	7
	Tot.	1751	660	1771	1033	1	5216

FG3: '2026 AM Do Something'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	190	1396	678	5	2269
	B	257	0	120	238	2	617
	C	1369	91	0	173	3	1636
	D	547	237	10	0	0	794
	E	1	0	1	1	0	3
	Tot.	2174	518	1527	1090	10	5319

FG4: '2026 PM Do Something'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	247	1331	728	0	2306
	B	195	0	89	349	0	633
	C	942	141	0	90	0	1173
	D	579	375	117	0	1	1072
	E	2	4	0	1	0	7
	Tot.	1718	767	1537	1168	1	5191

FG5: '2041 Reference Case AM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	234	1520	679	5	2438
	B	295	0	107	213	2	617
	C	1626	80	0	146	3	1855
	D	645	239	187	0	0	1071
	E	1	0	1	1	0	3
	Tot.	2567	553	1815	1039	10	5984

FG6: '2041 Reference Case PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	459	1476	585	0	2520
	B	204	0	103	289	0	596
	C	992	80	0	268	0	1340
	D	609	371	261	0	1	1242
	E	2	4	0	1	0	7
	Tot.	1807	914	1840	1143	1	5705

FG7: '2041 Do Something AM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	220	1332	808	5	2365
	B	300	0	150	199	2	651
	C	1762	120	0	118	3	2003
	D	760	261	64	0	0	1085
	E	1	0	1	1	0	3
	Tot.	2823	601	1547	1126	10	6107

FG8: '2041 Do Something PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	401	1389	909	0	2699
	B	195	0	131	306	0	632
	C	992	201	0	72	0	1265
	D	563	344	85	0	1	993
	E	2	4	0	1	0	7
	Tot.	1752	950	1605	1288	1	5596

Scenario 1: 'Scenario 4' (FG1: '2026 Reference Case AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	191	1523	608	5	2327
	B	245	0	101	268	2	616
	C	1366	74	0	260	3	1703
	D	469	232	215	0	0	916
	E	1	0	1	1	0	3
	Tot.	2081	497	1840	1137	10	5565

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: 'Scenario 4' (FG2: '2026 Reference Case PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	264	1426	475	0	2165
	B	211	0	90	290	0	591
	C	1018	83	0	267	0	1368
	D	520	309	255	0	1	1085
	E	2	4	0	1	0	7
	Tot.	1751	660	1771	1033	1	5216

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: 'Scenario 4' (FG3: '2026 AM Do Something', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	190	1396	678	5	2269
	B	257	0	120	238	2	617
	C	1369	91	0	173	3	1636
	D	547	237	10	0	0	794
	E	1	0	1	1	0	3
	Tot.	2174	518	1527	1090	10	5319

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: 'Scenario 4' (FG4: '2026 PM Do Something', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	247	1331	728	0	2306
	B	195	0	89	349	0	633
	C	942	141	0	90	0	1173
	D	579	375	117	0	1	1072
	E	2	4	0	1	0	7
	Tot.	1718	767	1537	1168	1	5191

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: 'Scenario 4' (FG5: '2041 Reference Case AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	234	1520	679	5	2438
	B	295	0	107	213	2	617
	C	1626	80	0	146	3	1855
	D	645	239	187	0	0	1071
	E	1	0	1	1	0	3
	Tot.	2567	553	1815	1039	10	5984

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: 'Scenario 4' (FG6: '2041 Reference Case PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	459	1476	585	0	2520
	B	204	0	103	289	0	596
	C	992	80	0	268	0	1340
	D	609	371	261	0	1	1242
	E	2	4	0	1	0	7
	Tot.	1807	914	1840	1143	1	5705

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: 'Scenario 4' (FG7: '2041 Do Something AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	220	1332	808	5	2365
	B	300	0	150	199	2	651
	C	1762	120	0	118	3	2003
	D	760	261	64	0	0	1085
	E	1	0	1	1	0	3
	Tot.	2823	601	1547	1126	10	6107

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: 'Scenario 4' (FG8: '2041 Do Something PM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	401	1389	909	0	2699
	B	195	0	131	306	0	632
	C	992	201	0	72	0	1265
	D	563	344	85	0	1	993
	E	2	4	0	1	0	7
	Tot.	1752	950	1605	1288	1	5596

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

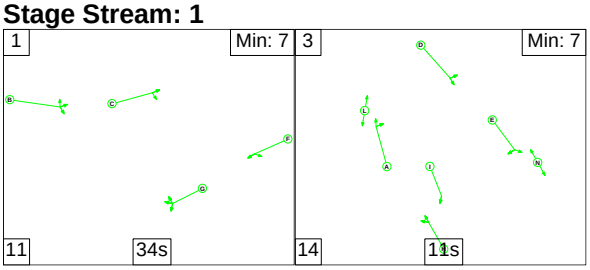
Lane	Scenario 1: Scenario 4	Scenario 2: Scenario 4	Scenario 3: Scenario 4	Scenario 4: Scenario 4	Scenario 5: Scenario 4	Scenario 6: Scenario 4
Junction: A52/ Bardills Island						
1/1	384	292	374	123	462	273
1/2 (with short)	1319(In) 659(Out)	1076(In) 534(Out)	1262(In) 631(Out)	1050(In) 517(Out)	1393(In) 697(Out)	1067(In) 529(Out)
1/3 (short)	660	542	631	533	696	538
2/1	3	7	3	7	3	7
3/1 (short)	237	257	268	288	325	266
3/2 (with short)	469(In) 232(Out)	520(In) 263(Out)	547(In) 279(Out)	579(In) 291(Out)	645(In) 320(Out)	609(In) 343(Out)
3/3 (with short)	447(In) 330(Out)	565(In) 359(Out)	247(In) 245(Out)	493(In) 378(Out)	426(In) 328(Out)	633(In) 409(Out)
3/4 (short)	117	206	2	115	98	224
4/1	904	858	786	788	889	995
4/2 (with short)	1423(In) 815(Out)	1307(In) 832(Out)	1483(In) 805(Out)	1518(In) 790(Out)	1549(In) 870(Out)	1525(In) 940(Out)
4/3 (short)	608	475	678	728	679	585
5/1 (short)	371	380	360	438	324	392
5/2 (with short)	616(In) 245(Out)	591(In) 211(Out)	617(In) 257(Out)	633(In) 195(Out)	617(In) 293(Out)	596(In) 204(Out)
6/1	650	583	610	473	675	563
6/2	783	643	760	620	861	635
6/3	783	650	761	631	827	642
7/1	313	247	348	373	349	302
7/2	295	228	330	355	330	283
8/1	275	291	245	350	222	290
8/2	245	211	257	195	293	204
9/1	812	644	605	544	745	574
9/2	932	1038	807	905	968	1164
10/1	873	707	683	601	814	663
10/2	967	1064	844	936	1001	1177
11/1	405	446	337	523	409	493
11/2	117	206	2	115	98	224
12/1	358	282	466	321	640	271
12/2	857	745	873	721	964	759
12/3	866	724	835	676	963	777
13/1	497	660	518	767	553	914
14/1	577	525	553	592	528	580
14/2	560	508	537	576	511	563
15/1	10	1	10	1	10	1

Lane	Scenario 7: Scenario 4	Scenario 8: Scenario 4
Junction: A52/ Bardills Island		
1/1	509	180
1/2 (with short)	1494(In) 747(Out)	1085(In) 532(Out)
1/3 (short)	747	553
2/1	3	7
3/1 (short)	382	237
3/2 (with short)	760(In) 378(Out)	563(In) 326(Out)
3/3 (with short)	325(In) 295(Out)	430(In) 355(Out)
3/4 (short)	30	75
4/1	787	942
4/2 (with short)	1578(In) 770(Out)	1757(In) 848(Out)
4/3 (short)	808	909
5/1 (short)	351	437
5/2 (with short)	651(In) 300(Out)	632(In) 195(Out)
6/1	706	487
6/2	897	634
6/3	899	652
7/1	414	459
7/2	394	450
8/1	206	307
8/2	300	195
9/1	602	552
9/2	800	923
10/1	694	635
10/2	853	970
11/1	416	560
11/2	30	75
12/1	770	345
12/2	1101	727
12/3	952	680
13/1	601	950
14/1	572	648
14/2	554	640
15/1	10	1

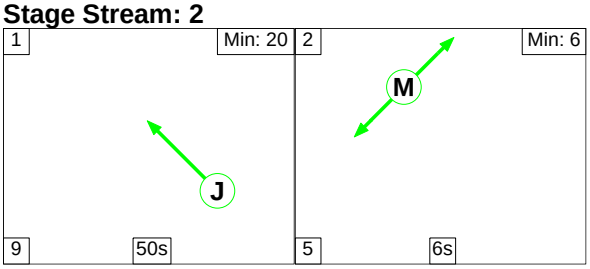
Scenario 1: 'Scenario 4' (FG1: '2026 Reference Case AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

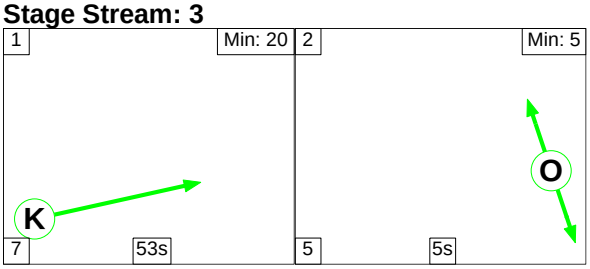
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	61	50

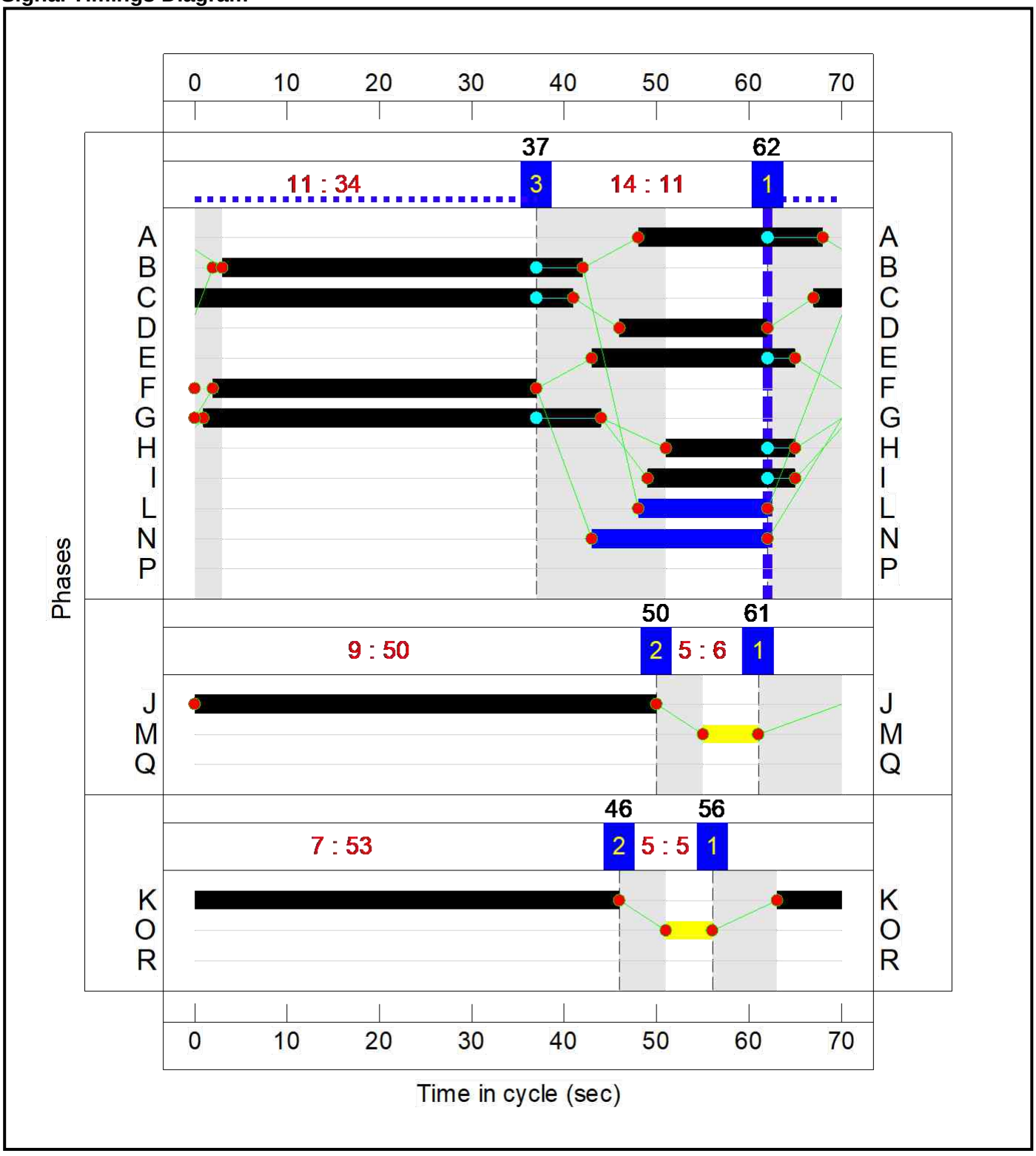
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	0	50
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	55	61
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

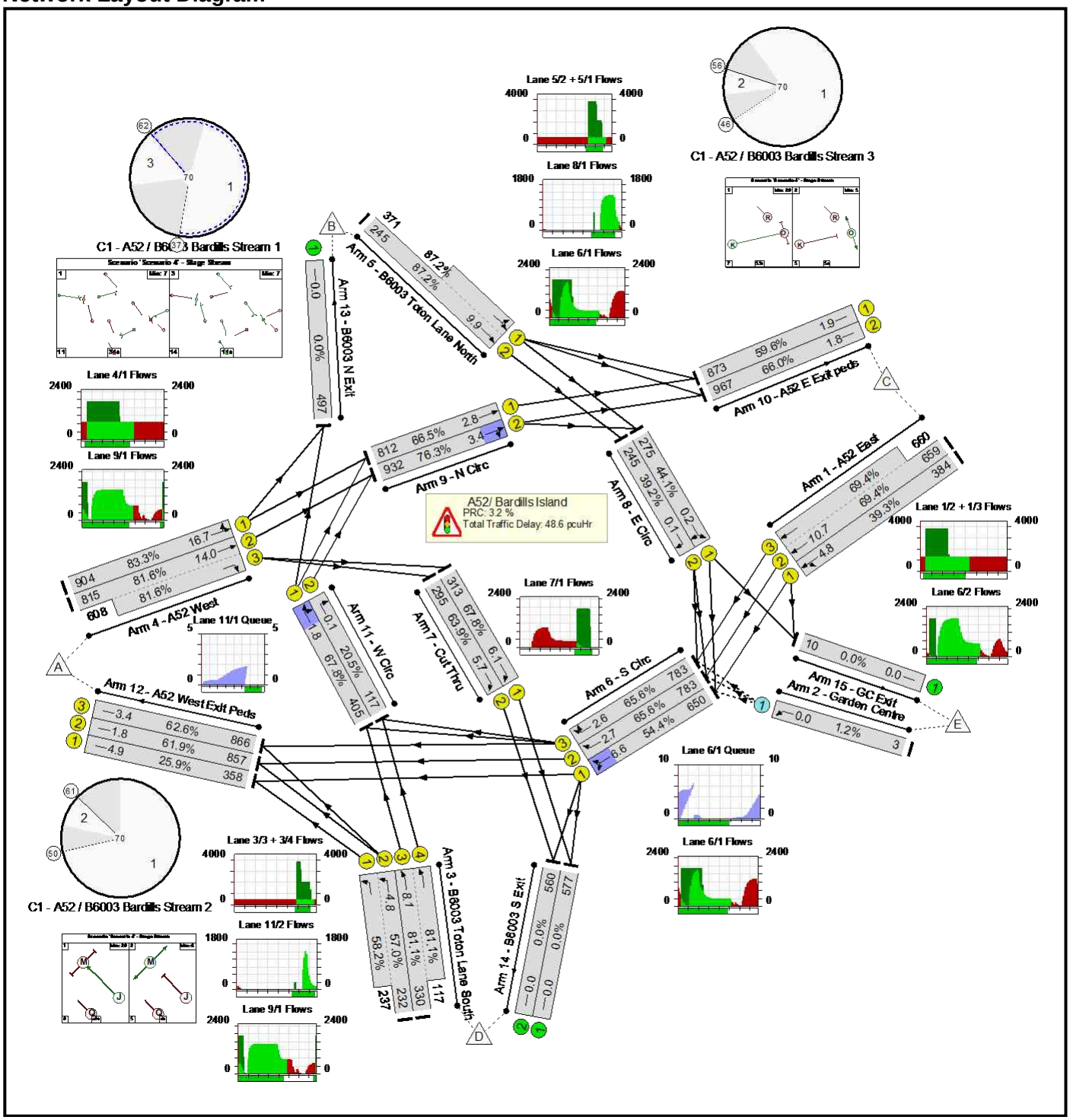
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	0	50
12/2	A52 West Exit Peds	U	J	0	50
12/3	A52 West Exit Peds	U	J	0	50

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	384	1900	977	39.3%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1319	1900:1900	949+951	69.4 : 69.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	245	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	469	1900:1900	407+407	57.0 : 58.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	447	1900:1900	407+144	81.1 : 81.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	904	1900	1086	83.3%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1423	1900:1900	999+745	81.6 : 81.6%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	616	1900:1900	281+425	87.2 : 87.2%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	650	1900	1194	54.4%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	783	1900	1194	65.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	783	1900	1194	65.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	313	1900	461	67.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	295	1900	461	63.9%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	275	1900	624	44.1%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	245	1900	624	39.2%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	812	1900	1221	66.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	932	1900	1221	76.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	873	1900	1466	59.6%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	967	1900	1466	66.0%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	405	1900	597	67.8%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	117	1900	570	20.5%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	358	1900	1384	25.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	857	1900	1384	61.9%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	866	1900	1384	62.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	497	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	-		-	-	-	-	560	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**34.7**	**13.9**	**0.0**	**48.6**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**34.7**	**13.9**	**0.0**	**48.6**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	384	384	-	-	-	1.1	0.3	-	1.4	13.4	4.5	0.3	4.8	1/1
1/2+1/3	1319	1319	-	-	-	4.6	1.1	-	5.8	15.7	9.5	1.1	10.7	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.5	0.0	0.0	0.0	2/1
3/2+3/1	469	469	-	-	-	3.2	0.7	-	3.9	29.9	4.1	0.7	4.8	3/2+3/1
3/3+3/4	447	447	-	-	-	3.1	2.1	-	5.2	41.9	6.1	2.1	8.1	3/3+3/4
4/1	904	904	-	-	-	3.1	2.4	-	5.5	21.9	14.3	2.4	16.7	4/1
4/2+4/3	1423	1423	-	-	-	4.1	2.2	-	6.3	16.0	11.8	2.2	14.0	4/2+4/3
5/2+5/1	616	616	-	-	-	4.1	3.2	-	7.3	42.8	6.7	3.2	9.9	5/2+5/1
6/1	650	650	-	-	-	1.1	0.0	-	1.1	6.1	6.6	0.0	6.6	6/1
6/2	783	783	-	-	-	0.5	0.0	-	0.5	2.4	2.7	0.0	2.7	6/2
6/3	783	783	-	-	-	0.5	0.0	-	0.5	2.3	2.6	0.0	2.6	6/3
7/1	313	313	-	-	-	2.5	0.0	-	2.5	29.2	6.1	0.0	6.1	7/1
7/2	295	295	-	-	-	2.5	0.0	-	2.5	30.2	5.7	0.0	5.7	7/2
8/1	275	275	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	245	245	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	812	812	-	-	-	0.5	0.0	-	0.5	2.2	2.8	0.0	2.8	9/1
9/2	932	932	-	-	-	0.7	0.0	-	0.7	2.6	3.4	0.0	3.4	9/2
10/1	873	873	-	-	-	0.1	0.7	-	0.9	3.6	1.2	0.7	1.9	10/1
10/2	967	967	-	-	-	0.1	1.0	-	1.1	3.9	0.8	1.0	1.8	10/2
11/1	405	405	-	-	-	0.7	0.0	-	0.7	6.0	1.8	0.0	1.8	11/1

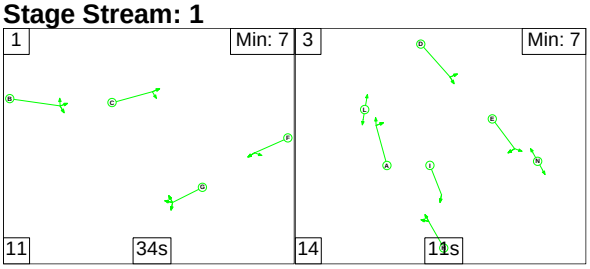
11/2	117	117	-	-	-	0.1	0.0	-	0.1	1.7	0.1	0.0	0.1	11/2
12/1	358	358	-	-	-	0.9	0.2	-	1.1	10.8	4.7	0.2	4.9	12/1
12/2	857	857	-	-	-	0.3	0.0	-	0.3	1.3	1.8	0.0	1.8	12/2
12/3	866	866	-	-	-	0.6	0.0	-	0.6	2.6	3.4	0.0	3.4	12/3
13/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	560	560	-	-	-	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 (%):	3.2	Total Delay for Signalled Lanes (pcuHr):	44.61	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	43.9	Total Delay for Signalled Lanes (pcuHr):	2.00	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	36.4	Total Delay for Signalled Lanes (pcuHr):	1.93	Cycle Time (s): 70
	PRC Over All Lanes (%):	3.2	Total Delay Over All Lanes(pcuHr):	48.56	

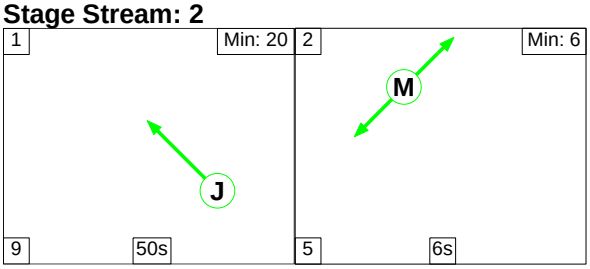
Scenario 2: 'Scenario 4' (FG2: '2026 Reference Case PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

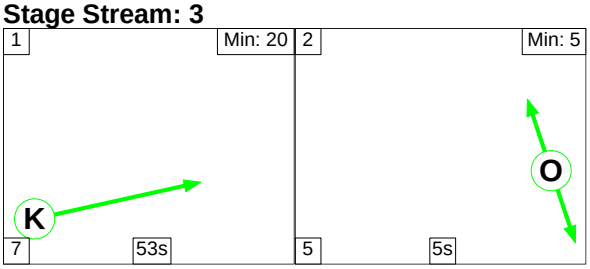
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	43	32

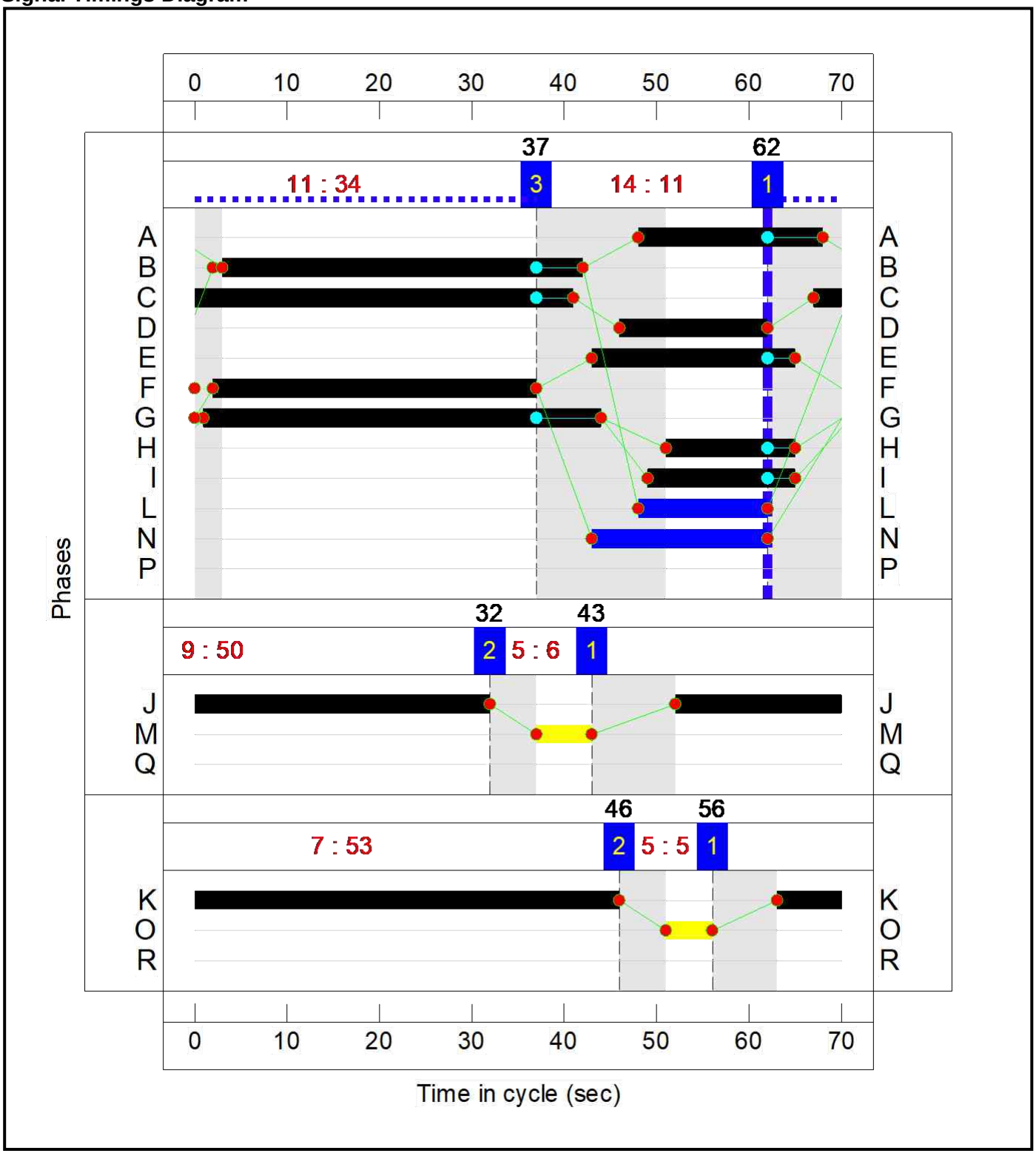
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	52	32
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	37	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

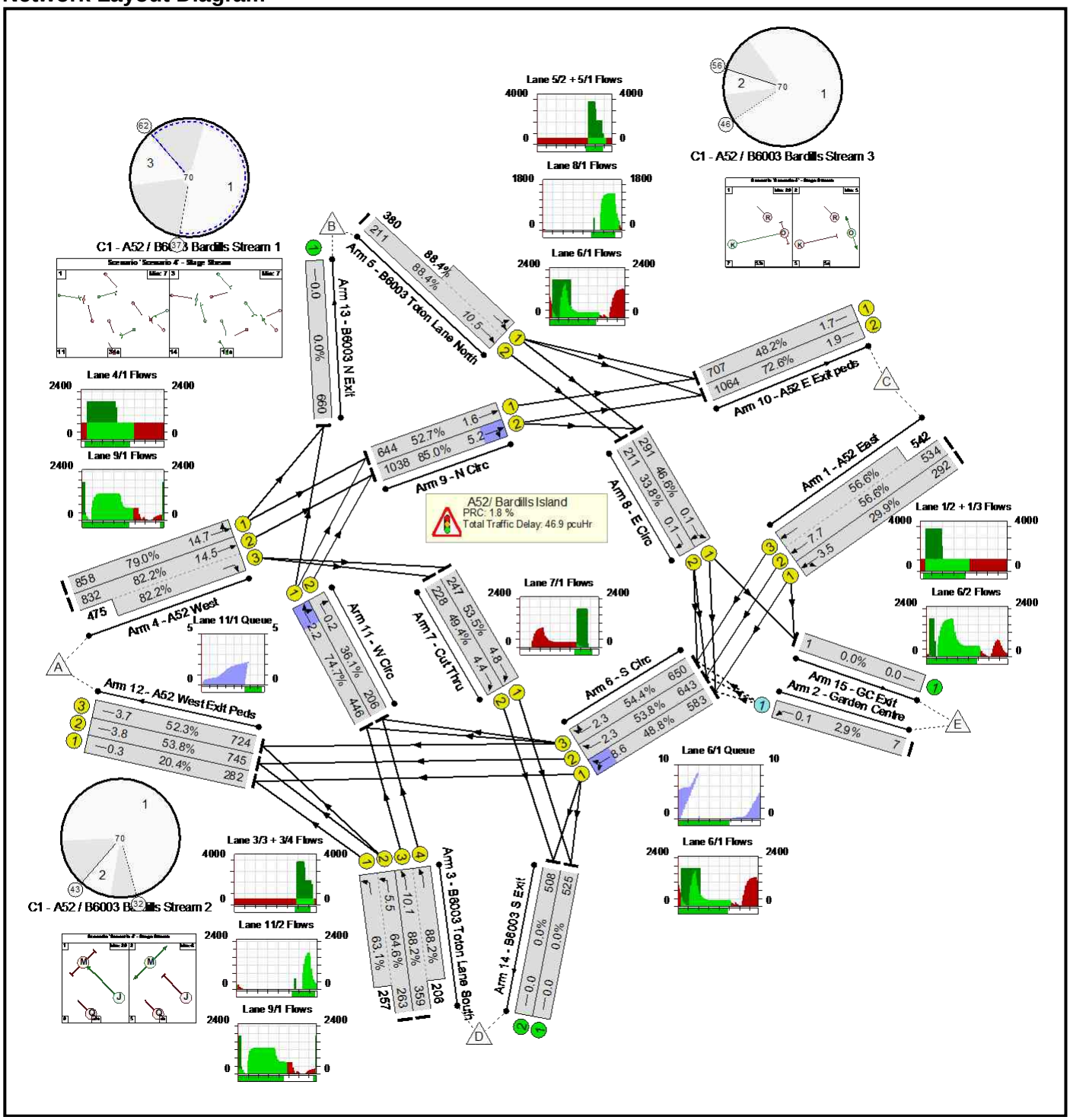
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	52	32
12/2	A52 West Exit Peds	U	J	52	32
12/3	A52 West Exit Peds	U	J	52	32

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.4%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.4%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	292	1900	977	29.9%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1076	1900:1900	943+957	56.6 : 56.6%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	245	2.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	520	1900:1900	407+407	64.6 : 63.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	565	1900:1900	407+234	88.2 : 88.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	858	1900	1086	79.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1307	1900:1900	1013+578	82.2 : 82.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	591	1900:1900	239+430	88.4 : 88.4%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	583	1900	1194	48.8%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	643	1900	1194	53.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	650	1900	1194	54.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	247	1900	461	53.5%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	228	1900	461	49.4%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	291	1900	624	46.6%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	211	1900	624	33.8%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	644	1900	1221	52.7%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	1038	1900	1221	85.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	707	1900	1466	48.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1064	1900	1466	72.6%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	446	1900	597	74.7%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	206	1900	570	36.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	282	1900	1384	20.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	745	1900	1384	53.8%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	724	1900	1384	52.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	660	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	525	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	508	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**32.2**	**14.7**	**0.0**	**46.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**32.2**	**14.7**	**0.0**	**46.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	292	292	-	-	-	0.8	0.2	-	1.0	12.4	3.2	0.2	3.5	1/1
1/2+1/3	1076	1076	-	-	-	3.4	0.7	-	4.1	13.7	7.1	0.7	7.7	1/2+1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	18.6	0.1	0.0	0.1	2/1
3/2+3/1	520	520	-	-	-	3.6	0.9	-	4.5	31.1	4.6	0.9	5.5	3/2+3/1
3/3+3/4	565	565	-	-	-	4.0	3.4	-	7.5	47.6	6.7	3.4	10.1	3/3+3/4
4/1	858	858	-	-	-	2.8	1.9	-	4.6	19.5	12.9	1.9	14.7	4/1
4/2+4/3	1307	1307	-	-	-	3.8	2.3	-	6.0	16.6	12.2	2.3	14.5	4/2+4/3
5/2+5/1	591	591	-	-	-	4.0	3.5	-	7.5	45.5	7.0	3.5	10.5	5/2+5/1
6/1	583	583	-	-	-	1.2	0.0	-	1.2	7.4	8.6	0.0	8.6	6/1
6/2	643	643	-	-	-	0.4	0.0	-	0.4	2.5	2.3	0.0	2.3	6/2
6/3	650	650	-	-	-	0.5	0.0	-	0.5	2.5	2.3	0.0	2.3	6/3
7/1	247	247	-	-	-	2.0	0.0	-	2.0	28.9	4.8	0.0	4.8	7/1
7/2	228	228	-	-	-	1.9	0.0	-	1.9	29.9	4.4	0.0	4.4	7/2
8/1	291	291	-	-	-	0.1	0.0	-	0.1	1.0	0.1	0.0	0.1	8/1
8/2	211	211	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	644	644	-	-	-	0.3	0.0	-	0.3	1.9	1.6	0.0	1.6	9/1
9/2	1038	1038	-	-	-	0.9	0.0	-	0.9	3.2	5.2	0.0	5.2	9/2
10/1	707	707	-	-	-	0.1	0.5	-	0.6	3.1	1.2	0.5	1.7	10/1
10/2	1064	1064	-	-	-	0.1	1.3	-	1.4	4.7	0.6	1.3	1.9	10/2
11/1	446	446	-	-	-	0.9	0.0	-	0.9	7.3	2.2	0.0	2.2	11/1

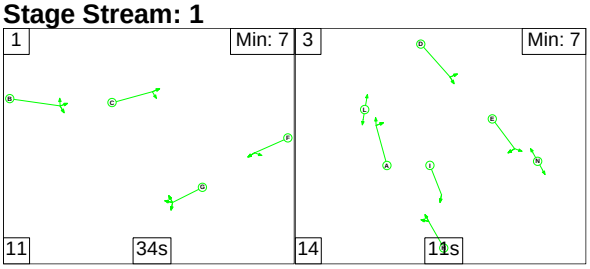
11/2	206	206	-	-	-	0.1	0.0	-	0.1	1.8	0.2	0.0	0.2	11/2
12/1	282	282	-	-	-	0.0	0.1	-	0.1	1.9	0.1	0.1	0.3	12/1
12/2	745	745	-	-	-	0.6	0.0	-	0.6	2.9	3.8	0.0	3.8	12/2
12/3	724	724	-	-	-	0.5	0.0	-	0.5	2.5	3.7	0.0	3.7	12/3
13/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	508	508	-	-	-	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 (%):	1.8	Total Delay for Signalled Lanes (pcuHr):	43.59	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	67.2	Total Delay for Signalled Lanes (pcuHr):	1.26	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	24.0	Total Delay for Signalled Lanes (pcuHr):	1.98	Cycle Time (s): 70
	PRC Over All Lanes (%):	1.8	Total Delay Over All Lanes(pcuHr):	46.87	

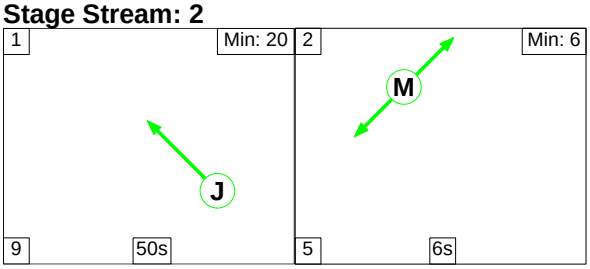
Scenario 3: 'Scenario 4' (FG3: '2026 AM Do Something', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

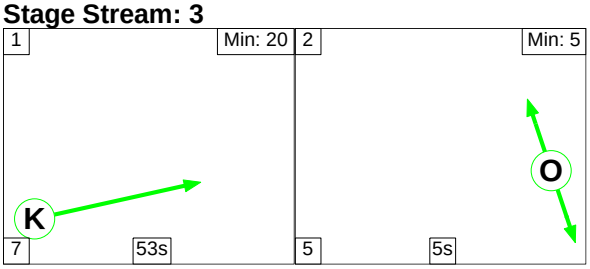
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	62	51

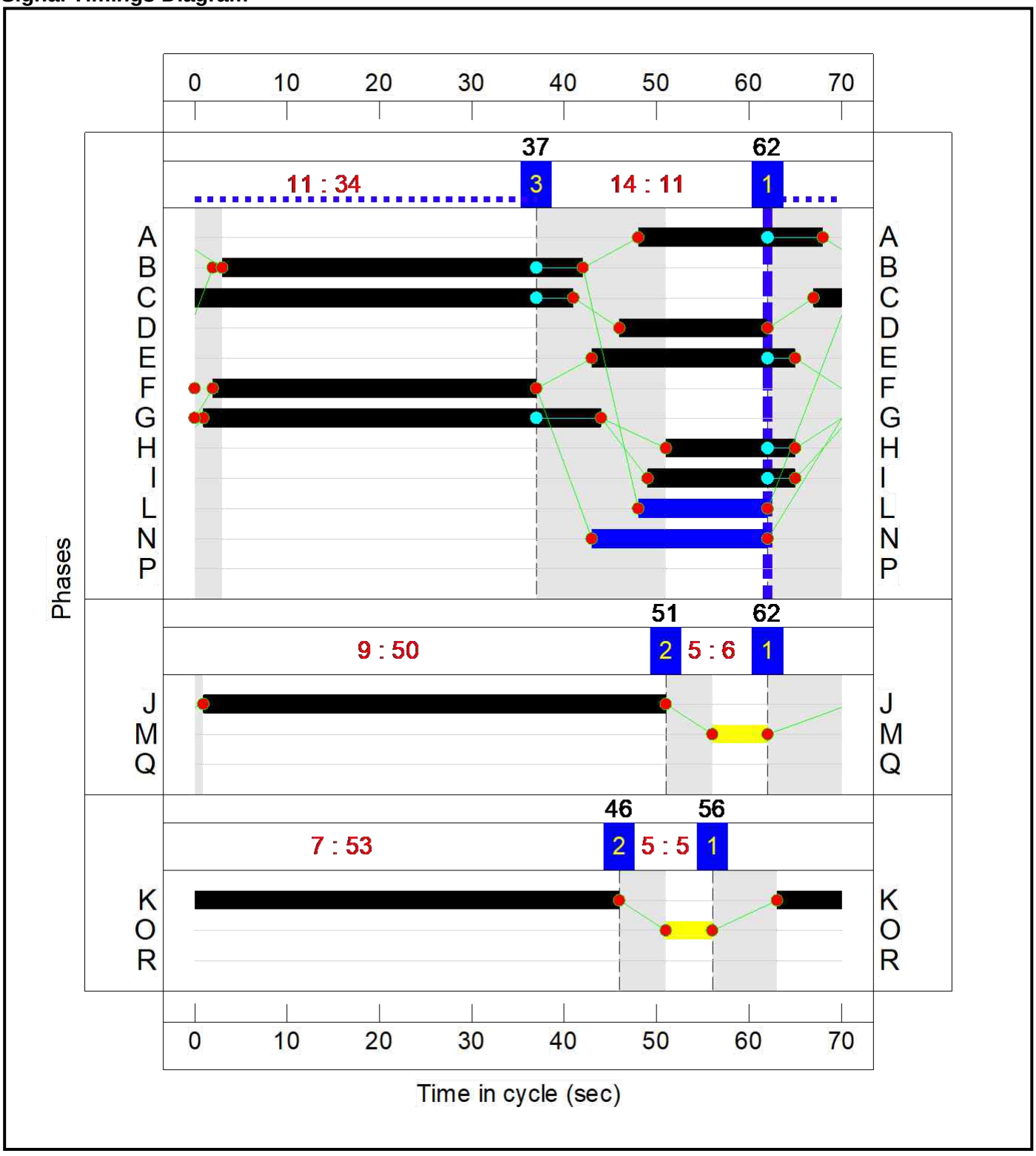
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	1	51
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	56	62
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

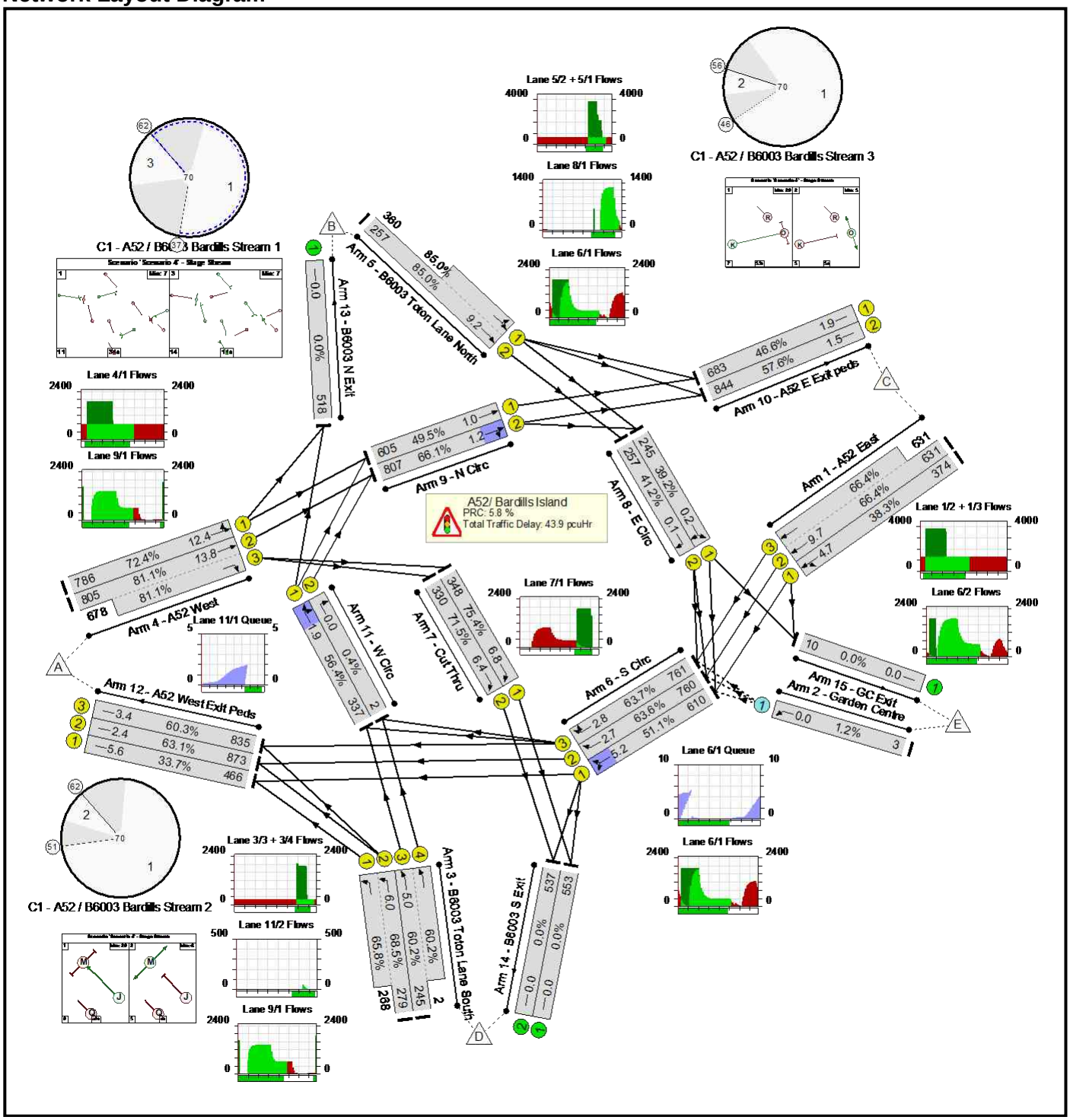
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	1	51
12/2	A52 West Exit Peds	U	J	1	51
12/3	A52 West Exit Peds	U	J	1	51

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.0%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.0%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	374	1900	977	38.3%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1262	1900:1900	950+950	66.4 : 66.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	251	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	547	1900:1900	407+407	68.5 : 65.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	247	1900:1900	407+3	60.2 : 60.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	786	1900	1086	72.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1483	1900:1900	992+836	81.1 : 81.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	617	1900:1900	302+423	85.0 : 85.0%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	610	1900	1194	51.1%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	760	1900	1194	63.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	761	1900	1194	63.7%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	348	1900	461	75.4%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	330	1900	461	71.5%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	245	1900	624	39.2%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	257	1900	624	41.2%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	605	1900	1221	49.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	807	1900	1221	66.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	683	1900	1466	46.6%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	844	1900	1466	57.6%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	337	1900	597	56.4%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	2	1900	570	0.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	466	1900	1384	33.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	873	1900	1384	63.1%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	835	1900	1384	60.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	553	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	537	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**33.3**	**10.6**	**0.0**	**43.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**33.3**	**10.6**	**0.0**	**43.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	374	374	-	-	-	1.1	0.3	-	1.4	13.3	4.4	0.3	4.7	1/1
1/2+1/3	1262	1262	-	-	-	4.3	1.0	-	5.3	15.2	8.8	1.0	9.7	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.1	0.0	0.0	0.0	2/1
3/2+3/1	547	547	-	-	-	3.8	1.0	-	4.9	31.9	5.0	1.0	6.0	3/2+3/1
3/3+3/4	247	247	-	-	-	1.7	0.7	-	2.4	35.7	4.3	0.7	5.0	3/3+3/4
4/1	786	786	-	-	-	2.4	1.3	-	3.7	16.9	11.1	1.3	12.4	4/1
4/2+4/3	1483	1483	-	-	-	4.4	2.1	-	6.5	15.8	11.6	2.1	13.8	4/2+4/3
5/2+5/1	617	617	-	-	-	4.1	2.7	-	6.8	39.9	6.5	2.7	9.2	5/2+5/1
6/1	610	610	-	-	-	0.9	0.0	-	0.9	5.3	5.2	0.0	5.2	6/1
6/2	760	760	-	-	-	0.5	0.0	-	0.5	2.5	2.7	0.0	2.7	6/2
6/3	761	761	-	-	-	0.5	0.0	-	0.5	2.5	2.8	0.0	2.8	6/3
7/1	348	348	-	-	-	2.8	0.0	-	2.8	29.3	6.8	0.0	6.8	7/1
7/2	330	330	-	-	-	2.8	0.0	-	2.8	30.3	6.4	0.0	6.4	7/2
8/1	245	245	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	257	257	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	8/2
9/1	605	605	-	-	-	0.3	0.0	-	0.3	1.7	1.0	0.0	1.0	9/1
9/2	807	807	-	-	-	0.4	0.0	-	0.4	1.7	1.2	0.0	1.2	9/2
10/1	683	683	-	-	-	0.2	0.4	-	0.6	3.2	1.5	0.4	1.9	10/1
10/2	844	844	-	-	-	0.1	0.7	-	0.8	3.3	0.8	0.7	1.5	10/2
11/1	337	337	-	-	-	0.6	0.0	-	0.6	6.8	1.9	0.0	1.9	11/1

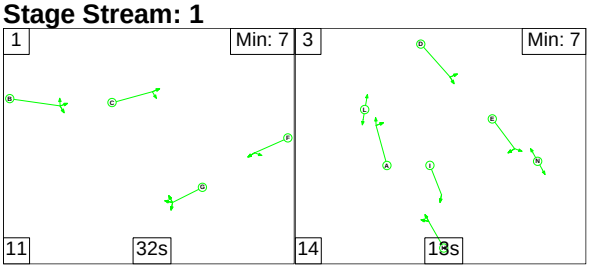
11/2	2	2	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0	11/2
12/1	466	466	-	-	-	1.1	0.3	-	1.4	10.5	5.3	0.3	5.6	12/1
12/2	873	873	-	-	-	0.4	0.0	-	0.4	1.7	2.4	0.0	2.4	12/2
12/3	835	835	-	-	-	0.6	0.0	-	0.6	2.7	3.4	0.0	3.4	12/3
13/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	5.8	Total Delay for Signalled Lanes (pcuHr):	40.05	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	42.7	Total Delay for Signalled Lanes (pcuHr):	2.41	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	56.3	Total Delay for Signalled Lanes (pcuHr):	1.39	Cycle Time (s): 70
	PRC Over All Lanes (%):	5.8	Total Delay Over All Lanes(pcuHr):	43.86	

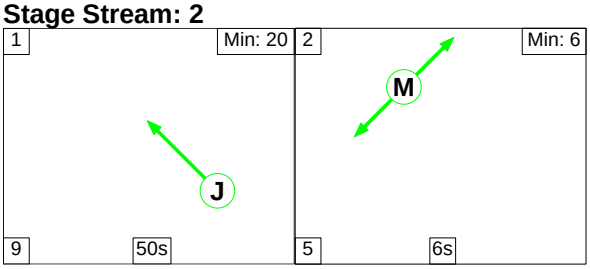
Scenario 4: 'Scenario 4' (FG4: '2026 PM Do Something', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

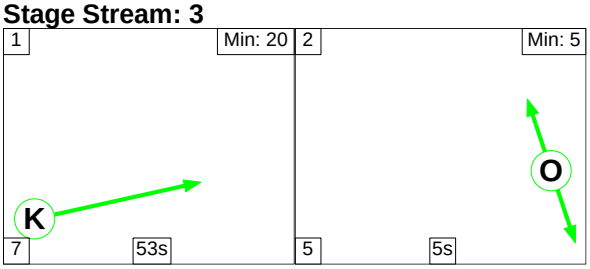
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	32	13
Change Point	62	35

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	44	33

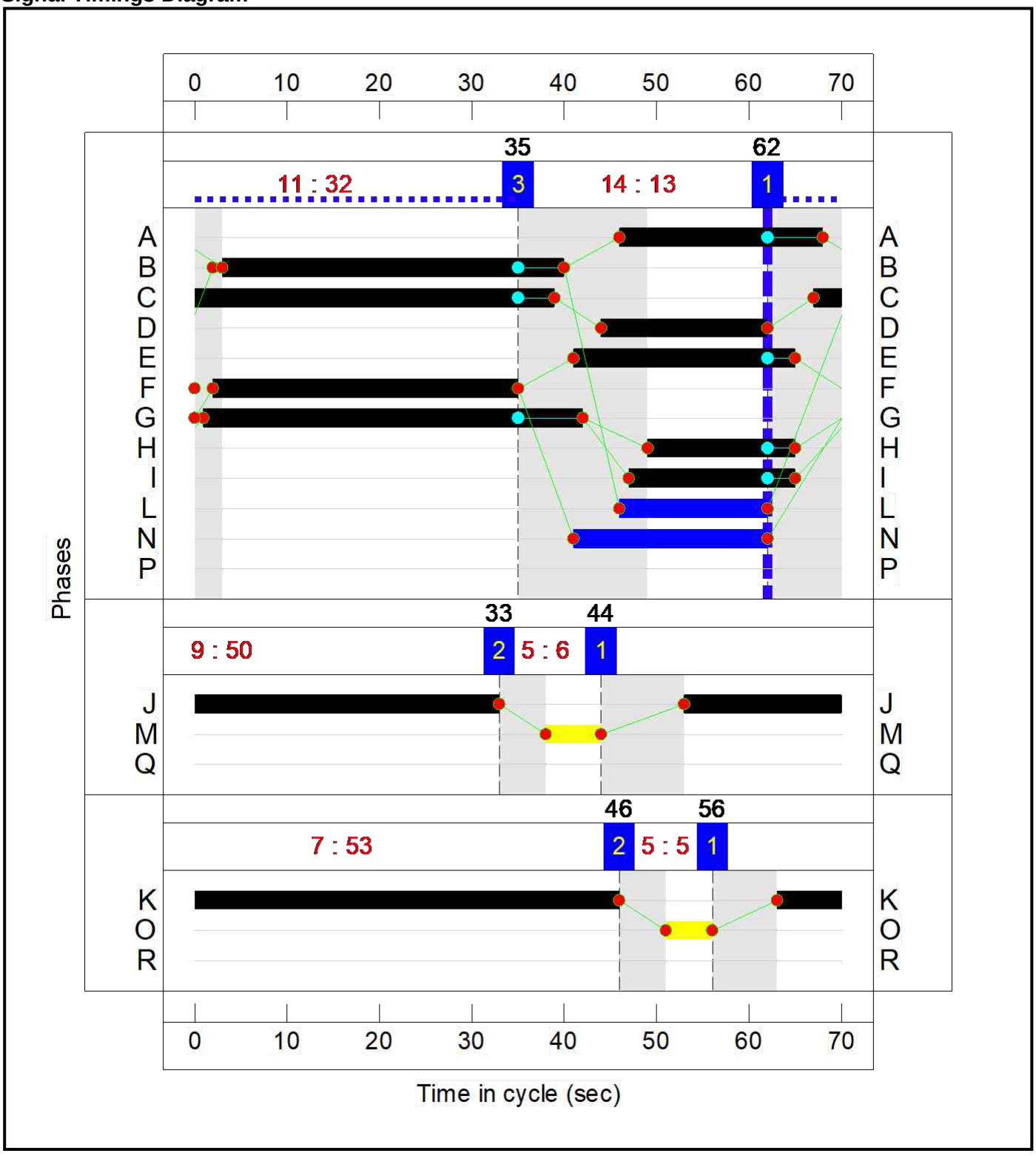
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	22	46	68
B	A52 West Right Ahead Left	Traffic	1	37	3	40
C	N Circ Right Ahead	Traffic	1	42	67	39
D	B6003 Toton Lane North Ahead Left	Traffic	1	18	44	62
E	E Circ Right Ahead	Traffic	1	24	41	65
F	A52 East Ahead Left	Traffic	1	33	2	35
G	S Circ Right Ahead Left (25)	Traffic	1	41	1	42
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	16	49	65
I	Cut Thru Ahead (29)	Traffic	1	18	47	65
J	A52 West Exit Peds	Traffic	2	50	53	33
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	16	46	62
M	Pedestrians across	Pedestrian	2	6	38	44
N	Pedestrians across	Pedestrian	1	21	41	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

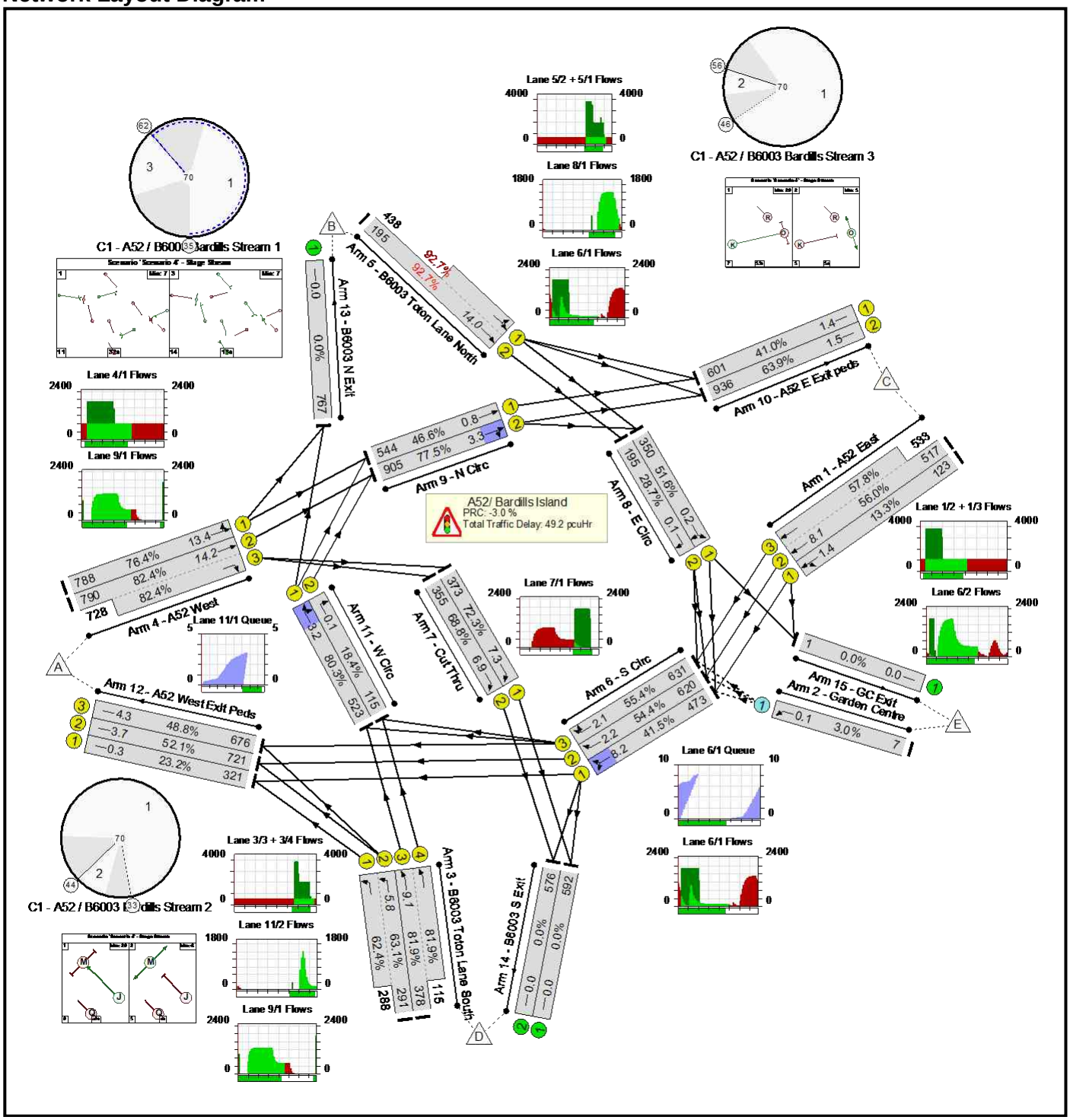
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	35
1/2	A52 East Ahead	U	F	2	35
1/3	A52 East Ahead	U	F	2	35
3/1	B6003 Toton Lane South Left	U	H	49	65
3/2	B6003 Toton Lane South Left	U	H	49	65
3/3	B6003 Toton Lane South Ahead	U	H	49	65
3/4	B6003 Toton Lane South Ahead	U	H	49	65
4/1	A52 West Ahead Left	U	B	3	40
4/2	A52 West Ahead	U	B	3	40
4/3	A52 West Right	U	B	3	40
5/1	B6003 Toton Lane North Ahead Left	U	D	44	62
5/2	B6003 Toton Lane North Ahead	U	D	44	62
6/1	S Circ Ahead Left	U	G	1	42
6/2	S Circ Ahead	U	G	1	42
6/3	S Circ Right Ahead	U	G	1	42
7/1	Cut Thru Ahead	U	I	47	65
7/2	Cut Thru Ahead	U	I	47	65
8/1	E Circ Right Ahead	U	E	41	65
8/2	E Circ Right	U	E	41	65
9/1	N Circ Ahead	U	C	67	39
9/2	N Circ Right Ahead	U	C	67	39
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	46	68
11/2	W Circ Right	U	A	46	68
12/1	A52 West Exit Peds	U	J	53	33
12/2	A52 West Exit Peds	U	J	53	33
12/3	A52 West Exit Peds	U	J	53	33

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.7%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.7%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	33	-	-	123	1900	923	13.3%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	33	-	-	1050	1900:1900	923+923	56.0 : 57.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	237	3.0%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	16	-	-	579	1900:1900	461+461	63.1 : 62.4%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	16	-	-	493	1900:1900	461+140	81.9 : 81.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	37	-	-	788	1900	1031	76.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	37	-	-	1518	1900:1900	959+884	82.4 : 82.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	18	-	-	633	1900:1900	210+473	92.7 : 92.7%
6/1	S Circ Ahead Left	U	1	N/A	G		1	41	-	-	473	1900	1140	41.5%
6/2	S Circ Ahead	U	1	N/A	G		1	41	-	-	620	1900	1140	54.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	41	-	-	631	1900	1140	55.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	18	-	-	373	1900	516	72.3%
7/2	Cut Thru Ahead	U	1	N/A	I		1	18	-	-	355	1900	516	68.8%

8/1	E Circ Right Ahead	U	1	N/A	E		1	24	-	-	350	1900	679	51.6%
8/2	E Circ Right	U	1	N/A	E		1	24	-	-	195	1900	679	28.7%
9/1	N Circ Ahead	U	1	N/A	C		1	42	-	-	544	1900	1167	46.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	42	-	-	905	1900	1167	77.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	601	1900	1466	41.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	936	1900	1466	63.9%
11/1	W Circ Right Ahead	U	1	N/A	A		1	22	-	-	523	1900	651	80.3%
11/2	W Circ Right	U	1	N/A	A		1	22	-	-	115	1900	624	18.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	321	1900	1384	23.2%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	721	1900	1384	52.1%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	676	1900	1384	48.8%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	767	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	592	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	576	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**	**5**	**0**	**34.9**	**14.3**	**0.0**	**49.2**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**3**	**5**	**0**	**34.9**	**14.3**	**0.0**	**49.2**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	123	123	-	-	-	0.3	0.1	-	0.4	12.2	1.3	0.1	1.4	1/1
1/2+1/3	1050	1050	-	-	-	3.7	0.7	-	4.4	15.1	7.4	0.7	8.1	1/2+1/3
2/1	7	7	3	5	0	0.0	0.0	-	0.0	18.6	0.1	0.0	0.1	2/1
3/2+3/1	579	579	-	-	-	3.8	0.8	-	4.6	28.9	5.0	0.8	5.8	3/2+3/1
3/3+3/4	493	493	-	-	-	3.3	2.2	-	5.5	40.1	6.9	2.2	9.1	3/3+3/4
4/1	788	788	-	-	-	2.7	1.6	-	4.3	19.8	11.8	1.6	13.4	4/1
4/2+4/3	1518	1518	-	-	-	5.1	2.3	-	7.4	17.7	11.8	2.3	14.2	4/2+4/3
5/2+5/1	633	633	-	-	-	4.1	5.2	-	9.3	53.0	8.8	5.2	14.0	5/2+5/1
6/1	473	473	-	-	-	1.6	0.0	-	1.6	11.9	8.2	0.0	8.2	6/1
6/2	620	620	-	-	-	0.5	0.0	-	0.5	2.7	2.2	0.0	2.2	6/2
6/3	631	631	-	-	-	0.5	0.0	-	0.5	2.6	2.1	0.0	2.1	6/3
7/1	373	373	-	-	-	2.9	0.0	-	2.9	27.9	7.3	0.0	7.3	7/1
7/2	355	355	-	-	-	2.9	0.0	-	2.9	28.9	6.9	0.0	6.9	7/2
8/1	350	350	-	-	-	0.1	0.0	-	0.1	1.0	0.2	0.0	0.2	8/1
8/2	195	195	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	8/2
9/1	544	544	-	-	-	0.3	0.0	-	0.3	1.8	0.8	0.0	0.8	9/1
9/2	905	905	-	-	-	0.7	0.0	-	0.7	2.9	3.3	0.0	3.3	9/2
10/1	601	601	-	-	-	0.1	0.3	-	0.5	2.8	1.1	0.3	1.4	10/1
10/2	936	936	-	-	-	0.1	0.9	-	1.0	3.7	0.6	0.9	1.5	10/2
11/1	523	523	-	-	-	1.1	0.0	-	1.1	7.5	3.2	0.0	3.2	11/1

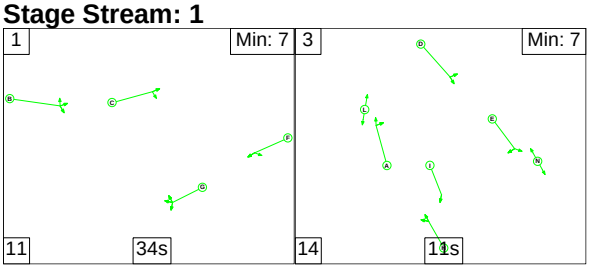
11/2	115	115	-	-	-	0.1	0.0	-	0.1	1.6	0.1	0.0	0.1	11/2
12/1	321	321	-	-	-	0.0	0.2	-	0.2	2.0	0.2	0.2	0.3	12/1
12/2	721	721	-	-	-	0.5	0.0	-	0.5	2.7	3.7	0.0	3.7	12/2
12/3	676	676	-	-	-	0.4	0.0	-	0.4	2.3	4.3	0.0	4.3	12/3
13/1	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	46.57	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	72.8	Total Delay for Signalled Lanes (pcuHr):	1.15	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	40.9	Total Delay for Signalled Lanes (pcuHr):	1.43	Cycle Time (s): 70
	PRC Over All Lanes (%):	-3.0	Total Delay Over All Lanes(pcuHr):	49.19	

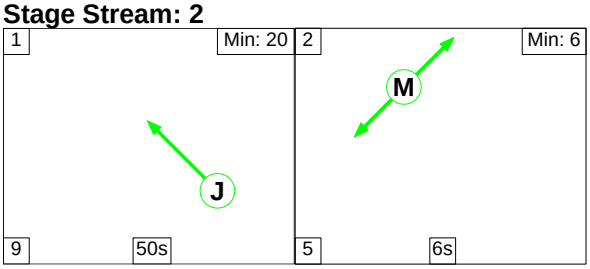
Scenario 5: 'Scenario 4' (FG5: '2041 Reference Case AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

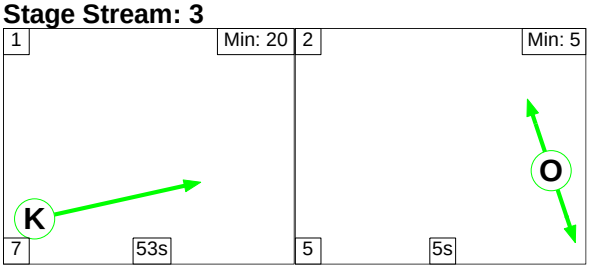
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	63	52

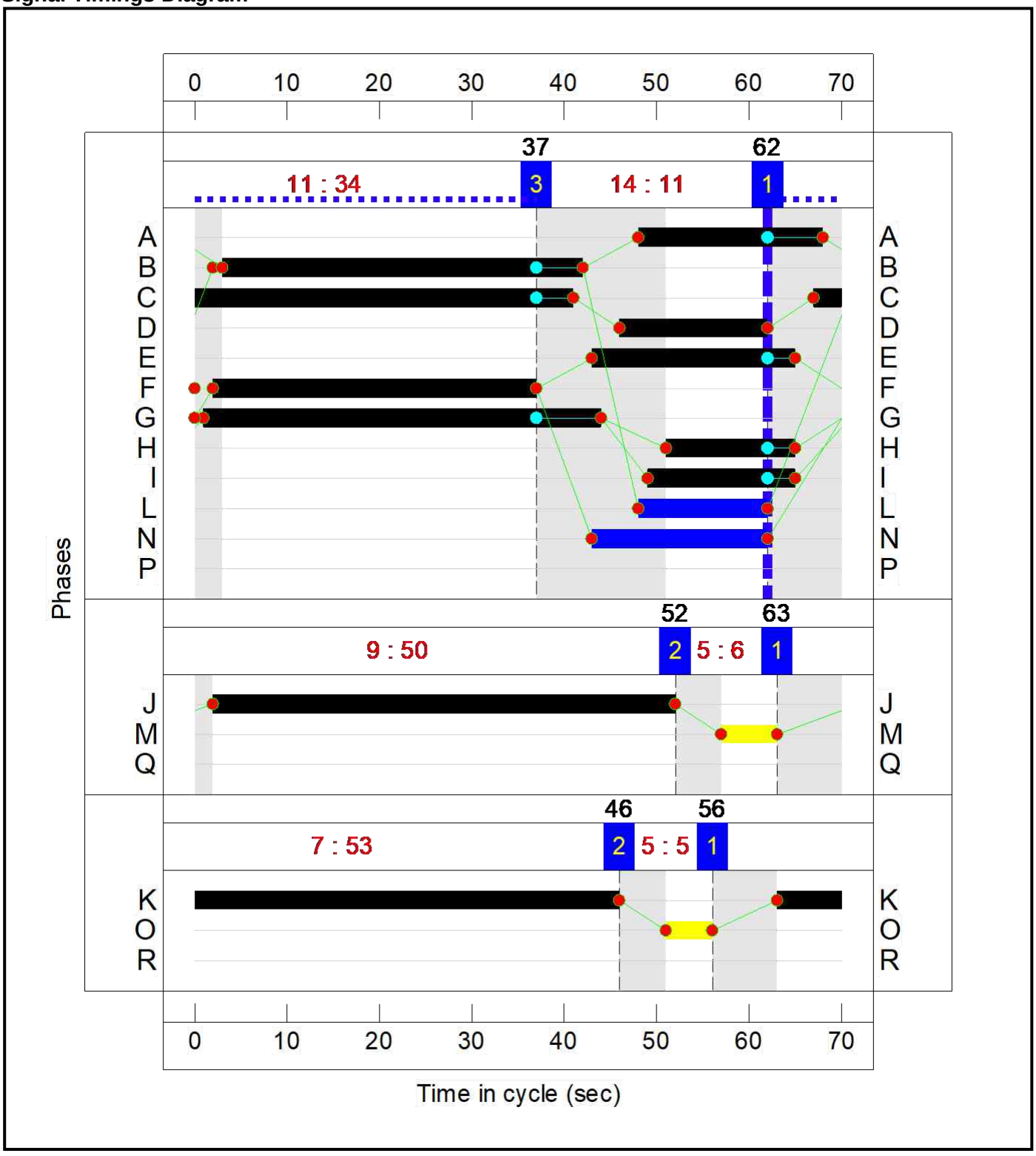
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	2	52
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	57	63
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

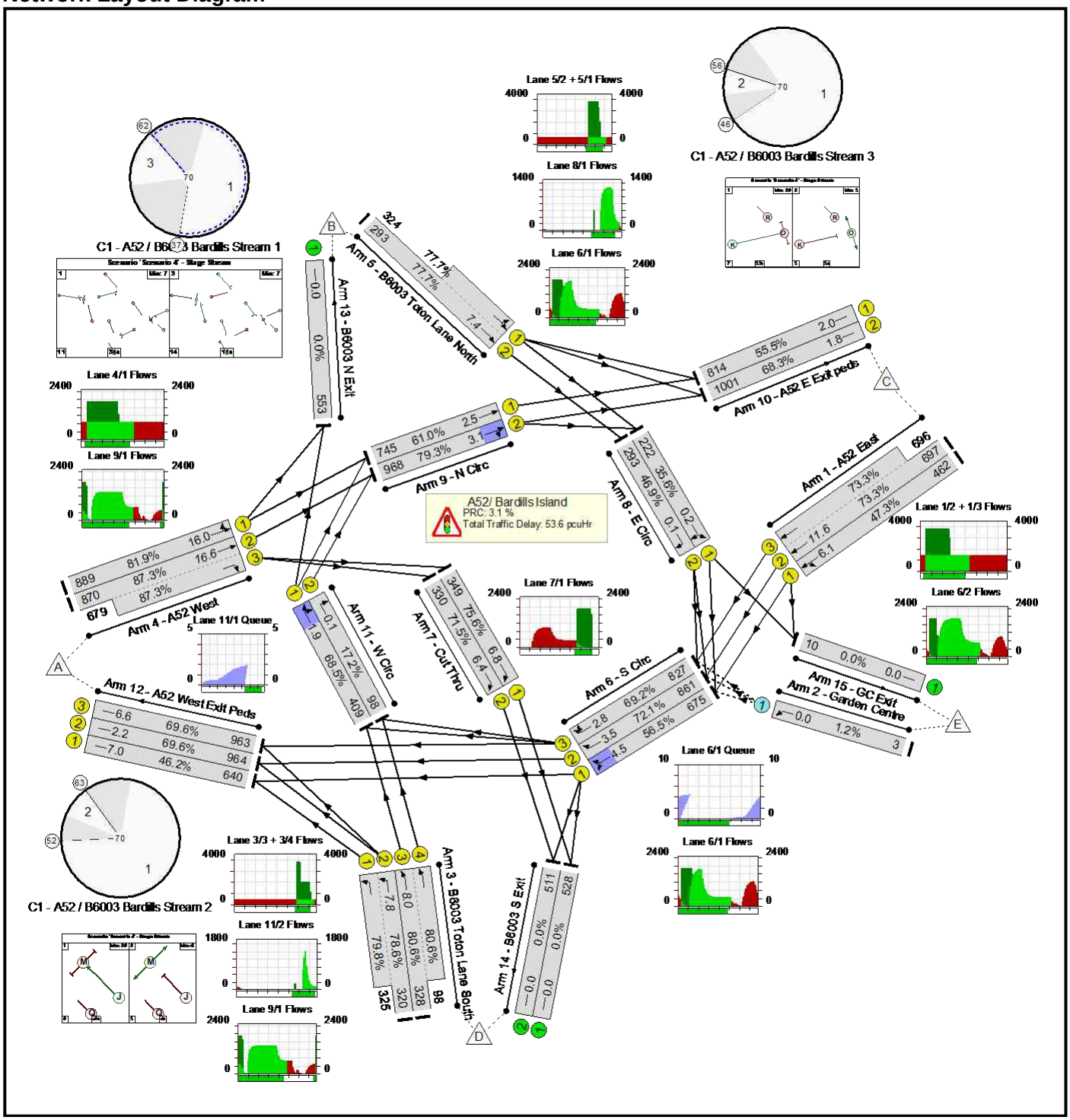
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	2	52
12/2	A52 West Exit Peds	U	J	2	52
12/3	A52 West Exit Peds	U	J	2	52

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.3%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.3%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	462	1900	977	47.3%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1393	1900:1900	951+949	73.3 : 73.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	257	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	645	1900:1900	407+407	78.6 : 79.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	426	1900:1900	407+122	80.6 : 80.6%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	889	1900	1086	81.9%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1549	1900:1900	996+778	87.3 : 87.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	617	1900:1900	377+417	77.7 : 77.7%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	675	1900	1194	56.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	861	1900	1194	72.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	827	1900	1194	69.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	349	1900	461	75.6%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	330	1900	461	71.5%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	222	1900	624	35.6%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	293	1900	624	46.9%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	745	1900	1221	61.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	968	1900	1221	79.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	814	1900	1466	55.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1001	1900	1466	68.3%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	409	1900	597	68.5%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	98	1900	570	17.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	640	1900	1384	46.2%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	964	1900	1384	69.6%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	963	1900	1384	69.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	553	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	528	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	511	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**38.6**	**15.1**	**0.0**	**53.6**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**38.6**	**15.1**	**0.0**	**53.6**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	462	462	-	-	-	1.4	0.4	-	1.8	14.4	5.6	0.4	6.1	1/1
1/2+1/3	1393	1393	-	-	-	5.0	1.4	-	6.4	16.6	10.3	1.4	11.6	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	17.7	0.0	0.0	0.0	2/1
3/2+3/1	645	645	-	-	-	4.7	1.9	-	6.5	36.4	6.0	1.9	7.8	3/2+3/1
3/3+3/4	426	426	-	-	-	3.0	2.0	-	5.0	42.2	6.0	2.0	8.0	3/3+3/4
4/1	889	889	-	-	-	3.0	2.2	-	5.2	21.0	13.8	2.2	16.0	4/1
4/2+4/3	1549	1549	-	-	-	4.8	3.3	-	8.1	18.8	13.3	3.3	16.6	4/2+4/3
5/2+5/1	617	617	-	-	-	4.1	1.7	-	5.8	33.9	5.7	1.7	7.4	5/2+5/1
6/1	675	675	-	-	-	0.8	0.0	-	0.8	4.4	4.5	0.0	4.5	6/1
6/2	861	861	-	-	-	0.7	0.0	-	0.7	2.8	3.5	0.0	3.5	6/2
6/3	827	827	-	-	-	0.5	0.0	-	0.5	2.3	2.8	0.0	2.8	6/3
7/1	349	349	-	-	-	2.8	0.0	-	2.8	29.3	6.8	0.0	6.8	7/1
7/2	330	330	-	-	-	2.8	0.0	-	2.8	30.3	6.4	0.0	6.4	7/2
8/1	222	222	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	293	293	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	8/2
9/1	745	745	-	-	-	0.4	0.0	-	0.4	2.1	2.5	0.0	2.5	9/1
9/2	968	968	-	-	-	0.6	0.0	-	0.6	2.4	3.1	0.0	3.1	9/2
10/1	814	814	-	-	-	0.2	0.6	-	0.8	3.5	1.3	0.6	2.0	10/1
10/2	1001	1001	-	-	-	0.1	1.1	-	1.2	4.2	0.8	1.1	1.8	10/2
11/1	409	409	-	-	-	0.7	0.0	-	0.7	6.1	1.9	0.0	1.9	11/1

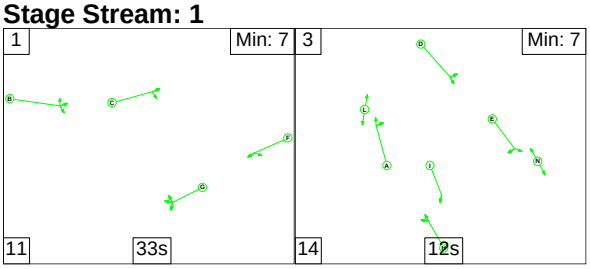
11/2	98	98	-	-	-	0.0	0.0	-	0.0	1.7	0.1	0.0	0.1	11/2
12/1	640	640	-	-	-	1.4	0.4	-	1.9	10.5	6.5	0.4	7.0	12/1
12/2	964	964	-	-	-	0.4	0.0	-	0.4	1.4	2.2	0.0	2.2	12/2
12/3	963	963	-	-	-	0.9	0.0	-	0.9	3.5	6.6	0.0	6.6	12/3
13/1	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	511	511	-	-	-	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 (%):	3.1	Total Delay for Signalled Lanes (pcuHr):	48.49	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	29.2	Total Delay for Signalled Lanes (pcuHr):	3.18	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	1.96	Cycle Time (s): 70
	PRC Over All Lanes (%):	3.1	Total Delay Over All Lanes(pcuHr):	53.64	

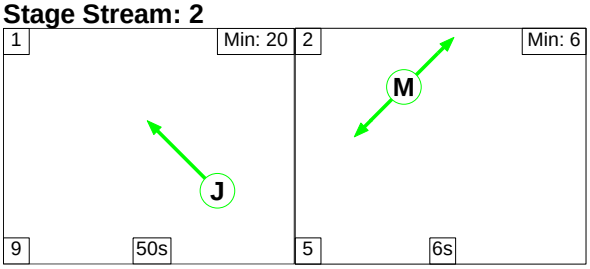
Scenario 6: 'Scenario 4' (FG6: '2041 Reference Case PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

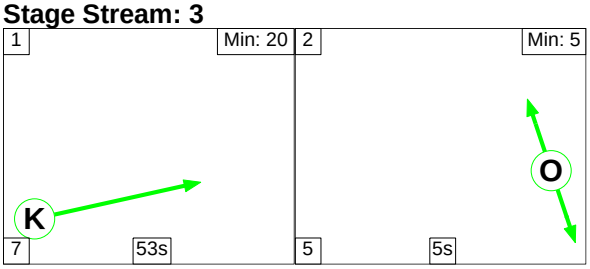
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	33	12
Change Point	62	36

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	44	33

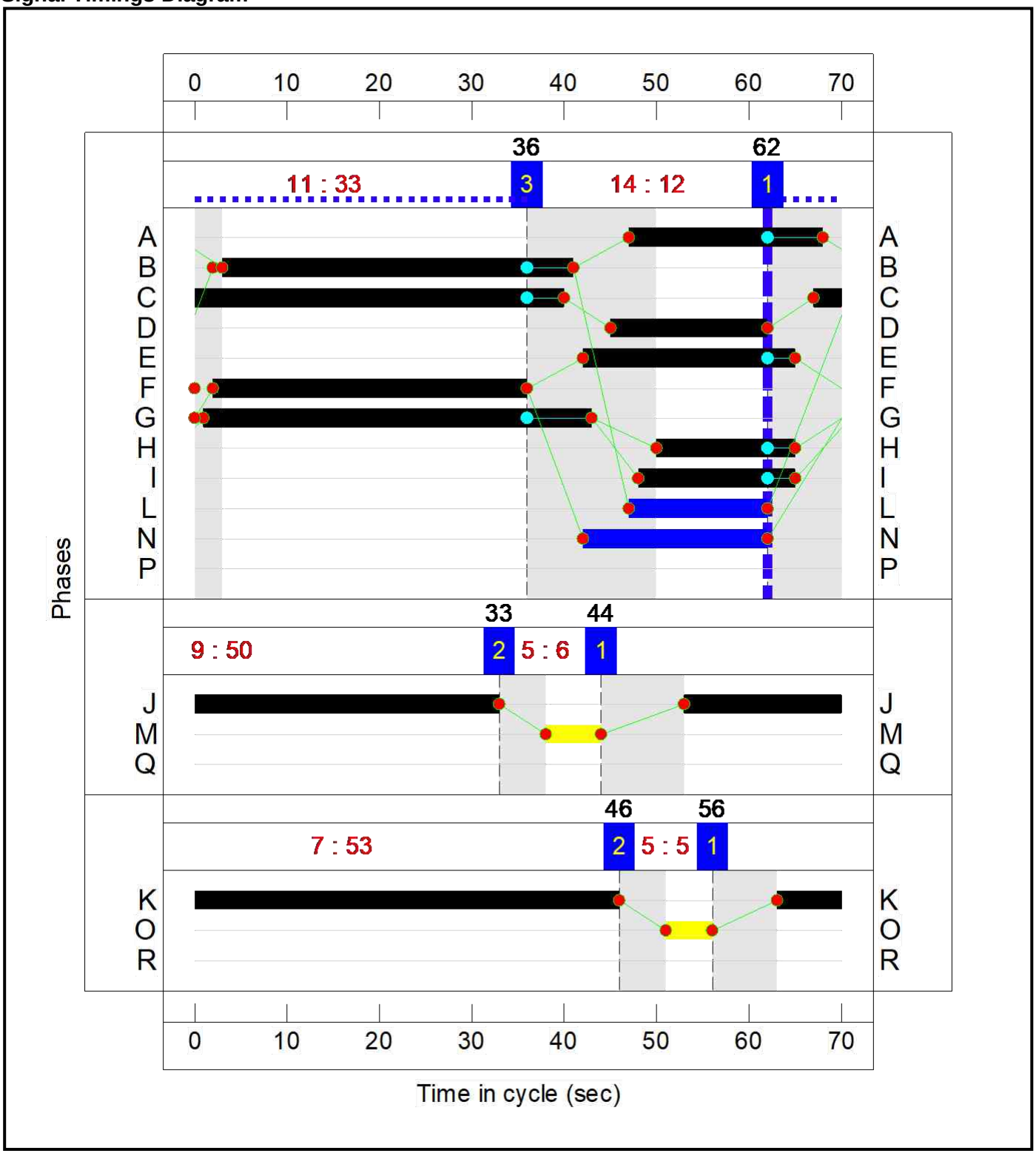
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	21	47	68
B	A52 West Right Ahead Left	Traffic	1	38	3	41
C	N Circ Right Ahead	Traffic	1	43	67	40
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	45	62
E	E Circ Right Ahead	Traffic	1	23	42	65
F	A52 East Ahead Left	Traffic	1	34	2	36
G	S Circ Right Ahead Left (25)	Traffic	1	42	1	43
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	15	50	65
I	Cut Thru Ahead (29)	Traffic	1	17	48	65
J	A52 West Exit Peds	Traffic	2	50	53	33
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	15	47	62
M	Pedestrians across	Pedestrian	2	6	38	44
N	Pedestrians across	Pedestrian	1	20	42	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

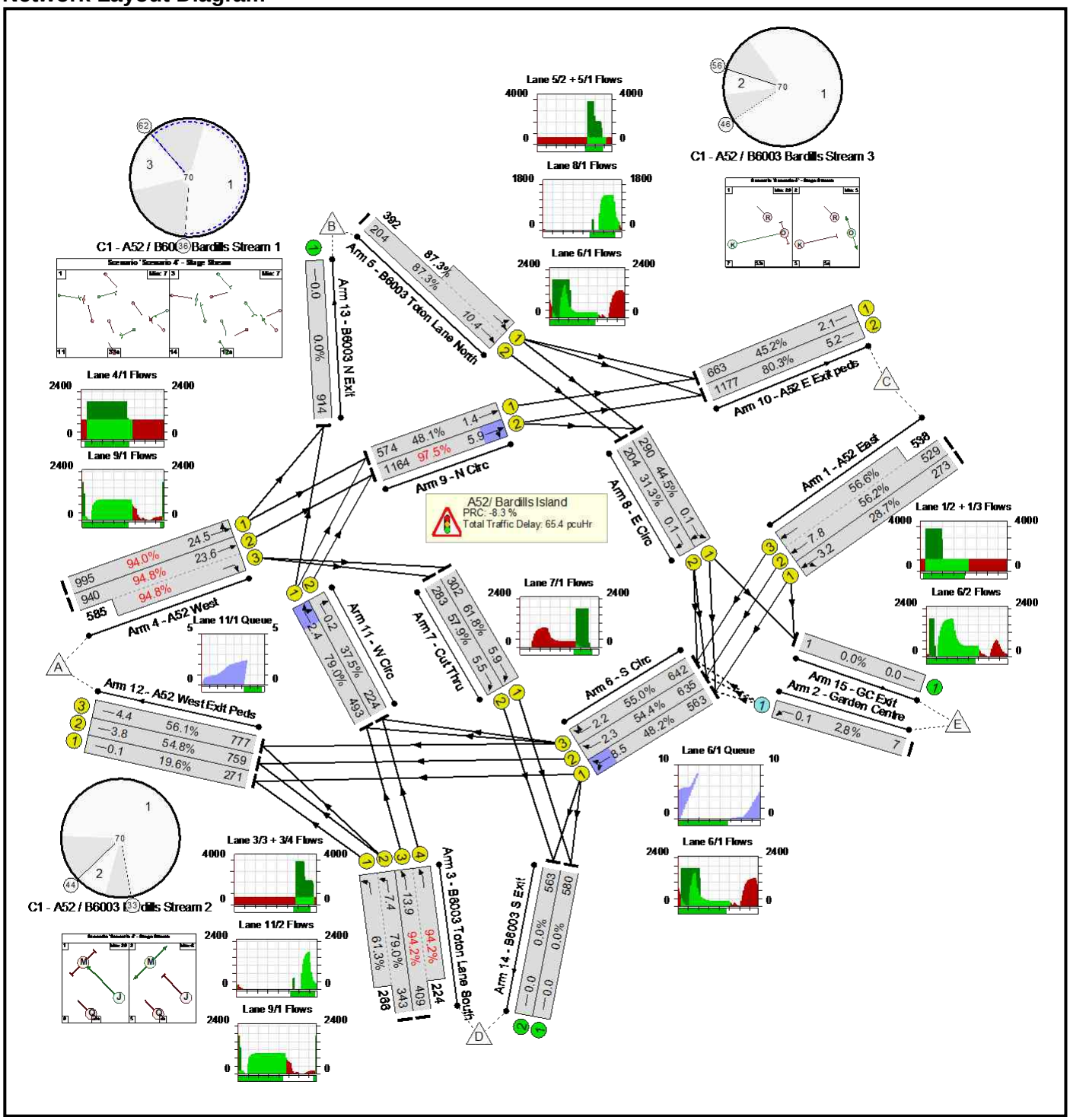
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	36
1/2	A52 East Ahead	U	F	2	36
1/3	A52 East Ahead	U	F	2	36
3/1	B6003 Toton Lane South Left	U	H	50	65
3/2	B6003 Toton Lane South Left	U	H	50	65
3/3	B6003 Toton Lane South Ahead	U	H	50	65
3/4	B6003 Toton Lane South Ahead	U	H	50	65
4/1	A52 West Ahead Left	U	B	3	41
4/2	A52 West Ahead	U	B	3	41
4/3	A52 West Right	U	B	3	41
5/1	B6003 Toton Lane North Ahead Left	U	D	45	62
5/2	B6003 Toton Lane North Ahead	U	D	45	62
6/1	S Circ Ahead Left	U	G	1	43
6/2	S Circ Ahead	U	G	1	43
6/3	S Circ Right Ahead	U	G	1	43
7/1	Cut Thru Ahead	U	I	48	65
7/2	Cut Thru Ahead	U	I	48	65
8/1	E Circ Right Ahead	U	E	42	65
8/2	E Circ Right	U	E	42	65
9/1	N Circ Ahead	U	C	67	40
9/2	N Circ Right Ahead	U	C	67	40
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	47	68
11/2	W Circ Right	U	A	47	68
12/1	A52 West Exit Peds	U	J	53	33
12/2	A52 West Exit Peds	U	J	53	33
12/3	A52 West Exit Peds	U	J	53	33

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.5%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.5%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	34	-	-	273	1900	950	28.7%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	34	-	-	1067	1900:1900	942+950	56.2 : 56.6%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	251	2.8%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	15	-	-	609	1900:1900	434+434	79.0 : 61.3%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	15	-	-	633	1900:1900	434+238	94.2 : 94.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	38	-	-	995	1900	1059	94.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	38	-	-	1525	1900:1900	991+617	94.8 : 94.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	596	1900:1900	234+449	87.3 : 87.3%
6/1	S Circ Ahead Left	U	1	N/A	G		1	42	-	-	563	1900	1167	48.2%
6/2	S Circ Ahead	U	1	N/A	G		1	42	-	-	635	1900	1167	54.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	42	-	-	642	1900	1167	55.0%
7/1	Cut Thru Ahead	U	1	N/A	I		1	17	-	-	302	1900	489	61.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	17	-	-	283	1900	489	57.9%

8/1	E Circ Right Ahead	U	1	N/A	E		1	23	-	-	290	1900	651	44.5%
8/2	E Circ Right	U	1	N/A	E		1	23	-	-	204	1900	651	31.3%
9/1	N Circ Ahead	U	1	N/A	C		1	43	-	-	574	1900	1194	48.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	43	-	-	1164	1900	1194	97.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	663	1900	1466	45.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1177	1900	1466	80.3%
11/1	W Circ Right Ahead	U	1	N/A	A		1	21	-	-	493	1900	624	79.0%
11/2	W Circ Right	U	1	N/A	A		1	21	-	-	224	1900	597	37.5%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	271	1900	1384	19.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	759	1900	1384	54.8%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	777	1900	1384	56.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	914	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	580	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	563	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**37.2**	**28.1**	**0.0**	**65.4**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**37.2**	**28.1**	**0.0**	**65.4**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	273	273	-	-	-	0.8	0.2	-	1.0	12.9	3.0	0.2	3.2	1/1
1/2+1/3	1067	1067	-	-	-	3.6	0.6	-	4.3	14.3	7.2	0.6	7.8	1/2+1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	18.0	0.1	0.0	0.1	2/1
3/2+3/1	609	609	-	-	-	4.2	1.2	-	5.4	31.8	6.2	1.2	7.4	3/2+3/1
3/3+3/4	633	633	-	-	-	4.5	6.2	-	10.6	60.5	7.7	6.2	13.9	3/3+3/4
4/1	995	995	-	-	-	4.0	6.5	-	10.5	37.9	18.0	6.5	24.5	4/1
4/2+4/3	1525	1525	-	-	-	5.2	7.7	-	12.9	30.4	15.9	7.7	23.6	4/2+4/3
5/2+5/1	596	596	-	-	-	3.9	3.2	-	7.1	42.7	7.2	3.2	10.4	5/2+5/1
6/1	563	563	-	-	-	1.2	0.0	-	1.2	8.0	8.5	0.0	8.5	6/1
6/2	635	635	-	-	-	0.5	0.0	-	0.5	2.6	2.3	0.0	2.3	6/2
6/3	642	642	-	-	-	0.5	0.0	-	0.5	2.6	2.2	0.0	2.2	6/3
7/1	302	302	-	-	-	2.4	0.0	-	2.4	28.6	5.9	0.0	5.9	7/1
7/2	283	283	-	-	-	2.3	0.0	-	2.3	29.6	5.5	0.0	5.5	7/2
8/1	290	290	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/1
8/2	204	204	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	574	574	-	-	-	0.3	0.0	-	0.3	2.1	1.4	0.0	1.4	9/1
9/2	1164	1164	-	-	-	1.3	0.0	-	1.3	4.0	5.9	0.0	5.9	9/2
10/1	663	663	-	-	-	0.2	0.4	-	0.6	3.4	1.7	0.4	2.1	10/1
10/2	1177	1177	-	-	-	0.0	2.0	-	2.0	6.3	3.2	2.0	5.2	10/2
11/1	493	493	-	-	-	1.0	0.0	-	1.0	7.6	2.4	0.0	2.4	11/1

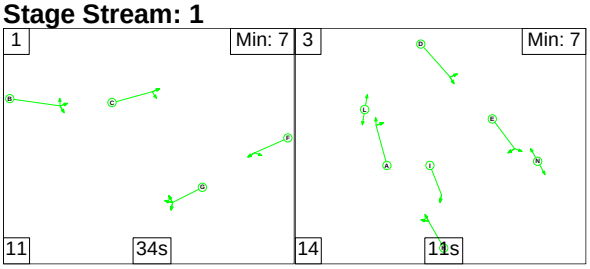
11/2	224	224	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	11/2
12/1	271	271	-	-	-	0.0	0.1	-	0.1	1.7	0.0	0.1	0.1	12/1
12/2	759	759	-	-	-	0.6	0.0	-	0.6	2.7	3.8	0.0	3.8	12/2
12/3	777	777	-	-	-	0.5	0.0	-	0.5	2.3	4.4	0.0	4.4	12/3
13/1	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	563	563	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-8.3	Total Delay for Signalled Lanes (pcuHr):	61.45	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	60.3	Total Delay for Signalled Lanes (pcuHr):	1.20	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	12.1	Total Delay for Signalled Lanes (pcuHr):	2.68	Cycle Time (s): 70
	PRC Over All Lanes (%):	-8.3	Total Delay Over All Lanes(pcuHr):	65.36	

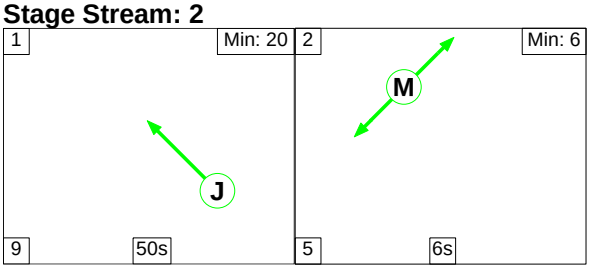
Scenario 7: 'Scenario 4' (FG7: '2041 Do Something AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

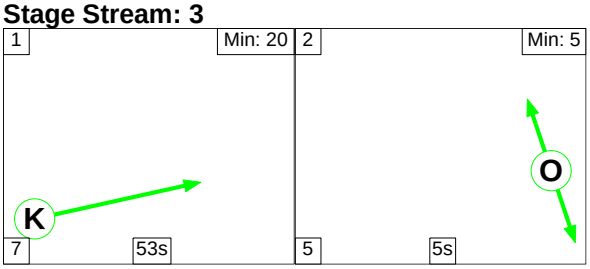
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	63	52

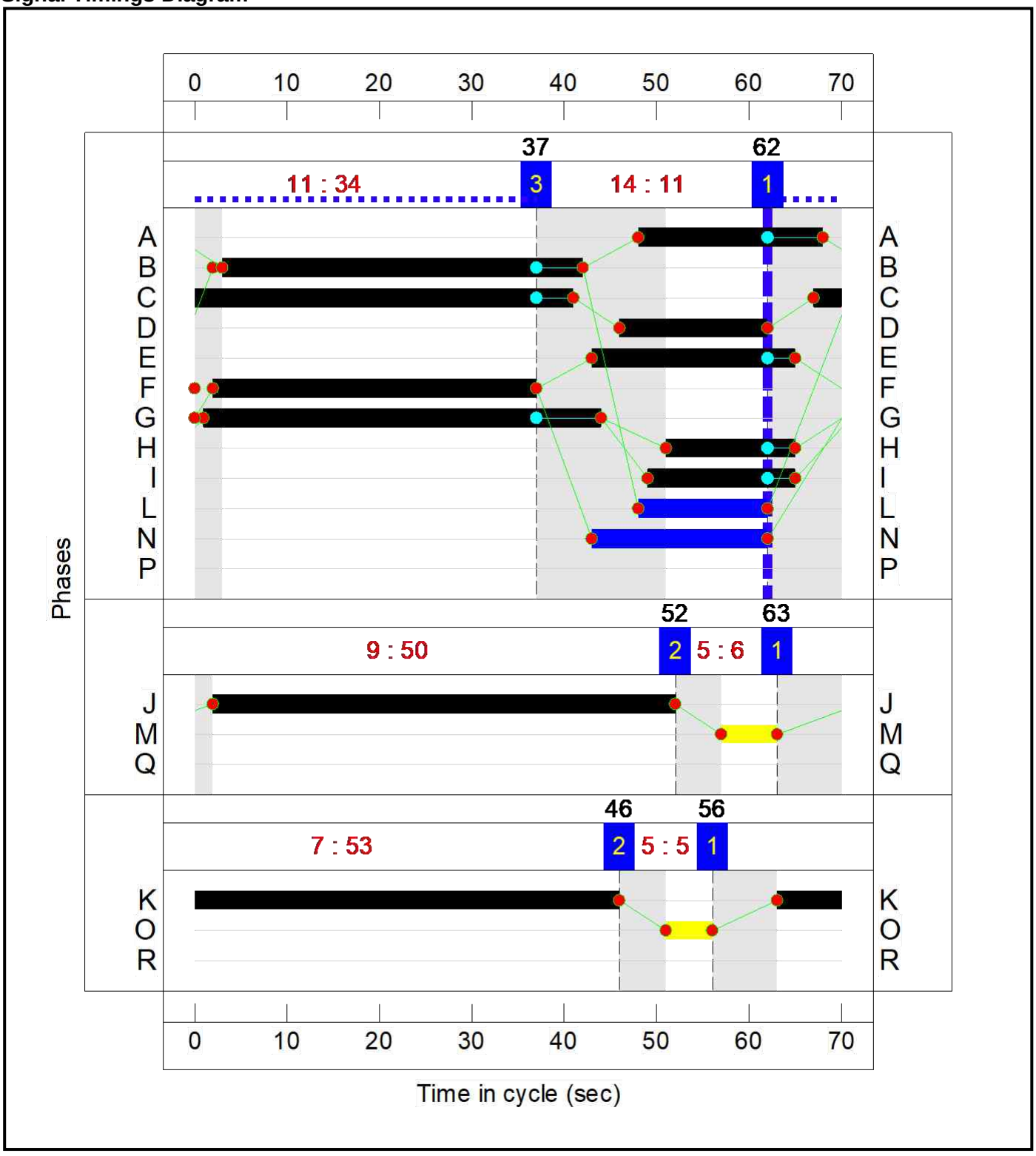
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	50	2	52
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	6	57	63
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

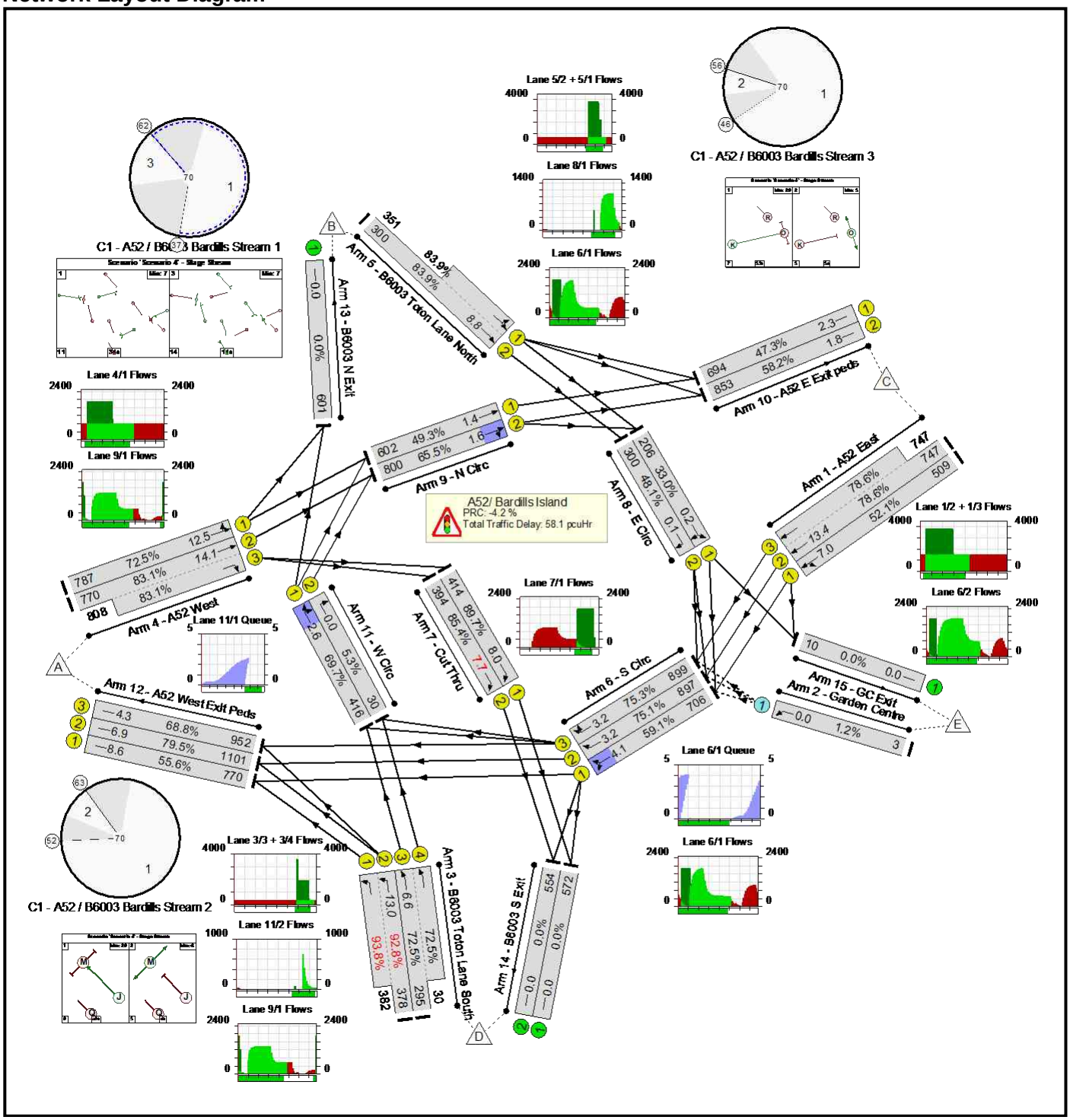
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Ahead Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	2	52
12/2	A52 West Exit Peds	U	J	2	52
12/3	A52 West Exit Peds	U	J	2	52

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.8%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.8%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	509	1900	977	52.1%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	1494	1900:1900	950+950	78.6 : 78.6%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	253	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	760	1900:1900	407+407	92.8 : 93.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	325	1900:1900	407+41	72.5 : 72.5%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	787	1900	1086	72.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1578	1900:1900	927+973	83.1 : 83.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	651	1900:1900	358+419	83.9 : 83.9%
6/1	S Circ Ahead Left	U	1	N/A	G		1	43	-	-	706	1900	1194	59.1%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	897	1900	1194	75.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	899	1900	1194	75.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	414	1900	461	89.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	394	1900	461	85.4%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	206	1900	624	33.0%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	300	1900	624	48.1%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	602	1900	1221	49.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	800	1900	1221	65.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	694	1900	1466	47.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	853	1900	1466	58.2%
11/1	W Circ Right Ahead	U	1	N/A	A		1	20	-	-	416	1900	597	69.7%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	30	1900	570	5.3%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	770	1900	1384	55.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	1101	1900	1384	79.5%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	952	1900	1384	68.8%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	601	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	572	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	-		-	-	-	-	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**	**40.7**	**17.4**	**0.0**	**58.1**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**40.7**	**17.4**	**0.0**	**58.1**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	509	509	-	-	-	1.6	0.5	-	2.1	15.1	6.5	0.5	7.0	1/1
1/2+1/3	1494	1494	-	-	-	5.6	1.8	-	7.5	18.0	11.6	1.8	13.4	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.0	0.0	0.0	0.0	2/1
3/2+3/1	760	760	-	-	-	5.7	5.8	-	11.5	54.4	7.2	5.8	13.0	3/2+3/1
3/3+3/4	325	325	-	-	-	2.3	1.3	-	3.6	39.5	5.3	1.3	6.6	3/3+3/4
4/1	787	787	-	-	-	2.4	1.3	-	3.7	16.9	11.1	1.3	12.5	4/1
4/2+4/3	1578	1578	-	-	-	4.8	2.4	-	7.2	16.5	11.7	2.4	14.1	4/2+4/3
5/2+5/1	651	651	-	-	-	4.4	2.5	-	6.9	38.1	6.3	2.5	8.8	5/2+5/1
6/1	706	706	-	-	-	0.7	0.0	-	0.7	3.8	4.1	0.0	4.1	6/1
6/2	897	897	-	-	-	0.6	0.0	-	0.6	2.4	3.2	0.0	3.2	6/2
6/3	899	899	-	-	-	0.6	0.0	-	0.6	2.5	3.2	0.0	3.2	6/3
7/1	414	414	-	-	-	3.4	0.0	-	3.4	29.3	8.0	0.0	8.0	7/1
7/2	394	394	-	-	-	3.3	0.0	-	3.3	30.3	7.7	0.0	7.7	7/2
8/1	206	206	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	8/1
8/2	300	300	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	8/2
9/1	602	602	-	-	-	0.3	0.0	-	0.3	1.8	1.4	0.0	1.4	9/1
9/2	800	800	-	-	-	0.4	0.0	-	0.4	1.9	1.6	0.0	1.6	9/2
10/1	694	694	-	-	-	0.2	0.4	-	0.7	3.5	1.8	0.4	2.3	10/1
10/2	853	853	-	-	-	0.1	0.7	-	0.8	3.5	1.1	0.7	1.8	10/2
11/1	416	416	-	-	-	0.8	0.0	-	0.8	7.2	2.6	0.0	2.6	11/1

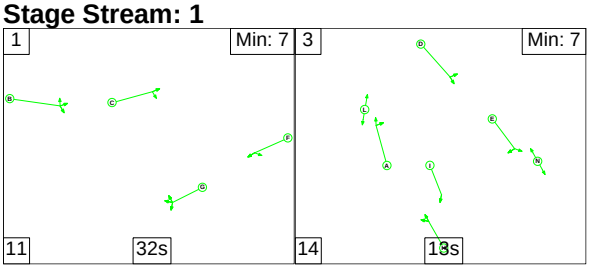
11/2	30	30	-	-	-	0.0	0.0	-	0.0	1.7	0.0	0.0	0.0	11/2
12/1	770	770	-	-	-	1.7	0.6	-	2.3	10.9	8.0	0.6	8.6	12/1
12/2	1101	1101	-	-	-	0.8	0.0	-	0.8	2.7	6.9	0.0	6.9	12/2
12/3	952	952	-	-	-	0.6	0.0	-	0.6	2.4	4.3	0.0	4.3	12/3
13/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-4.2	Total Delay for Signalled Lanes (pcuHr):	52.85	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	13.2	Total Delay for Signalled Lanes (pcuHr):	3.78	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	54.6	Total Delay for Signalled Lanes (pcuHr):	1.50	Cycle Time (s): 70
	PRC Over All Lanes (%):	-4.2	Total Delay Over All Lanes(pcuHr):	58.15	

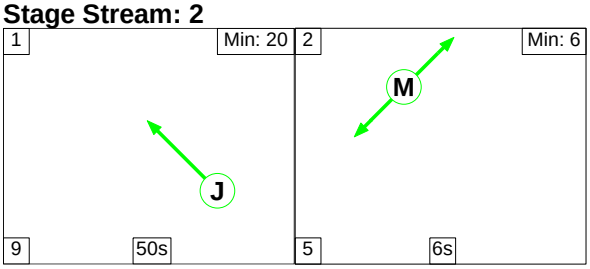
Scenario 8: 'Scenario 4' (FG8: '2041 Do Something PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

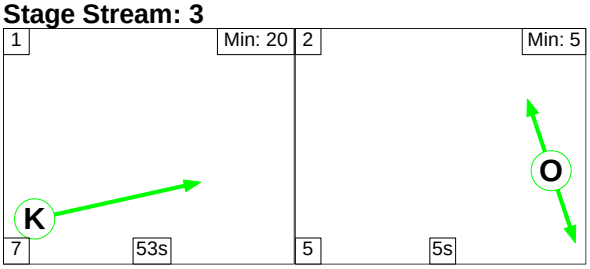
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	32	13
Change Point	62	35

Stage Stream: 2

Stage	1	2
Duration	50	6
Change Point	45	34

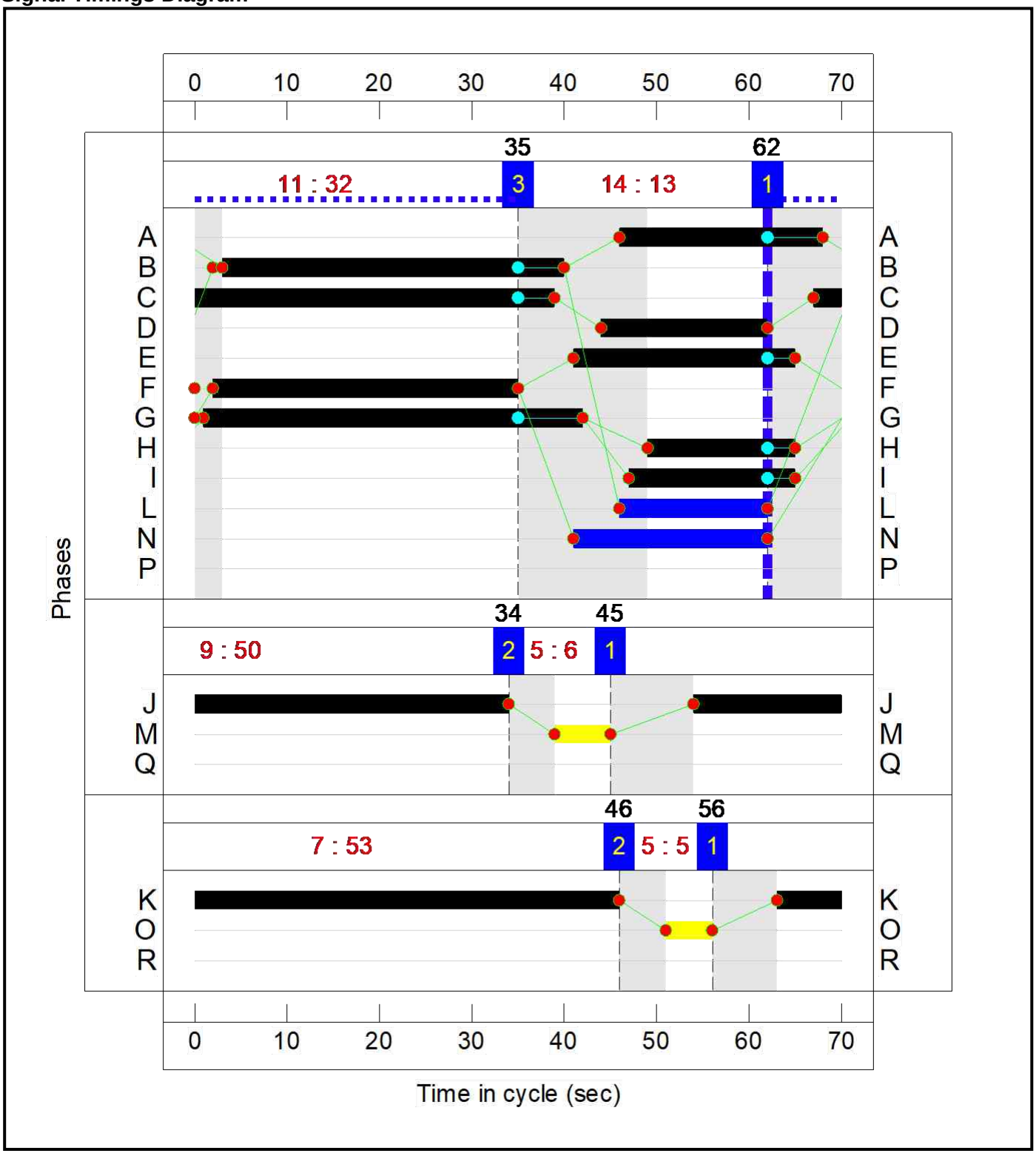
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	22	46	68
B	A52 West Right Ahead Left	Traffic	1	37	3	40
C	N Circ Right Ahead	Traffic	1	42	67	39
D	B6003 Toton Lane North Ahead Left	Traffic	1	18	44	62
E	E Circ Right Ahead	Traffic	1	24	41	65
F	A52 East Ahead Left	Traffic	1	33	2	35
G	S Circ Right Ahead Left (25)	Traffic	1	41	1	42
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	16	49	65
I	Cut Thru Ahead (29)	Traffic	1	18	47	65
J	A52 West Exit Peds	Traffic	2	50	54	34
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	16	46	62
M	Pedestrians across	Pedestrian	2	6	39	45
N	Pedestrians across	Pedestrian	1	21	41	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

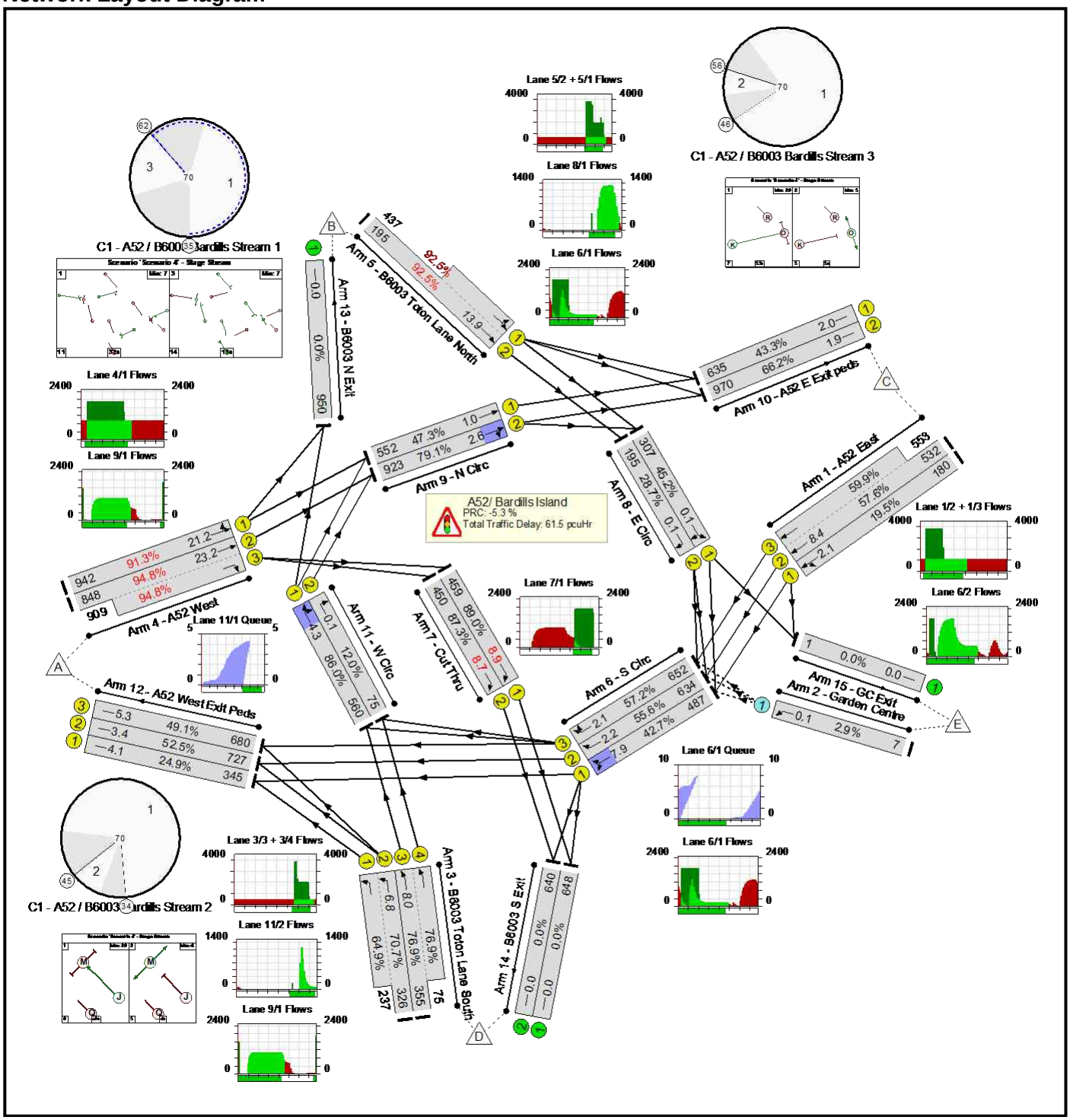
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	35
1/2	A52 East Ahead	U	F	2	35
1/3	A52 East Ahead	U	F	2	35
3/1	B6003 Toton Lane South Left	U	H	49	65
3/2	B6003 Toton Lane South Left	U	H	49	65
3/3	B6003 Toton Lane South Ahead	U	H	49	65
3/4	B6003 Toton Lane South Ahead	U	H	49	65
4/1	A52 West Ahead Left	U	B	3	40
4/2	A52 West Ahead	U	B	3	40
4/3	A52 West Right	U	B	3	40
5/1	B6003 Toton Lane North Ahead Left	U	D	44	62
5/2	B6003 Toton Lane North Ahead	U	D	44	62
6/1	S Circ Ahead Left	U	G	1	42
6/2	S Circ Ahead	U	G	1	42
6/3	S Circ Right Ahead	U	G	1	42
7/1	Cut Thru Ahead	U	I	47	65
7/2	Cut Thru Ahead	U	I	47	65
8/1	E Circ Right Ahead	U	E	41	65
8/2	E Circ Right	U	E	41	65
9/1	N Circ Ahead	U	C	67	39
9/2	N Circ Right Ahead	U	C	67	39
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Right Ahead	U	A	46	68
11/2	W Circ Right	U	A	46	68
12/1	A52 West Exit Peds	U	J	54	34
12/2	A52 West Exit Peds	U	J	54	34
12/3	A52 West Exit Peds	U	J	54	34

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.8%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.8%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	33	-	-	180	1900	923	19.5%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	33	-	-	1085	1900:1900	923+923	57.6 : 59.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	240	2.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	16	-	-	563	1900:1900	461+365	70.7 : 64.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	16	-	-	430	1900:1900	461+97	76.9 : 76.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	37	-	-	942	1900	1031	91.3%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	37	-	-	1757	1900:1900	895+959	94.8 : 94.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	18	-	-	632	1900:1900	211+473	92.5 : 92.5%
6/1	S Circ Ahead Left	U	1	N/A	G		1	41	-	-	487	1900	1140	42.7%
6/2	S Circ Ahead	U	1	N/A	G		1	41	-	-	634	1900	1140	55.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	41	-	-	652	1900	1140	57.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	18	-	-	459	1900	516	89.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	18	-	-	450	1900	516	87.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	24	-	-	307	1900	679	45.2%
8/2	E Circ Right	U	1	N/A	E		1	24	-	-	195	1900	679	28.7%
9/1	N Circ Ahead	U	1	N/A	C		1	42	-	-	552	1900	1167	47.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	42	-	-	923	1900	1167	79.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	635	1900	1466	43.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	970	1900	1466	66.2%
11/1	W Circ Right Ahead	U	1	N/A	A		1	22	-	-	560	1900	651	86.0%
11/2	W Circ Right	U	1	N/A	A		1	22	-	-	75	1900	624	12.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	345	1900	1384	24.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	727	1900	1384	52.5%
12/3	A52 West Exit Peds	U	2	N/A	J		1	50	-	-	680	1900	1384	49.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	950	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	640	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**	**5**	**0**	**38.8**	**22.7**	**0.0**	**61.5**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**3**	**5**	**0**	**38.8**	**22.7**	**0.0**	**61.5**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	180	180	-	-	-	0.5	0.1	-	0.6	12.7	2.0	0.1	2.1	1/1
1/2+1/3	1085	1085	-	-	-	3.9	0.7	-	4.6	15.3	7.7	0.7	8.4	1/2+1/3
2/1	7	7	3	5	0	0.0	0.0	-	0.0	18.4	0.1	0.0	0.1	2/1
3/2+3/1	563	563	-	-	-	3.7	1.1	-	4.8	30.5	5.7	1.1	6.8	3/2+3/1
3/3+3/4	430	430	-	-	-	2.9	1.6	-	4.5	37.6	6.4	1.6	8.0	3/3+3/4
4/1	942	942	-	-	-	3.8	4.8	-	8.6	32.7	16.5	4.8	21.2	4/1
4/2+4/3	1757	1757	-	-	-	6.7	7.8	-	14.5	29.6	15.4	7.8	23.2	4/2+4/3
5/2+5/1	632	632	-	-	-	4.1	5.1	-	9.2	52.4	8.8	5.1	13.9	5/2+5/1
6/1	487	487	-	-	-	1.3	0.0	-	1.3	9.8	7.9	0.0	7.9	6/1
6/2	634	634	-	-	-	0.5	0.0	-	0.5	2.7	2.2	0.0	2.2	6/2
6/3	652	652	-	-	-	0.5	0.0	-	0.5	2.6	2.1	0.0	2.1	6/3
7/1	459	459	-	-	-	3.5	0.0	-	3.5	27.3	8.9	0.0	8.9	7/1
7/2	450	450	-	-	-	3.6	0.0	-	3.6	28.5	8.7	0.0	8.7	7/2
8/1	307	307	-	-	-	0.1	0.0	-	0.1	1.0	0.1	0.0	0.1	8/1
8/2	195	195	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	8/2
9/1	552	552	-	-	-	0.3	0.0	-	0.3	1.9	1.0	0.0	1.0	9/1
9/2	923	923	-	-	-	0.6	0.0	-	0.6	2.5	2.6	0.0	2.6	9/2
10/1	635	635	-	-	-	0.2	0.4	-	0.6	3.3	1.6	0.4	2.0	10/1
10/2	970	970	-	-	-	0.1	1.0	-	1.1	4.0	0.9	1.0	1.9	10/2
11/1	560	560	-	-	-	1.4	0.0	-	1.4	9.2	4.3	0.0	4.3	11/1

11/2	75	75	-	-	-	0.0	0.0	-	0.0	1.6	0.1	0.0	0.1	11/2
12/1	345	345	-	-	-	0.1	0.2	-	0.3	2.9	3.9	0.2	4.1	12/1
12/2	727	727	-	-	-	0.5	0.0	-	0.5	2.6	3.4	0.0	3.4	12/2
12/3	680	680	-	-	-	0.4	0.0	-	0.4	2.2	5.3	0.0	5.3	12/3
13/1	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

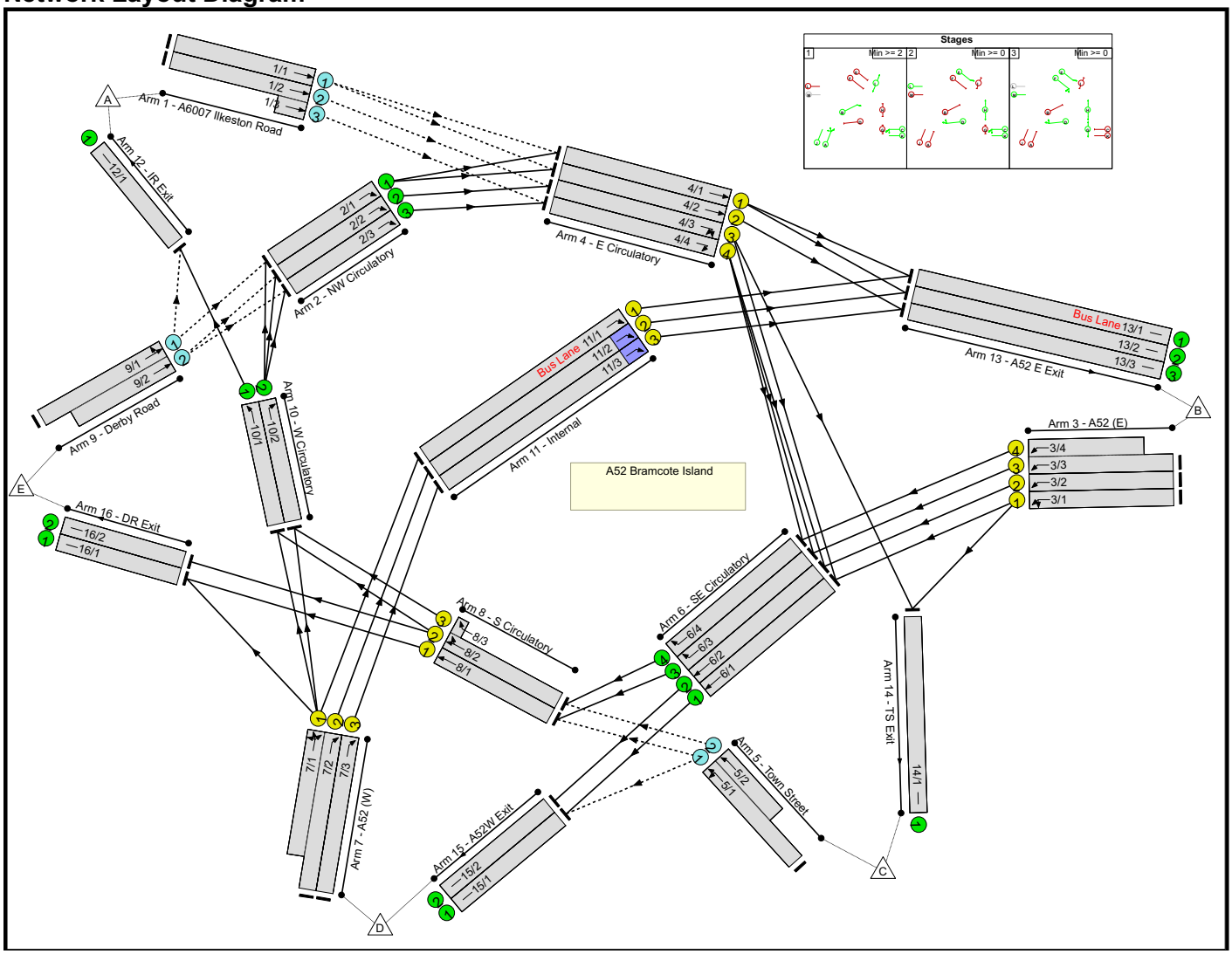
C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-5.3	Total Delay for Signalled Lanes (pcuHr):	58.59	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	71.4	Total Delay for Signalled Lanes (pcuHr):	1.22	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	36.0	Total Delay for Signalled Lanes (pcuHr):	1.66	Cycle Time (s): 70
	PRC Over All Lanes (%):	-5.3	Total Delay Over All Lanes(pcuHr):	61.51	

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**A52 Bramcote Island**
Location:	
Additional detail:	
File name:	260901_S4 A52 Bramcote Island.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



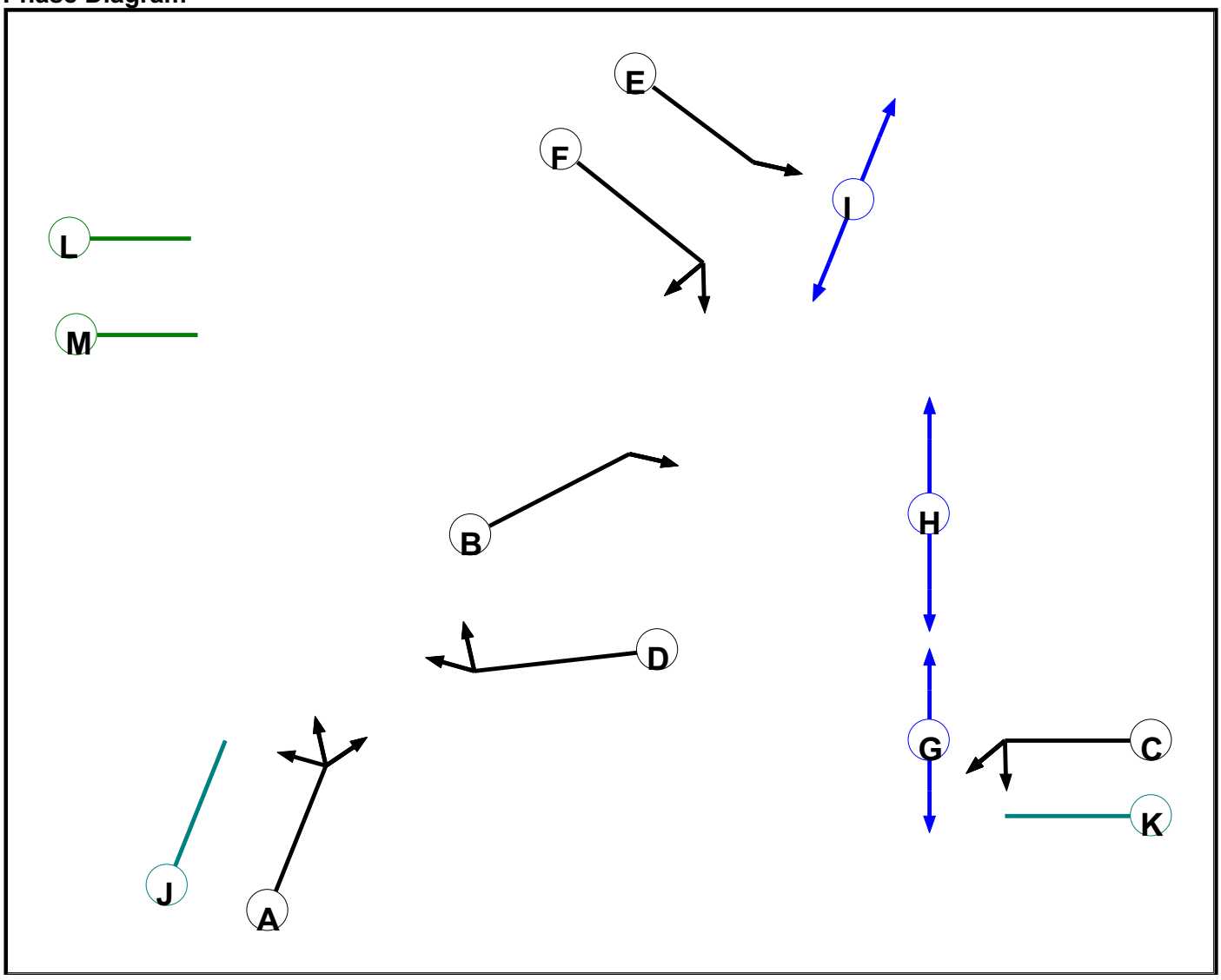
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Scenario 4	2026 Reference Case AM	Network Control Plan 1	08:00 - 09:00	75	1.3	42.56
2	Scenario 4	2026 Reference Case PM	Network Control Plan 1	17:00 - 18:00	75	8.0	35.80
3	Scenario 4	2026 Do Something AM	Network Control Plan 1	08:00 - 09:00	75	-4.2	47.94
4	Scenario 4	2026 Do Something PM	Network Control Plan 1	17:00 - 18:00	75	-1.1	38.05
5	Scenario 4	2041 Reference Case AM	Network Control Plan 1	08:00 - 09:00	75	-7.4	55.09
6	Scenario 4	2041 Reference Case PM	Network Control Plan 1	17:00 - 18:00	75	4.2	37.18
7	Scenario 4	2041 Do Something AM	Network Control Plan 1	08:00 - 09:00	75	-14.0	91.79
8	Scenario 4	2041 Do Something PM	Network Control Plan 1	17:00 - 18:00	75	-1.7	41.96

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 Bramcote Island	Sms	J20821	Stage Stream 1	13	3	A52 Bramcote Island	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		13	13
B	Traffic		4	4
C	Traffic		2	2
D	Traffic		6	6
E	Traffic		2	2
F	Traffic		2	2
G	Pedestrian		2	2
H	Pedestrian		2	2
I	Pedestrian		5	5
J	Dummy		13	13
K	Dummy		2	2
L	Dummy R/A		2	2
M	Dummy R/A		2	2

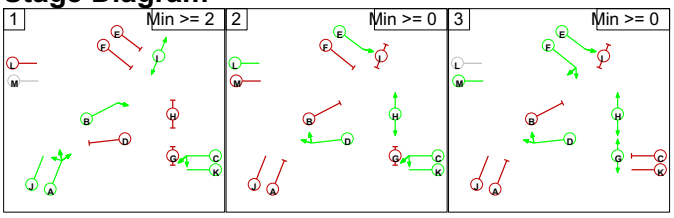
Phase Intergreens Matrix

		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		-	-	9	-	-	-	-	-	-	-	-	-
	B	-		-	-	6	6	-	6	-	-	-	-	-
	C	-	-		-	-	7	7	-	-	-	-	-	-
	D	5	-	-		-	-	-	-	-	5	-	-	-
	E	-	6	-	-		-	-	-	5	-	-	-	-
	F	-	6	8	-	-		-	-	-	-	8	-	-
	G	-	-	13	-	-	-		-	-	-	13	-	-
	H	-	11	-	-	-	-	-		-	-	-	-	-
	I	-	-	-	-	8	-	-	-		-	-	-	-
	J	-	-	-	5	-	-	-	-	-		-	-	-
	K	-	-	-	-	-	7	7	-	-	-		-	-
	L	-	-	-	-	-	-	-	-	-	-	-		-
	M	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C I J K
2	C D E H K L
3	D E F G H M

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	7	7
1	2	I	Losing	5	5
1	2	L	Gaining relative	13	13
2	3	M	Gaining relative	7	7
3	1	E	Losing	8	8
3	1	F	Losing	8	8
3	1	G	Losing	3	3
3	1	H	Losing	3	3

Prohibited Stage Change

From Stage \ To Stage	1	2	3
1		15	9
2	11		9
3	16	13	

Lane Input Data

Junction: A52 Bramcote Island

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A6007 Ilkeston Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
1/2 (A6007 Ilkeston Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
1/3 (A6007 Ilkeston Road)	O		2	3	2.6	Inf	-	-	-	-	-	-
2/1 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
2/2 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
2/3 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
3/1 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/2 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/3 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/4 (A52 (E))	U	C	2	3	20.9	User	1900	-	-	-	-	-
4/1 (E Circulatory)	U	E	2	3	10.6	User	1900	-	-	-	-	-
4/2 (E Circulatory)	U	E	2	3	10.6	User	1900	-	-	-	-	-
4/3 (E Circulatory)	U	F	2	3	10.6	User	1900	-	-	-	-	-
4/4 (E Circulatory)	U	F	2	3	10.6	User	1900	-	-	-	-	-
5/1 (Town Street)	O		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Town Street)	O		2	3	7.0	Inf	-	-	-	-	-	-
6/1 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/2 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/3 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-

6/4 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
7/1 (A52 (W))	U	A	2	3	20.9	User	1900	-	-	-	-	-
7/2 (A52 (W))	U	A	2	3	60.0	User	1900	-	-	-	-	-
7/3 (A52 (W))	U	A	2	3	60.0	User	1900	-	-	-	-	-
8/1 (S Circulatory)	U	D	2	3	4.3	User	1900	-	-	-	-	-
8/2 (S Circulatory)	U	D	2	3	4.3	User	1900	-	-	-	-	-
8/3 (S Circulatory)	U	D	2	3	1.0	User	1900	-	-	-	-	-
9/1 (Derby Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Derby Road)	O		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (W Circulatory)	U		2	3	9.2	Inf	-	-	-	-	-	-
10/2 (W Circulatory)	U		2	3	9.2	Inf	-	-	-	-	-	-
11/1 (Internal)	U	B	0	3	12.7	User	1900	-	-	-	-	-
11/2 (Internal)	U	B	0	3	12.2	User	1900	-	-	-	-	-
11/3 (Internal)	U	B	0	3	11.7	User	1900	-	-	-	-	-
12/1 (IR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/3 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (TS Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/1 (A52W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2 (A52W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/1 (DR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/2 (DR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52 Bramcote Island

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A6007 Ilkeston Road)	4/1 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
	4/2 (Ahead)	639	0	2/1	0.49	All					
1/2 (A6007 Ilkeston Road)	4/3 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
				2/2	0.49	All					
1/3 (A6007 Ilkeston Road)	4/4 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
				2/2	0.49	All					
				2/3	0.49	All					
5/1 (Town Street)	8/1 (Ahead)	716	0	6/1	0.41	All	-	-	-	-	-
				6/2	0.41	All					
				6/3	0.41	All					
	15/1 (Left)	716	0	6/1	0.41	All					
5/2 (Town Street)	8/2 (Ahead)	716	0	6/1	0.41	All	-	-	-	-	-
				6/2	0.41	All					
				6/3	0.41	All					
				6/4	0.41	All					
9/1 (Derby Road)	2/1 (Ahead)	1034	0	10/1	0.52	All	-	-	-	-	-
				10/2	0.52	All					
	12/1 (Left)	1034	0	10/1	0.52	All					
9/2 (Derby Road)	2/2 (Ahead)	1034	0	10/1	0.52	All	-	-	-	-	-
				10/2	0.52	All					
	2/3 (Ahead)	1034	0	10/1	0.52	All					
				10/2	0.52	All					

Lane Connector Input Data

Detailed Input Data And Results

Junction: A52 Bramcote Island				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	4/1	Internal	6	35
1/1	4/2	Internal	6	35
1/2	4/3	Internal	6	35
1/3	4/4	Internal	6	35
2/1	4/1	Internal	6	35
2/1	4/2	Internal	6	35
2/2	4/3	Internal	6	35
2/3	4/4	Internal	6	35
3/1	6/1	Internal	4	35
3/1	14/1	Internal	30	35
3/2	6/2	Internal	4	35
3/3	6/3	Internal	4	35
3/4	6/4	Internal	4	35
4/1	13/1	Internal	30	35
4/1	13/2	Internal	30	35
4/2	13/3	Internal	30	35
4/3	6/1	Internal	5	35
4/3	14/1	Internal	30	35
4/4	6/2	Internal	5	35
4/4	6/3	Internal	5	35
4/4	6/4	Internal	5	35
5/1	8/1	Internal	3	35
5/1	15/1	Internal	30	35
5/2	8/2	Internal	3	35
6/1	15/1	Internal	30	35
6/2	15/2	Internal	30	35
6/3	8/1	Internal	2	35
6/4	8/2	Internal	2	35
7/1	10/1	Internal	5	35
7/1	10/2	Internal	5	35
7/1	11/1	Internal	7	35
7/1	16/1	Internal	30	35
7/2	11/2	Internal	6	35
7/3	11/3	Internal	6	35
8/1	16/1	Internal	30	35
8/2	10/1	Internal	6	35
8/2	16/2	Internal	30	35

8/3	10/2	Internal	6	35
9/1	2/1	Internal	3	35
9/1	12/1	Internal	30	35
9/2	2/2	Internal	3	35
9/2	2/3	Internal	3	35
10/1	12/1	Internal	30	35
10/2	2/1	Internal	3	35
10/2	2/2	Internal	3	35
10/2	2/3	Internal	3	35
11/1	13/1	Internal	30	35
11/2	13/2	Internal	30	35
11/3	13/3	Internal	30	35

Scenario 1: 'Scenario 4' (FG1: '2026 Reference Case AM', Plan 1: 'Network Control Plan 1')
Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: 'Scenario 4' (FG2: '2026 Reference Case PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: 'Scenario 4' (FG3: '2026 Do Something AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: 'Scenario 4' (FG4: '2026 Do Something PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times
No Bonus Green Data For This Scenario

Scenario 5: 'Scenario 4' (FG5: '2041 Reference Case AM', Plan 1: 'Network Control Plan 1')
Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: 'Scenario 4' (FG6: '2041 Reference Case PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: 'Scenario 4' (FG7: '2041 Do Something AM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: 'Scenario 4' (FG8: '2041 Do Something PM', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2026 Reference Case AM'	08:00	09:00	01:00	
2: '2026 Reference Case PM'	17:00	18:00	01:00	
3: '2026 Do Something AM'	08:00	09:00	01:00	
4: '2026 Do Something PM'	17:00	18:00	01:00	
5: '2041 Reference Case AM'	08:00	09:00	01:00	
6: '2041 Reference Case PM'	17:00	18:00	01:00	
7: '2041 Do Something AM'	08:00	09:00	01:00	
8: '2041 Do Something PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2026 Reference Case AM'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	250	93	193	2	538
	B	201	42	10	1094	205	1552
	C	138	36	0	196	61	431
	D	251	1400	122	0	29	1802
	E	26	437	205	158	0	826
	Tot.	616	2165	430	1641	297	5149

FG2: '2026 Reference Case PM'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	253	170	274	13	710
	B	254	59	11	898	290	1512
	C	143	42	0	132	82	399
	D	347	1189	171	0	60	1767
	E	33	226	94	73	0	426
	Tot.	777	1769	446	1377	445	4814

FG3: '2026 Do Something AM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	248	110	159	2	519
	B	164	42	10	1036	202	1454
	C	150	37	0	208	57	452
	D	389	1502	91	0	45	2027
	E	27	424	205	204	0	860
	Tot.	730	2253	416	1607	306	5312

FG4: '2026 Do Something PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	250	106	397	13	766
	B	285	59	47	942	228	1561
	C	134	42	0	120	73	369
	D	402	1240	117	0	60	1819
	E	33	232	53	96	0	414
	Tot.	854	1823	323	1555	374	4929

FG5: '2041 Reference Case AM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	221	144	104	3	472
	B	196	42	4	1281	280	1803
	C	88	36	0	217	60	401
	D	176	1578	171	0	37	1962
	E	26	467	230	209	0	932
	Tot.	486	2344	549	1811	380	5570

FG6: '2041 Reference Case PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	272	177	250	14	713
	B	101	59	44	885	484	1573
	C	108	42	0	129	71	350
	D	290	1265	204	0	72	1831
	E	34	243	95	81	0	453
	Tot.	533	1881	520	1345	641	4920

FG7: '2041 Do Something AM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	161	99	157	3	420
	B	153	42	3	1212	275	1685
	C	88	37	0	196	54	375
	D	75	1785	155	0	57	2072
	E	28	455	210	285	0	978
	Tot.	344	2480	467	1850	389	5530

FG8: '2041 Do Something PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	261	113	375	42	791
	B	134	59	25	968	385	1571
	C	122	42	0	125	72	361
	D	372	1342	129	0	71	1914
	E	34	249	88	131	0	502
	Tot.	662	1953	355	1599	570	5139

Scenario 1: 'Scenario 4' (FG1: '2026 Reference Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	250	93	193	2	538
	B	201	42	10	1094	205	1552
	C	138	36	0	196	61	431
	D	251	1400	122	0	29	1802
	E	26	437	205	158	0	826
	Tot.	616	2165	430	1641	297	5149

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: 'Scenario 4' (FG2: '2026 Reference Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	253	170	274	13	710
	B	254	59	11	898	290	1512
	C	143	42	0	132	82	399
	D	347	1189	171	0	60	1767
	E	33	226	94	73	0	426
	Tot.	777	1769	446	1377	445	4814

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: 'Scenario 4' (FG3: '2026 Do Something AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	248	110	159	2	519
	B	164	42	10	1036	202	1454
	C	150	37	0	208	57	452
	D	389	1502	91	0	45	2027
	E	27	424	205	204	0	860
	Tot.	730	2253	416	1607	306	5312

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: 'Scenario 4' (FG4: '2026 Do Something PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	250	106	397	13	766
	B	285	59	47	942	228	1561
	C	134	42	0	120	73	369
	D	402	1240	117	0	60	1819
	E	33	232	53	96	0	414
	Tot.	854	1823	323	1555	374	4929

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: 'Scenario 4' (FG5: '2041 Reference Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	221	144	104	3	472
	B	196	42	4	1281	280	1803
	C	88	36	0	217	60	401
	D	176	1578	171	0	37	1962
	E	26	467	230	209	0	932
	Tot.	486	2344	549	1811	380	5570

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: 'Scenario 4' (FG6: '2041 Reference Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	272	177	250	14	713
	B	101	59	44	885	484	1573
	C	108	42	0	129	71	350
	D	290	1265	204	0	72	1831
	E	34	243	95	81	0	453
	Tot.	533	1881	520	1345	641	4920

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: 'Scenario 4' (FG7: '2041 Do Something AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	161	99	157	3	420
	B	153	42	3	1212	275	1685
	C	88	37	0	196	54	375
	D	75	1785	155	0	57	2072
	E	28	455	210	285	0	978
	Tot.	344	2480	467	1850	389	5530

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: 'Scenario 4' (FG8: '2041 Do Something PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	261	113	375	42	791
	B	134	59	25	968	385	1571
	C	122	42	0	125	72	361
	D	372	1342	129	0	71	1914
	E	34	249	88	131	0	502
	Tot.	662	1953	355	1599	570	5139

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: Scenario 4	Scenario 2: Scenario 4	Scenario 3: Scenario 4	Scenario 4: Scenario 4	Scenario 5: Scenario 4	Scenario 6: Scenario 4
Junction: A52 Bramcote Island						
1/1	250	253	248	250	221	272
1/2 (with short)	288(In) 154(Out)	457(In) 232(Out)	271(In) 178(Out)	516(In) 289(Out)	251(In) 159(Out)	441(In) 218(Out)
1/3 (short)	134	225	93	227	92	223
2/1	515	327	503	333	545	344
2/2	377	296	364	242	404	305
2/3	108	42	136	24	206	75
3/1	552	455	523	495	643	465
3/2	552	454	523	494	642	464
3/3 (with short)	448(In) 188(Out)	603(In) 263(Out)	408(In) 181(Out)	572(In) 228(Out)	518(In) 196(Out)	644(In) 258(Out)
3/4 (short)	260	340	227	344	322	386
4/1	385	280	373	282	384	298
4/2	380	300	378	301	382	318
4/3	531	528	542	531	563	523
4/4	242	267	229	251	298	298
5/1 (with short)	431(In) 257(Out)	399(In) 214(Out)	452(In) 265(Out)	369(In) 193(Out)	401(In) 270(Out)	350(In) 199(Out)
5/2 (short)	174	185	187	176	131	151
6/1	653	537	649	703	657	468
6/2	792	708	750	732	937	748
6/3	188	263	182	228	197	258
6/4	262	353	228	357	324	400
7/1 (short)	422	598	545	599	404	586
7/2 (with short)	1142(In) 720(Out)	1234(In) 636(Out)	1305(In) 760(Out)	1264(In) 665(Out)	1196(In) 792(Out)	1264(In) 678(Out)
7/3	660	533	722	555	766	567
8/1	249	345	239	301	250	328
8/2 (with short)	436(In) 358(Out)	538(In) 437(Out)	415(In) 336(Out)	533(In) 432(Out)	455(In) 377(Out)	551(In) 450(Out)
8/3 (short)	78	101	79	101	78	101
9/1 (with short)	826(In) 463(Out)	426(In) 259(Out)	860(In) 451(Out)	414(In) 265(Out)	932(In) 493(Out)	453(In) 277(Out)
9/2 (short)	363	167	409	149	439	176
10/1	590	744	703	821	460	499
10/2	200	272	170	218	249	305
11/1	20	20	20	20	20	20
11/2	720	636	760	665	792	678
11/3	660	533	722	555	766	567
12/1	616	777	730	854	486	533

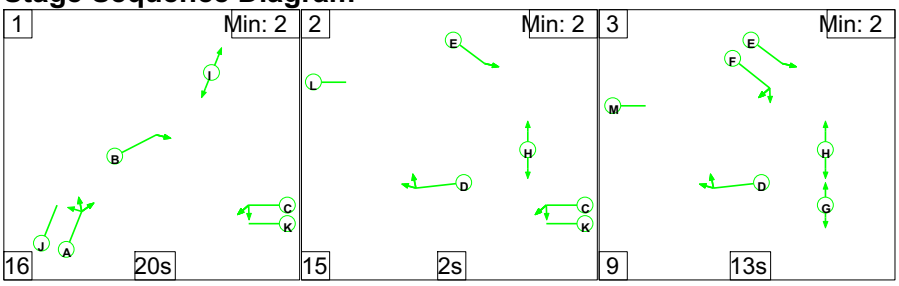
13/1	30	29	33	29	33	29
13/2	1095	907	1120	938	1163	967
13/3	1040	833	1100	856	1148	885
14/1	430	446	416	323	549	520
15/1	849	669	857	823	874	597
15/2	792	708	750	732	937	748
16/1	278	405	284	361	287	400
16/2	19	40	22	13	93	241

Lane	Scenario 7: Scenario 4	Scenario 8: Scenario 4
Junction: A52 Bramcote Island		
1/1	161	261
1/2 (with short)	259(In) 174(Out)	530(In) 277(Out)
1/3 (short)	85	253
2/1	534	350
2/2	380	256
2/3	270	92
3/1	607	497
3/2	608	496
3/3 (with short)	470(In) 168(Out)	578(In) 254(Out)
3/4 (short)	302	324
4/1	351	298
4/2	344	313
4/3	554	533
4/4	355	345
5/1 (with short)	375(In) 250(Out)	361(In) 197(Out)
5/2 (short)	125	164
6/1	694	675
6/2	960	799
6/3	169	255
6/4	304	365
7/1 (short)	307	592
7/2 (with short)	1191(In) 884(Out)	1299(In) 707(Out)
7/3	881	615
8/1	223	327
8/2 (with short)	429(In) 350(Out)	529(In) 428(Out)
8/3 (short)	79	101
9/1 (with short)	978(In) 483(Out)	502(In) 283(Out)
9/2 (short)	495	219
10/1	316	628
10/2	234	230
11/1	20	20
11/2	884	707
11/3	881	615
12/1	344	662

13/1	34	30
13/2	1221	995
13/3	1225	928
14/1	467	355
15/1	890	800
15/2	960	799
16/1	280	398
16/2	109	172

Scenario 1: 'Scenario 4' (FG1: '2026 Reference Case AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



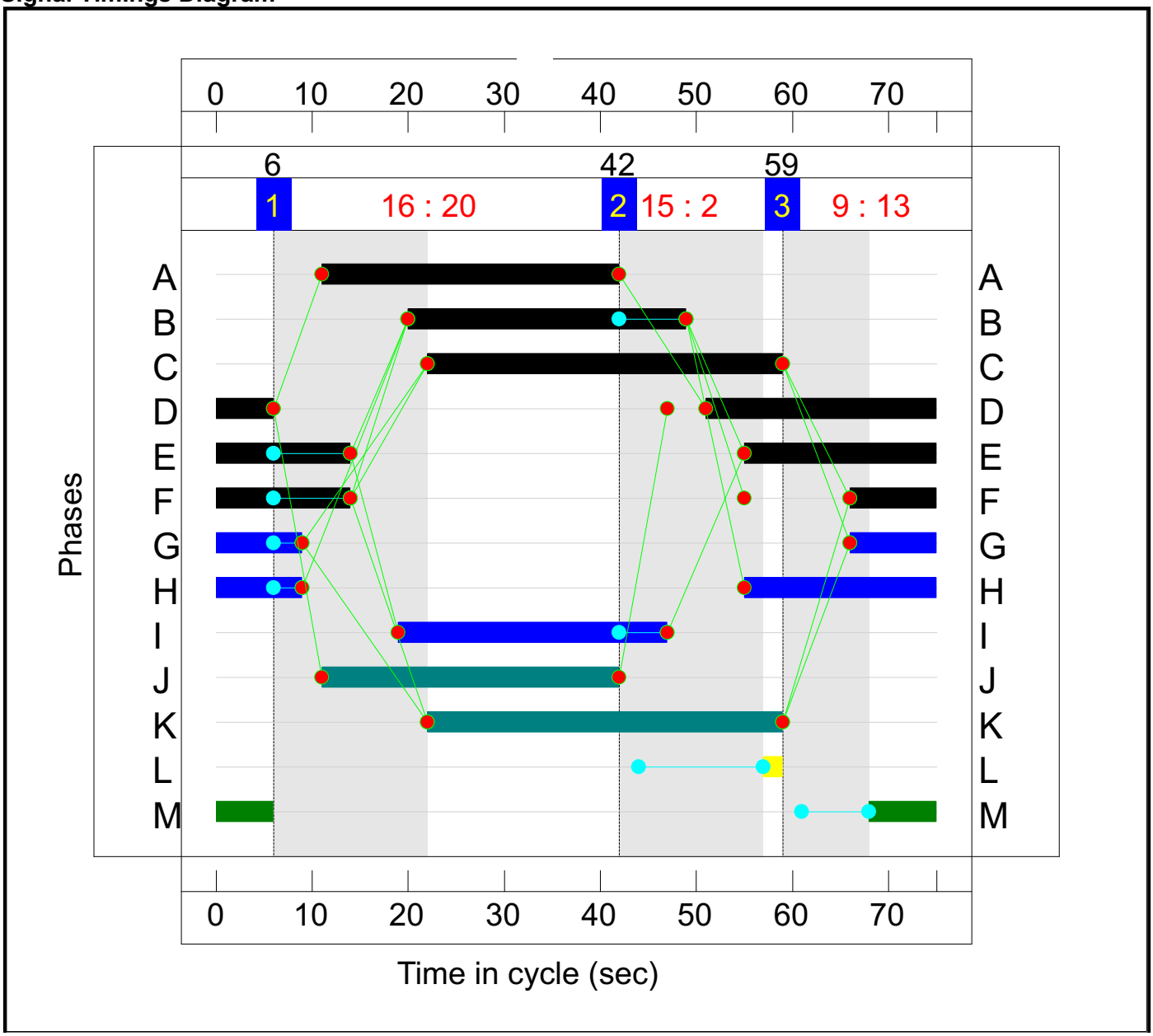
Stage Timings

Stage	1	2	3
Duration	20	2	13
Change Point	6	42	59

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	31	11	42
B	Internal Right	Traffic	29	20	49
C	A52 (E) Ahead Left	Traffic	37	22	59
D	S Circulatory Right Ahead	Traffic	30	51	6
E	E Circulatory Ahead	Traffic	34	55	14
F	E Circulatory Right Right2	Traffic	23	66	14
G	Pedestrians across	Pedestrian	18	66	9
H	Pedestrians across	Pedestrian	29	55	9
I	Pedestrians across	Pedestrian	28	19	47
J	Dummy	Dummy	31	11	42
K	Dummy	Dummy	37	22	59
L	Dummy with R/A	Dummy R/A	2	57	59
M	Dummy with R/A	Dummy R/A	13	68	6

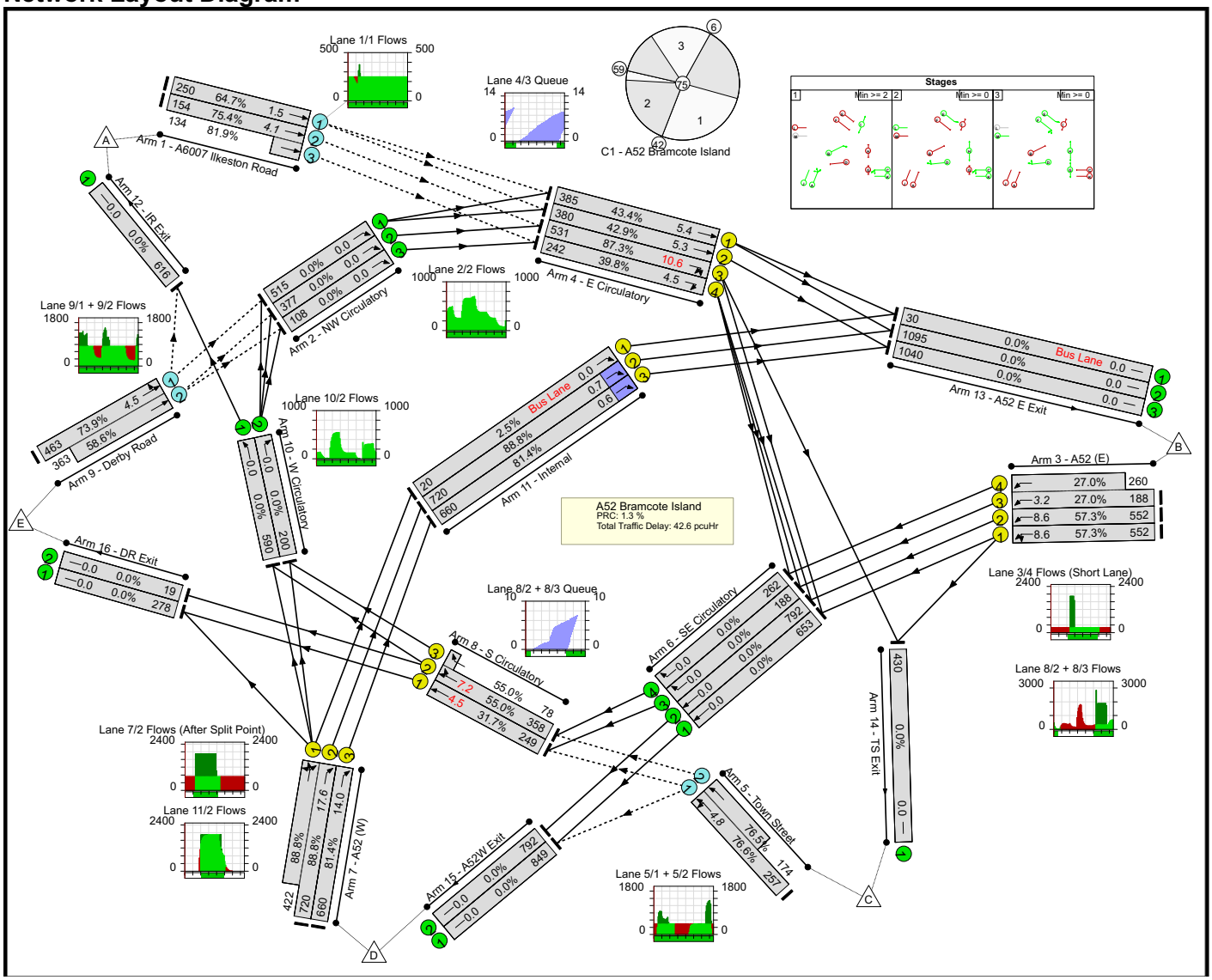
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	59
3/2	A52 (E) Ahead	U	C	22	59
3/3	A52 (E) Ahead	U	C	22	59
3/4	A52 (E) Ahead	U	C	22	59
4/1	E Circulatory Ahead	U	E	55	14
4/2	E Circulatory Ahead	U	E	55	14
4/3	E Circulatory Right Right2	U	F	66	14
4/4	E Circulatory Right	U	F	66	14
7/1	A52 (W) Ahead Right Left	U	A	11	42
7/2	A52 (W) Right	U	A	11	42
7/3	A52 (W) Right	U	A	11	42
8/1	S Circulatory Ahead	U	D	51	6
8/2	S Circulatory Right Ahead	U	D	51	6
8/3	S Circulatory Right	U	D	51	6
11/1	Internal Right	U	B	20	49
11/2	Internal Right	U	B	20	49
11/3	Internal Right	U	B	20	49

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.8%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.8%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	250	Inf	387	64.7%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	288	Inf : Inf	204+164	75.4 : 81.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	515	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	377	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	108	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	37	-	-	552	1900	963	57.3%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	37	-	-	552	1900	963	57.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	37	-	-	448	1900:1900	696+963	27.0 : 27.0%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	34	-	-	385	1900	887	43.4%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	34	-	-	380	1900	887	42.9%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	23	-	-	531	1900	608	87.3%
4/4	E Circulatory Right	U	N/A	N/A	F		1	23	-	-	242	1900	608	39.8%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	431	Inf : Inf	335+227	76.6 : 76.5%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	653	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	792	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	-		-	-	-	-	262	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	31	-	-	1142	1900:1900	811+475	88.8 : 88.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	31	-	-	660	1900	811	81.4%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	30	-	-	249	1900	785	31.7%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	30	-	-	436	1900:1900	651+142	55.0 : 55.0%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	826	Inf : Inf	627+619	73.9 : 58.6%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	590	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	200	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	29	-	-	20	1900	811	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	29	-	-	720	1900	811	88.8%
11/3	Internal Right	U	N/A	N/A	B		1	29	-	-	660	1900	811	81.4%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	616	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	-		-	-	-	-	1095	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1040	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	430	Inf	Inf	0.0%

15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	849	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	792	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	19	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 Bramcote Island	**-**	**-**	**3340**	**0**	**0**	**28.6**	**14.0**	**0.0**	**42.6**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3340**	**0**	**0**	**28.6**	**14.0**	**0.0**	**42.6**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	250	250	250	0	0	0.0	0.9	-	0.9	13.0	0.6	0.9	1.5	1/1
1/2+1/3	288	288	576	0	0	0.3	1.7	-	2.0 (1.0+1.0)	25.2 (23.9:26.7)	2.3	1.7	4.1	1/2+1/3
2/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	377	377	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	552	552	-	-	-	2.0	0.7	-	2.6	17.2	8.0	0.7	8.6	3/1
3/2	552	552	-	-	-	2.0	0.7	-	2.6	17.2	8.0	0.7	8.6	3/2
3/3+3/4	448	448	-	-	-	1.3	0.2	-	1.5 (0.6+0.9)	11.9 (11.6:12.1)	3.0	0.2	3.2	3/3+3/4
4/1	385	385	-	-	-	1.4	0.4	-	1.7	16.3	5.0	0.4	5.4	4/1
4/2	380	380	-	-	-	1.3	0.4	-	1.7	16.2	4.9	0.4	5.3	4/2
4/3	531	531	-	-	-	4.2	0.0	-	4.2	28.5	10.6	0.0	10.6	4/3
4/4	242	242	-	-	-	1.4	0.3	-	1.8	26.2	4.2	0.3	4.5	4/4
5/1+5/2	431	431	862	0	0	1.2	1.6	-	2.8 (1.5+1.3)	23.0 (20.3:26.9)	3.2	1.6	4.8	5/1+5/2
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1142	1142	-	-	-	5.8	3.8	-	9.6 (6.3+3.3)	30.3 (31.7:27.7)	13.8	3.8	17.6	7/2+7/1

7/3	660	660	-	-	-	3.5	2.1	-	5.6	30.5	11.9	2.1	14.0	7/3
8/1	249	249	-	-	-	1.1	0.2	-	1.3	19.1	4.2	0.2	4.5	8/1
8/2+8/3	436	436	-	-	-	2.4	0.0	-	2.4 (1.9+0.4)	19.6 (19.6:19.5)	7.2	0.0	7.2	8/2+8/3
9/1+9/2	826	826	1652	0	0	0.5	1.0	-	1.4 (0.9+0.6)	6.3 (6.7:5.8)	3.5	1.0	4.5	9/1+9/2
10/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	720	720	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	660	660	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1095	1095	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1040	1040	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	19	19	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

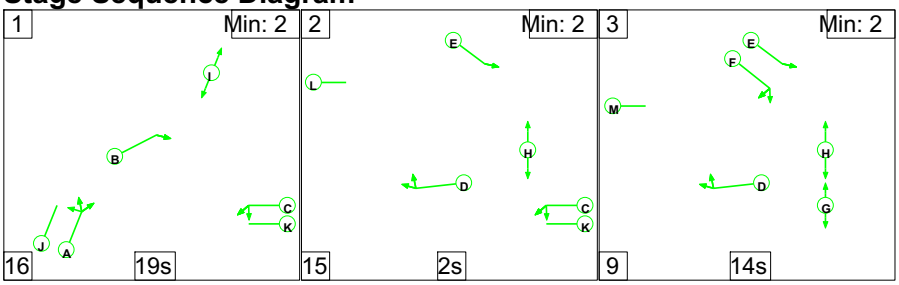
PRC for Signalled Lanes (%): 1.3
PRC Over All Lanes (%): 1.3

Total Delay for Signalled Lanes (pcuHr): 35.44
Total Delay Over All Lanes(pcuHr): 42.56

Cycle Time (s): 75

Scenario 2: 'Scenario 4' (FG2: '2026 Reference Case PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



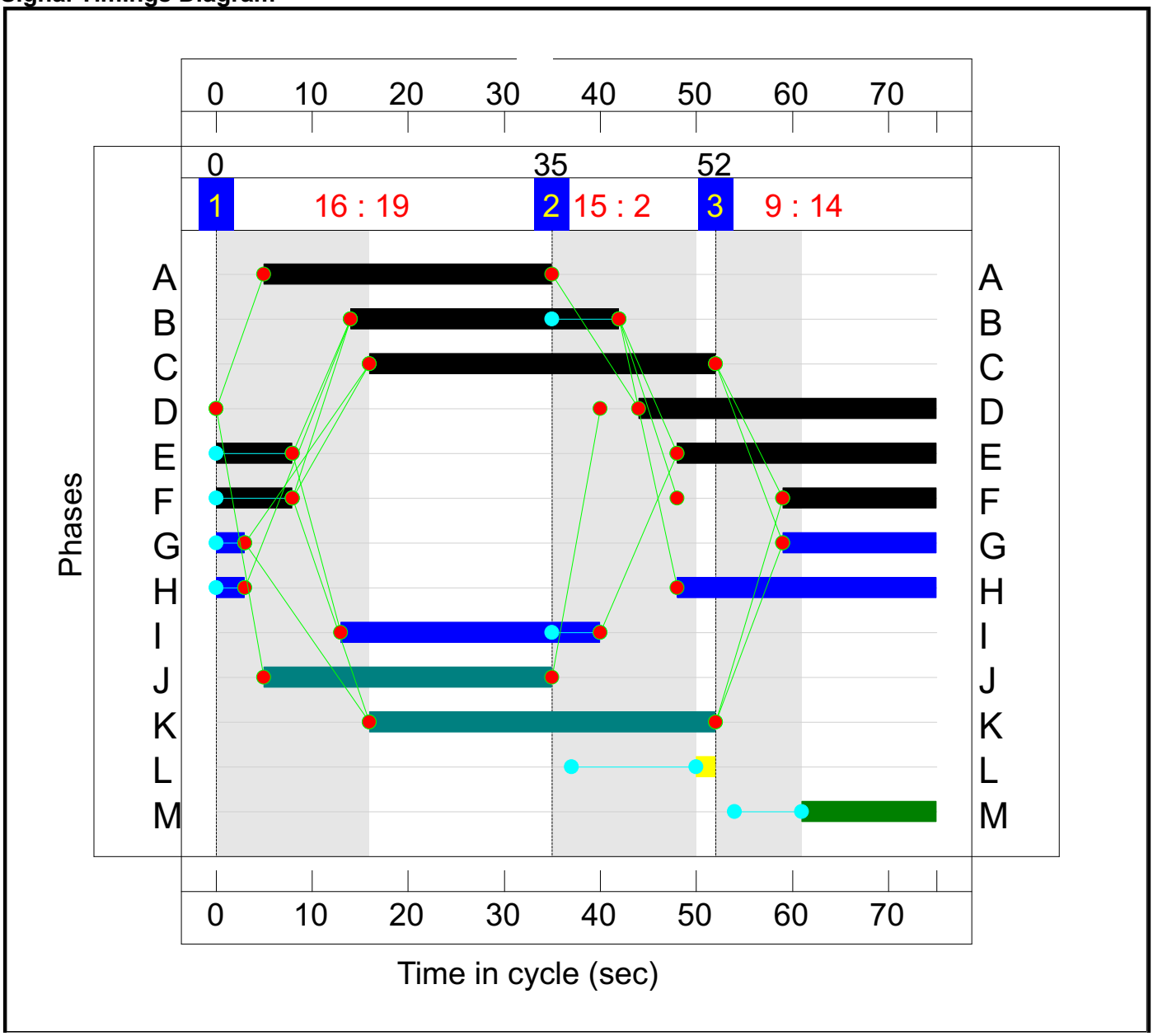
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

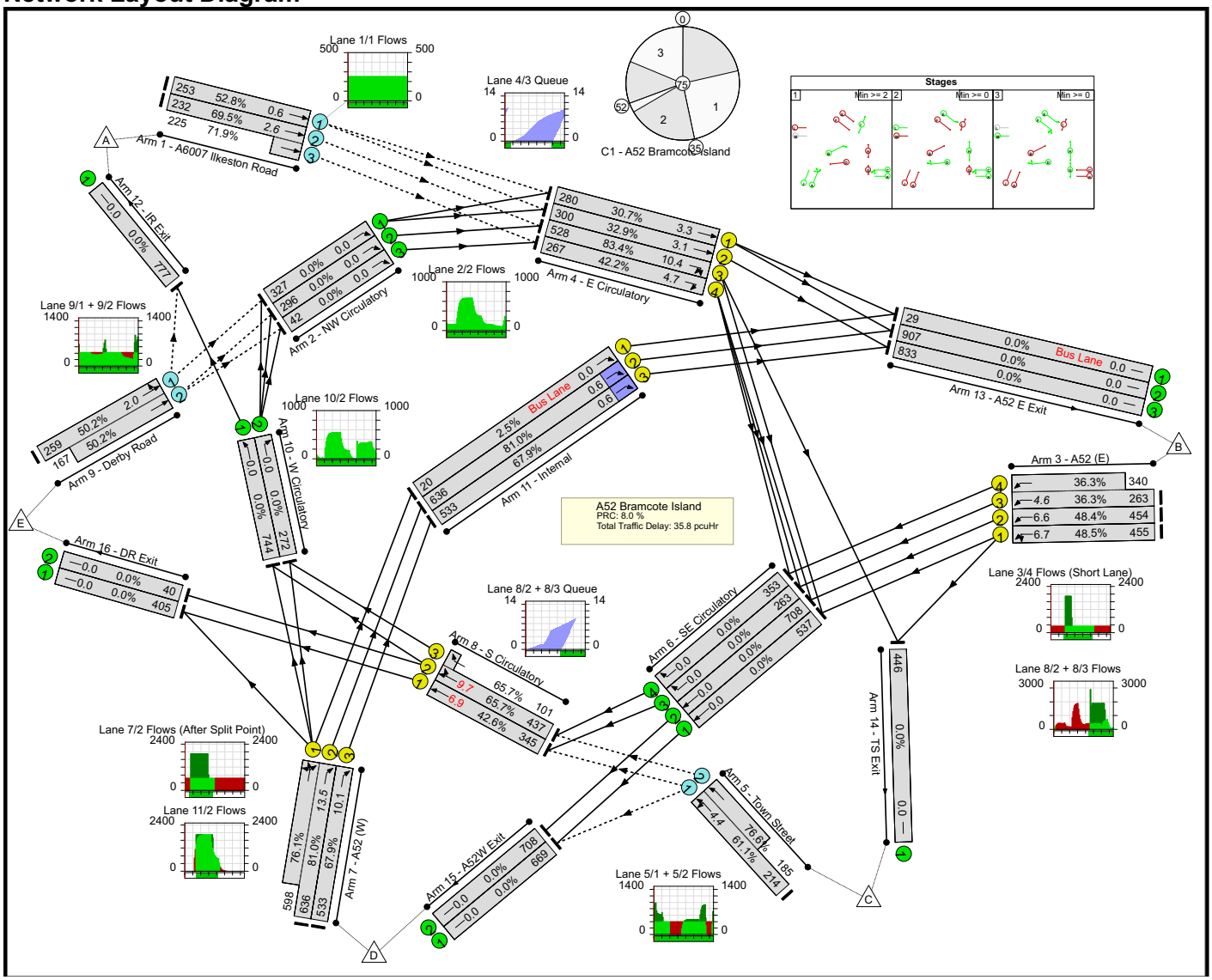
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	253	Inf	479	52.8%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	457	Inf : Inf	334+313	69.5 : 71.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	327	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	296	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	42	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	455	1900	937	48.5%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	454	1900	937	48.4%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	603	1900:1900	725+937	36.3 : 36.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	280	1900	912	30.7%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	300	1900	912	32.9%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	528	1900	633	83.4%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	267	1900	633	42.2%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	399	Inf : Inf	350+242	61.1 : 76.6%
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	-		-	-	-	-	708	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	263	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	-	-	1234	1900:1900	785+785	81.0 : 76.1%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	533	1900	785	67.9%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	345	1900	811	42.6%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	538	1900:1900	665+154	65.7 : 65.7%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	426	Inf : Inf	516+332	50.2 : 50.2%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	744	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	272	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	-	-	636	1900	785	81.0%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	533	1900	785	67.9%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	777	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	-		-	-	-	-	907	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	833	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	-		-	-	-	-	669	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	708	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	405	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	40	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 Bramcote Island	**-**	**-**	**2817**	**0**	**0**	**27.2**	**8.6**	**0.0**	**35.8**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**2817**	**0**	**0**	**27.2**	**8.6**	**0.0**	**35.8**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	253	253	253	0	0	0.0	0.6	-	0.6	7.9	0.0	0.6	0.6	1/1
1/2+1/3	457	457	914	0	0	0.0	1.2	-	1.2 (0.6+0.6)	9.5 (9.4:9.6)	1.4	1.2	2.6	1/2+1/3
2/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	42	42	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	455	455	-	-	-	1.6	0.5	-	2.1	16.4	6.2	0.5	6.7	3/1
3/2	454	454	-	-	-	1.6	0.5	-	2.1	16.4	6.2	0.5	6.6	3/2
3/3+3/4	603	603	-	-	-	1.9	0.3	-	2.2 (0.9+1.3)	13.2 (12.9:13.4)	4.3	0.3	4.6	3/3+3/4
4/1	280	280	-	-	-	0.8	0.2	-	1.0	13.4	3.1	0.2	3.3	4/1
4/2	300	300	-	-	-	0.8	0.2	-	1.0	12.2	2.9	0.2	3.1	4/2
4/3	528	528	-	-	-	4.0	0.0	-	4.0	27.6	10.4	0.0	10.4	4/3
4/4	267	267	-	-	-	1.4	0.4	-	1.8	24.1	4.3	0.4	4.7	4/4
5/1+5/2	399	399	798	0	0	0.9	1.0	-	1.9 (0.8+1.1)	17.1 (13.4:21.5)	3.3	1.0	4.4	5/1+5/2
6/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	263	263	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1234	1234	-	-	-	6.6	1.8	-	8.4 (4.4+4.0)	24.4 (24.7:24.1)	11.7	1.8	13.5	7/2+7/1

7/3	533	533	-	-	-	2.7	1.0	-	3.7	25.0	9.0	1.0	10.1	7/3
8/1	345	345	-	-	-	1.6	0.4	-	2.0	20.5	6.5	0.4	6.9	8/1
8/2+8/3	538	538	-	-	-	3.0	0.0	-	3.0 (2.4+0.6)	19.7 (19.7:19.9)	9.7	0.0	9.7	8/2+8/3
9/1+9/2	426	426	852	0	0	0.1	0.5	-	0.6 (0.4+0.2)	5.2 (5.6:4.6)	1.5	0.5	2.0	9/1+9/2
10/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	636	636	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/2
11/3	533	533	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	777	777	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	907	907	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	833	833	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	669	669	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

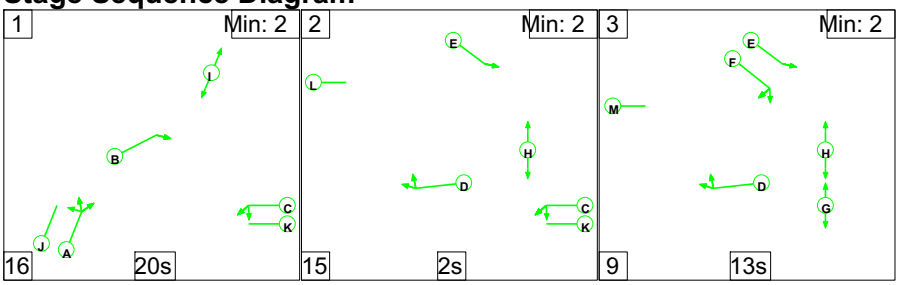
PRC for Signalled Lanes (%): 8.0
PRC Over All Lanes (%): 8.0

Total Delay for Signalled Lanes (pcuHr): 31.52
Total Delay Over All Lanes(pcuHr): 35.80

Cycle Time (s): 75

Scenario 3: 'Scenario 4' (FG3: '2026 Do Something AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



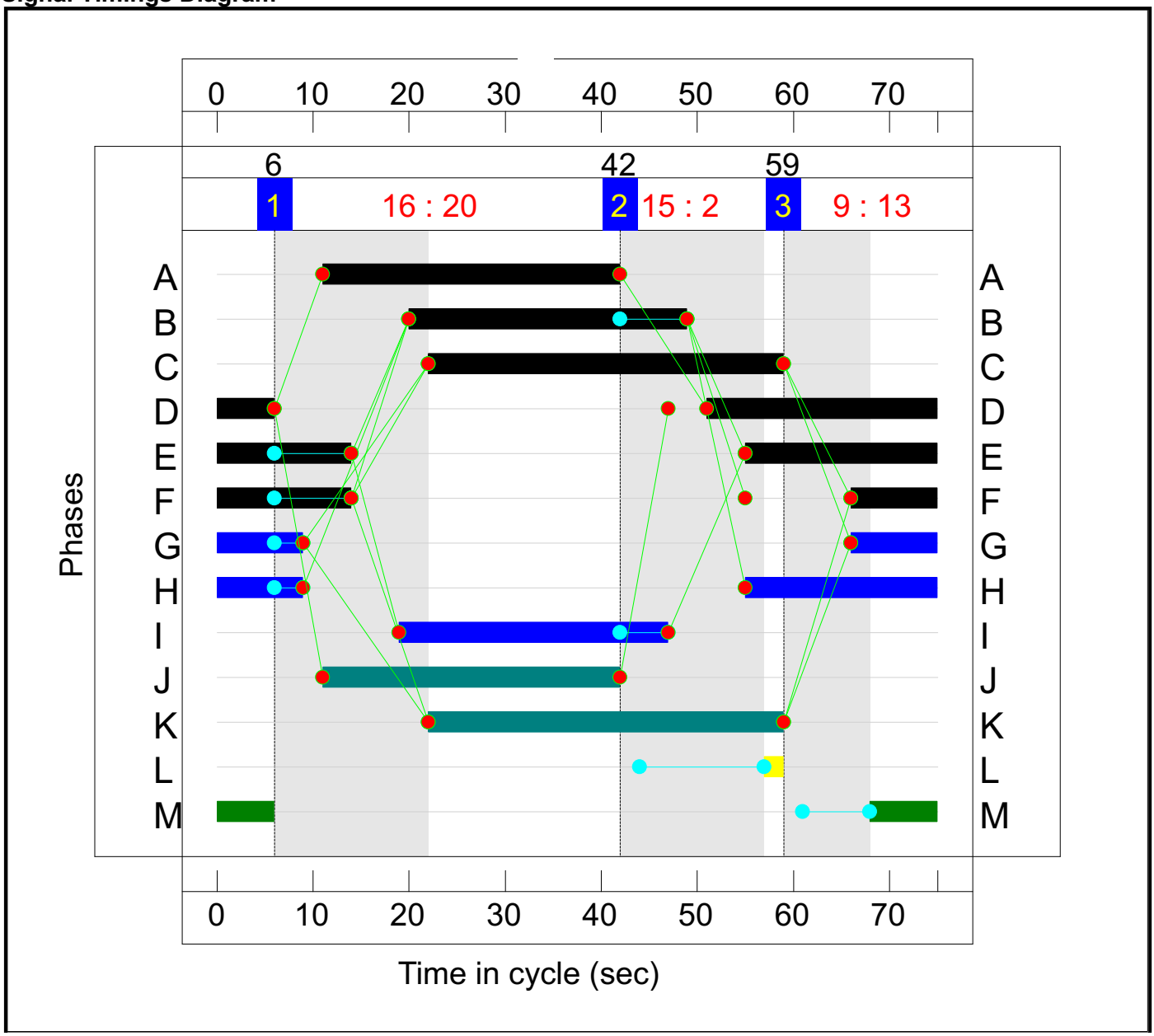
Stage Timings

Stage	1	2	3
Duration	20	2	13
Change Point	6	42	59

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	31	11	42
B	Internal Right	Traffic	29	20	49
C	A52 (E) Ahead Left	Traffic	37	22	59
D	S Circulatory Right Ahead	Traffic	30	51	6
E	E Circulatory Ahead	Traffic	34	55	14
F	E Circulatory Right Right2	Traffic	23	66	14
G	Pedestrians across	Pedestrian	18	66	9
H	Pedestrians across	Pedestrian	29	55	9
I	Pedestrians across	Pedestrian	28	19	47
J	Dummy	Dummy	31	11	42
K	Dummy	Dummy	37	22	59
L	Dummy with R/A	Dummy R/A	2	57	59
M	Dummy with R/A	Dummy R/A	13	68	6

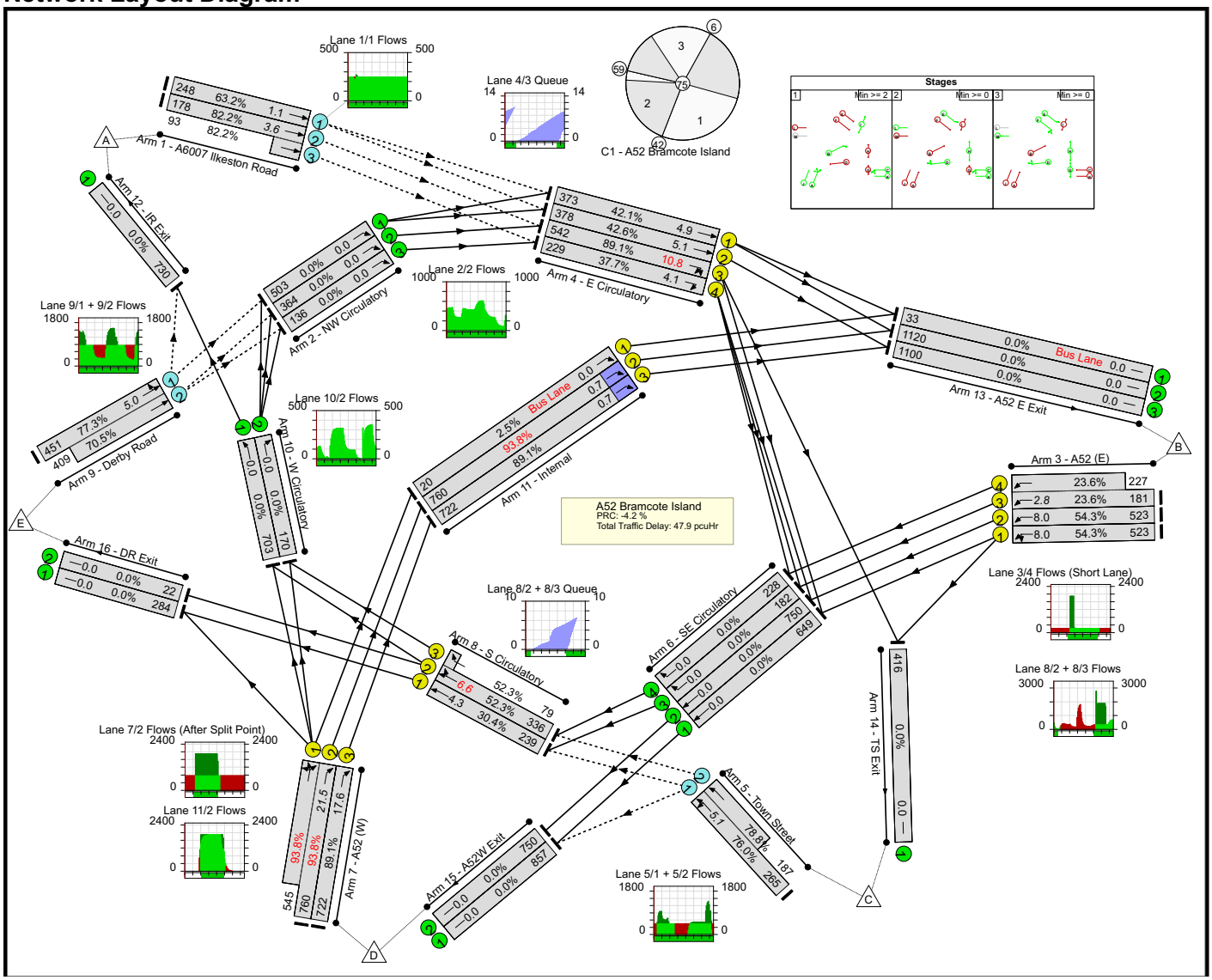
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	59
3/2	A52 (E) Ahead	U	C	22	59
3/3	A52 (E) Ahead	U	C	22	59
3/4	A52 (E) Ahead	U	C	22	59
4/1	E Circulatory Ahead	U	E	55	14
4/2	E Circulatory Ahead	U	E	55	14
4/3	E Circulatory Right Right2	U	F	66	14
4/4	E Circulatory Right	U	F	66	14
7/1	A52 (W) Ahead Right Left	U	A	11	42
7/2	A52 (W) Right	U	A	11	42
7/3	A52 (W) Right	U	A	11	42
8/1	S Circulatory Ahead	U	D	51	6
8/2	S Circulatory Right Ahead	U	D	51	6
8/3	S Circulatory Right	U	D	51	6
11/1	Internal Right	U	B	20	49
11/2	Internal Right	U	B	20	49
11/3	Internal Right	U	B	20	49

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.8%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**93.8%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	248	Inf	393	63.2%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	271	Inf : Inf	217+113	82.2 : 82.2%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	503	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	-		-	-	-	-	136	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	37	-	-	523	1900	963	54.3%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	37	-	-	523	1900	963	54.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	37	-	-	408	1900:1900	768+963	23.6 : 23.6%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	34	-	-	373	1900	887	42.1%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	34	-	-	378	1900	887	42.6%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	23	-	-	542	1900	608	89.1%
4/4	E Circulatory Right	U	N/A	N/A	F		1	23	-	-	229	1900	608	37.7%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	452	Inf : Inf	349+237	76.0 : 78.8%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	649	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	750	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	182	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	228	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	31	-	-	1305	1900:1900	811+581	93.8 : 93.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	31	-	-	722	1900	811	89.1%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	30	-	-	239	1900	785	30.4%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	30	-	-	415	1900:1900	643+151	52.3 : 52.3%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	860	Inf : Inf	583+580	77.3 : 70.5%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	703	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	170	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	29	-	-	20	1900	811	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	29	-	-	760	1900	811	93.8%
11/3	Internal Right	U	N/A	N/A	B		1	29	-	-	722	1900	811	89.1%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	730	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	33	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1120	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1100	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	416	Inf	Inf	0.0%

15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	750	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	284	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	22	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 Bramcote Island	**-**	**-**	**3414**	**0**	**0**	**29.0**	**18.9**	**0.0**	**47.9**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3414**	**0**	**0**	**29.0**	**18.9**	**0.0**	**47.9**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	248	248	248	0	0	0.0	0.8	-	0.8	12.3	0.2	0.8	1.1	1/1
1/2+1/3	271	271	542	0	0	0.3	2.2	-	2.4 (1.6+0.8)	32.0 (32.2:31.6)	1.5	2.2	3.6	1/2+1/3
2/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	136	136	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	523	523	-	-	-	1.8	0.6	-	2.4	16.7	7.4	0.6	8.0	3/1
3/2	523	523	-	-	-	1.8	0.6	-	2.4	16.7	7.4	0.6	8.0	3/2
3/3+3/4	408	408	-	-	-	1.2	0.2	-	1.3 (0.6+0.7)	11.6 (11.5:11.7)	2.6	0.2	2.8	3/3+3/4
4/1	373	373	-	-	-	1.2	0.4	-	1.5	14.9	4.5	0.4	4.9	4/1
4/2	378	378	-	-	-	1.2	0.4	-	1.5	14.6	4.8	0.4	5.1	4/2
4/3	542	542	-	-	-	4.0	0.0	-	4.0	26.6	10.8	0.0	10.8	4/3
4/4	229	229	-	-	-	1.3	0.3	-	1.6	24.9	3.8	0.3	4.1	4/4
5/1+5/2	452	452	904	0	0	1.1	1.6	-	2.7 (1.4+1.3)	21.5 (19.0:25.1)	3.4	1.6	5.1	5/1+5/2
6/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	182	182	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1305	1305	-	-	-	7.0	6.5	-	13.5 (8.1+5.3)	37.2 (38.5:35.3)	15.0	6.5	21.5	7/2+7/1

7/3	722	722	-	-	-	4.0	3.8	-	7.7	38.6	13.8	3.8	17.6	7/3
8/1	239	239	-	-	-	1.0	0.2	-	1.3	19.0	4.0	0.2	4.3	8/1
8/2+8/3	415	415	-	-	-	2.2	0.0	-	2.2 (1.8+0.4)	18.8 (18.8:18.7)	6.6	0.0	6.6	8/2+8/3
9/1+9/2	860	860	1720	0	0	0.7	1.4	-	2.1 (1.1+0.9)	8.6 (8.8:8.3)	3.6	1.4	5.0	9/1+9/2
10/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	170	170	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	760	760	-	-	-	0.2	0.0	-	0.2	1.2	0.7	0.0	0.7	11/2
11/3	722	722	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/3
12/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1120	1120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	416	416	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	750	750	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	284	284	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

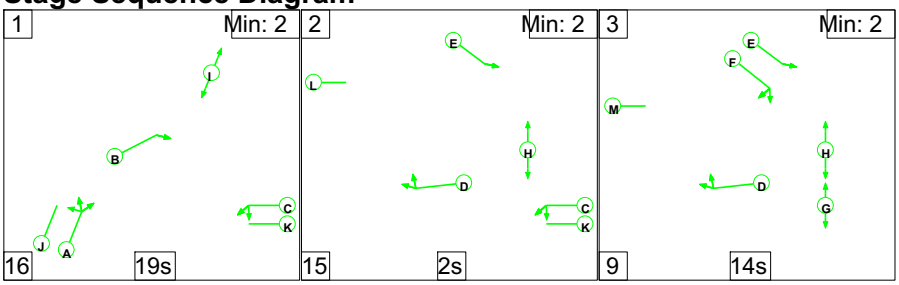
PRC for Signalled Lanes (%): -4.2
PRC Over All Lanes (%): -4.2

Total Delay for Signalled Lanes (pcuHr): 39.93
Total Delay Over All Lanes(pcuHr): 47.94

Cycle Time (s): 75

Scenario 4: 'Scenario 4' (FG4: '2026 Do Something PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



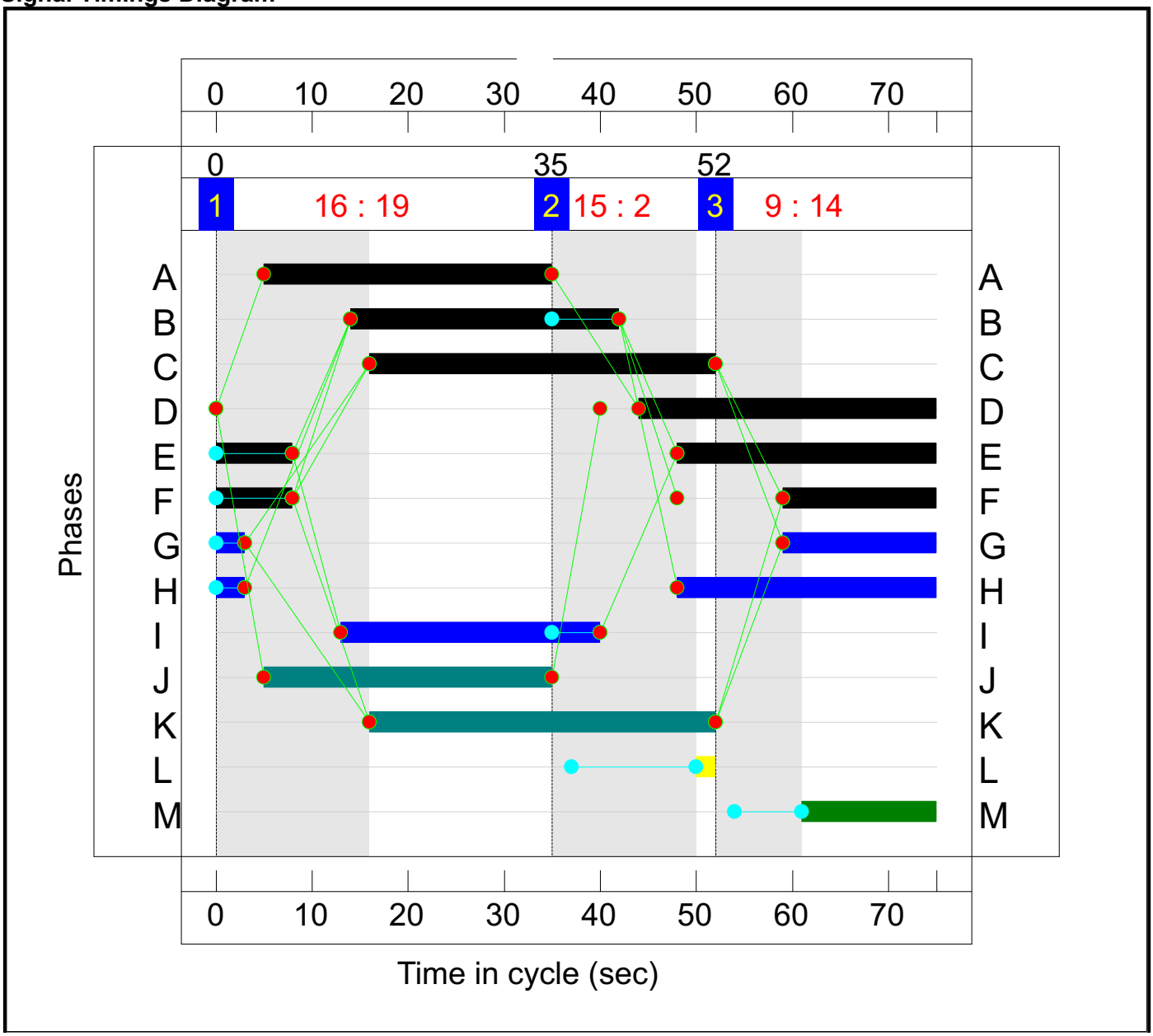
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

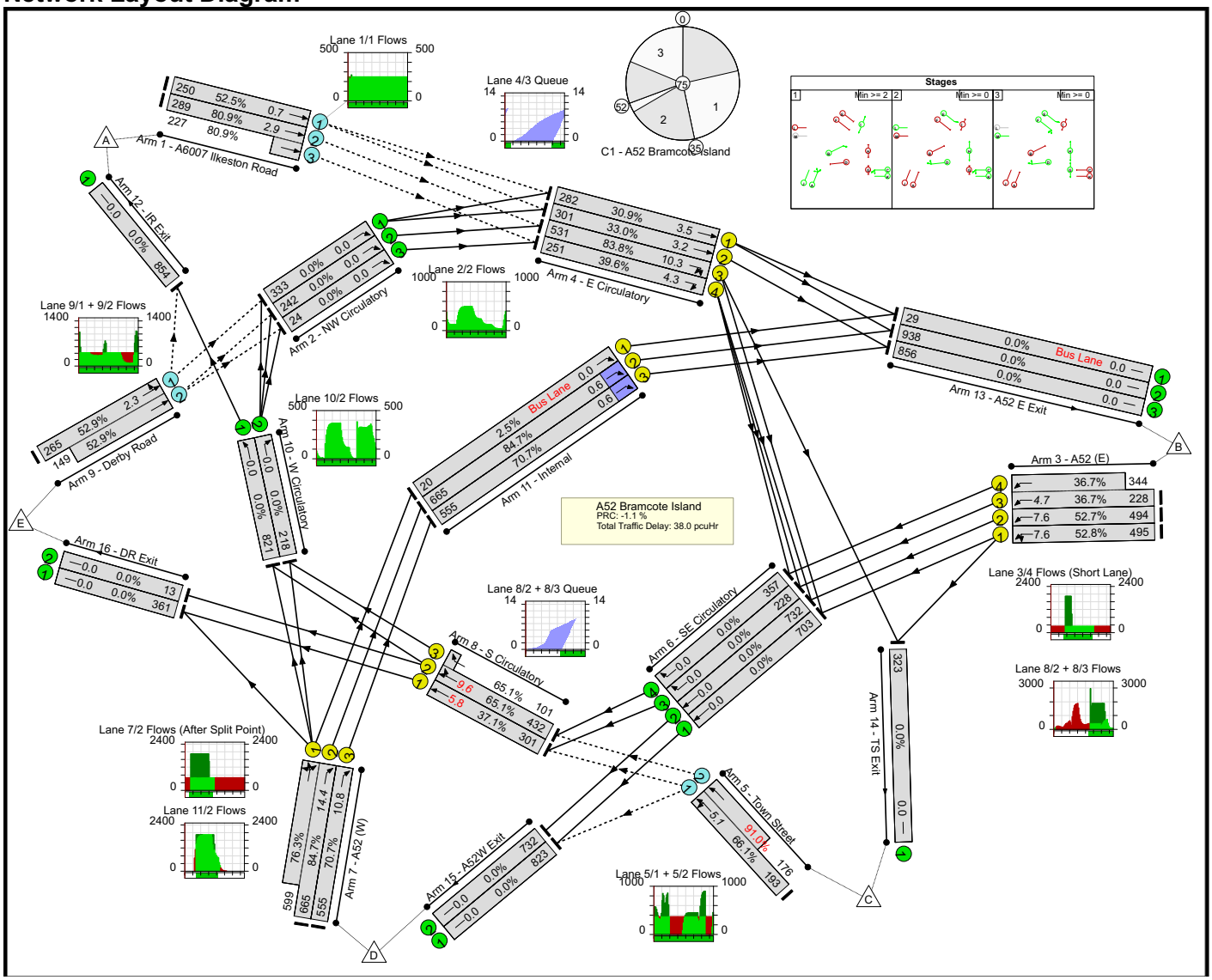
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.0%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	250	Inf	476	52.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	516	Inf : Inf	357+281	80.9 : 80.9%
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	-		-	-	-	-	242	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	24	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	495	1900	937	52.8%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	494	1900	937	52.7%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	572	1900:1900	621+937	36.7 : 36.7%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	282	1900	912	30.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	301	1900	912	33.0%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	531	1900	633	83.8%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	251	1900	633	39.6%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	369	Inf : Inf	292+194	66.1 : 91.0%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	703	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	228	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	357	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1264	1900:1900	785+785	84.7 : 76.3%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	555	1900	785	70.7%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	301	1900	811	37.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	533	1900:1900	664+155	65.1 : 65.1%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	414	Inf : Inf	501+282	52.9 : 52.9%
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	-		-	-	-	-	218	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	-	-	665	1900	785	84.7%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	555	1900	785	70.7%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	854	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	-		-	-	-	-	938	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	856	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	323	Inf	Inf	0.0%

15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	823	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	13	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 Bramcote Island	**-**	**-**	**2848**	**0**	**0**	**27.6**	**10.4**	**0.0**	**38.0**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**2848**	**0**	**0**	**27.6**	**10.4**	**0.0**	**38.0**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	250	250	250	0	0	0.0	0.6	-	0.6	7.9	0.1	0.6	0.7	1/1
1/2+1/3	516	516	1032	0	0	0.0	2.0	-	2.1 (1.2+0.9)	14.4 (14.4:14.4)	0.8	2.0	2.9	1/2+1/3
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	495	495	-	-	-	1.8	0.6	-	2.3	17.1	7.0	0.6	7.6	3/1
3/2	494	494	-	-	-	1.8	0.6	-	2.3	17.1	7.0	0.6	7.6	3/2
3/3+3/4	572	572	-	-	-	1.8	0.3	-	2.1 (0.8+1.3)	13.3 (12.8:13.6)	4.4	0.3	4.7	3/3+3/4
4/1	282	282	-	-	-	0.9	0.2	-	1.1	13.7	3.2	0.2	3.5	4/1
4/2	301	301	-	-	-	0.8	0.2	-	1.0	12.5	3.0	0.2	3.2	4/2
4/3	531	531	-	-	-	3.9	0.0	-	3.9	26.4	10.3	0.0	10.3	4/3
4/4	251	251	-	-	-	1.3	0.3	-	1.7	24.0	4.0	0.3	4.3	4/4
5/1+5/2	369	369	738	0	0	1.0	1.5	-	2.5 (1.1+1.4)	24.6 (20.0:29.6)	3.5	1.5	5.1	5/1+5/2
6/1	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	228	228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1264	1264	-	-	-	6.8	2.0	-	8.8 (4.7+4.1)	25.2 (25.7:24.6)	12.4	2.0	14.4	7/2+7/1

7/3	555	555	-	-	-	2.8	1.2	-	4.0	26.0	9.6	1.2	10.8	7/3
8/1	301	301	-	-	-	1.4	0.3	-	1.7	19.9	5.5	0.3	5.8	8/1
8/2+8/3	533	533	-	-	-	2.8	0.0	-	2.8 (2.3+0.5)	19.2 (19.2:19.2)	9.6	0.0	9.6	8/2+8/3
9/1+9/2	414	414	828	0	0	0.2	0.6	-	0.8 (0.5+0.2)	6.7 (7.1:5.8)	1.7	0.6	2.3	9/1+9/2
10/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	218	218	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	665	665	-	-	-	0.2	0.0	-	0.2	1.0	0.6	0.0	0.6	11/2
11/3	555	555	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	854	854	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	856	856	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	13	13	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

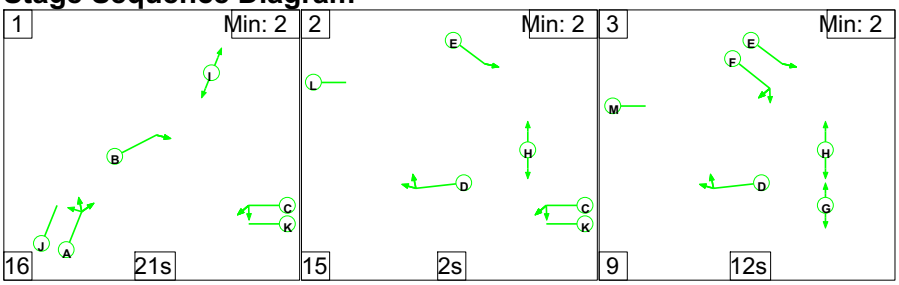
PRC for Signalled Lanes (%): 6.3
PRC Over All Lanes (%): -1.1

Total Delay for Signalled Lanes (pcuHr): 32.15
Total Delay Over All Lanes(pcuHr): 38.05

Cycle Time (s): 75

Scenario 5: 'Scenario 4' (FG5: '2041 Reference Case AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



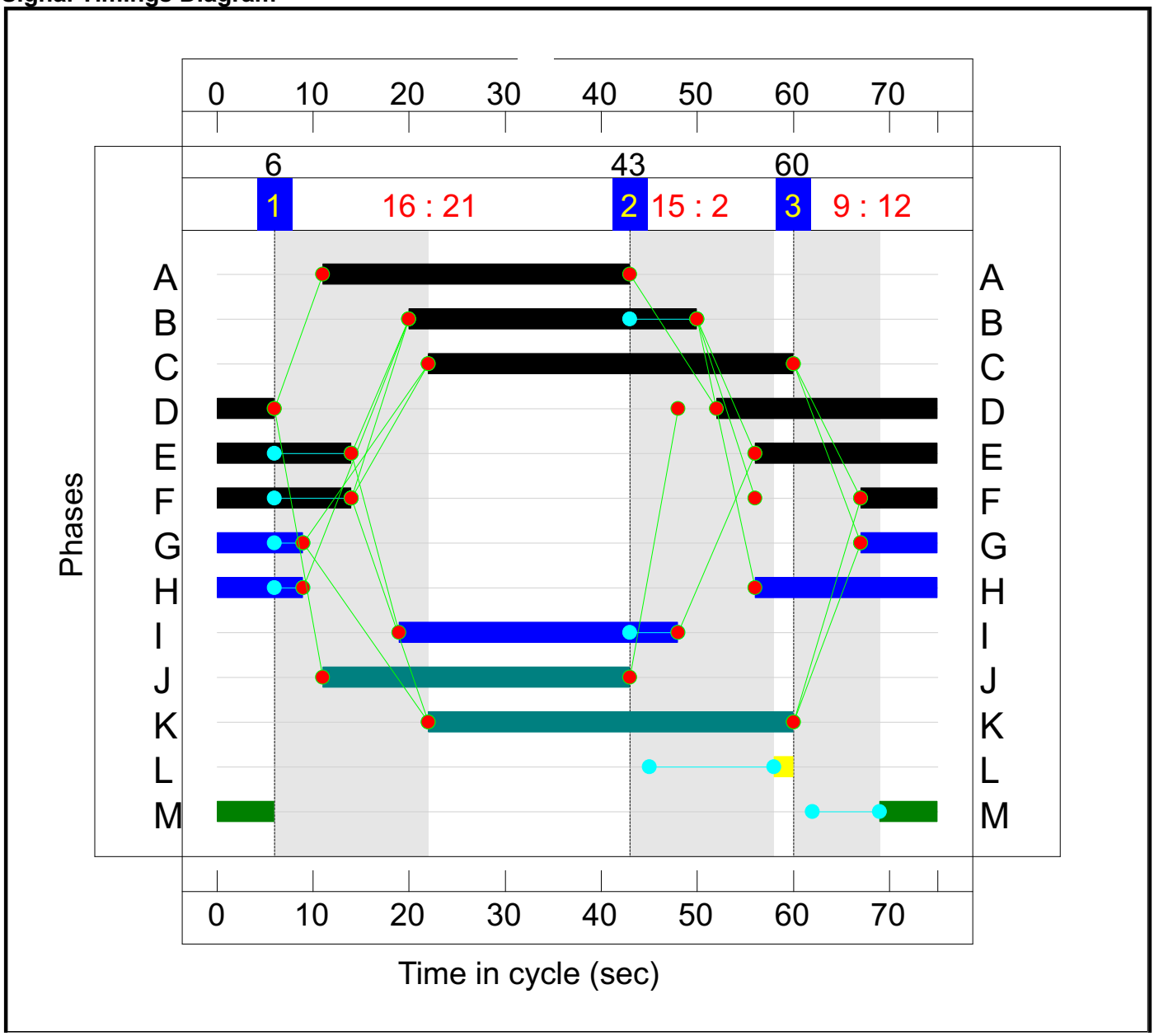
Stage Timings

Stage	1	2	3
Duration	21	2	12
Change Point	6	43	60

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	32	11	43
B	Internal Right	Traffic	30	20	50
C	A52 (E) Ahead Left	Traffic	38	22	60
D	S Circulatory Right Ahead	Traffic	29	52	6
E	E Circulatory Ahead	Traffic	33	56	14
F	E Circulatory Right Right2	Traffic	22	67	14
G	Pedestrians across	Pedestrian	17	67	9
H	Pedestrians across	Pedestrian	28	56	9
I	Pedestrians across	Pedestrian	29	19	48
J	Dummy	Dummy	32	11	43
K	Dummy	Dummy	38	22	60
L	Dummy with R/A	Dummy R/A	2	58	60
M	Dummy with R/A	Dummy R/A	12	69	6

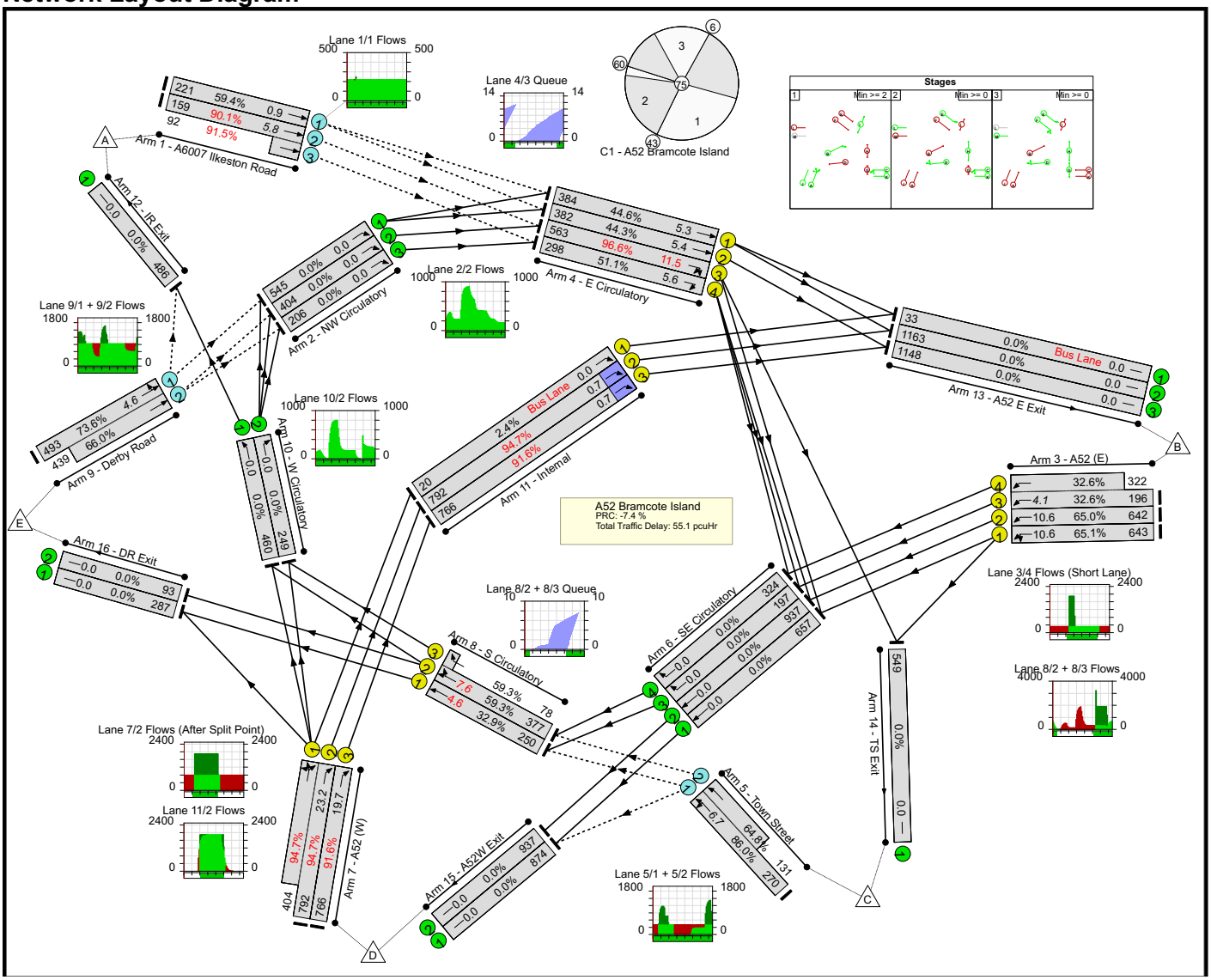
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	60
3/2	A52 (E) Ahead	U	C	22	60
3/3	A52 (E) Ahead	U	C	22	60
3/4	A52 (E) Ahead	U	C	22	60
4/1	E Circulatory Ahead	U	E	56	14
4/2	E Circulatory Ahead	U	E	56	14
4/3	E Circulatory Right Right2	U	F	67	14
4/4	E Circulatory Right	U	F	67	14
7/1	A52 (W) Ahead Right Left	U	A	11	43
7/2	A52 (W) Right	U	A	11	43
7/3	A52 (W) Right	U	A	11	43
8/1	S Circulatory Ahead	U	D	52	6
8/2	S Circulatory Right Ahead	U	D	52	6
8/3	S Circulatory Right	U	D	52	6
11/1	Internal Right	U	B	20	50
11/2	Internal Right	U	B	20	50
11/3	Internal Right	U	B	20	50

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.6%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.6%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	221	Inf	372	59.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	251	Inf : Inf	177+101	90.1 : 91.5%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	545	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	404	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	206	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	38	-	-	643	1900	988	65.1%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	38	-	-	642	1900	988	65.0%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	38	-	-	518	1900:1900	601+988	32.6 : 32.6%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	33	-	-	384	1900	861	44.6%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	33	-	-	382	1900	861	44.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	22	-	-	563	1900	583	96.6%
4/4	E Circulatory Right	U	N/A	N/A	F		1	22	-	-	298	1900	583	51.1%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	401	Inf : Inf	314+202	86.0 : 64.8%
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	-		-	-	-	-	937	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	-		-	-	-	-	324	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	32	-	-	1196	1900:1900	836+426	94.7 : 94.7%
7/3	A52 (W) Right	U	N/A	N/A	A		1	32	-	-	766	1900	836	91.6%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	29	-	-	250	1900	760	32.9%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	29	-	-	455	1900:1900	636+132	59.3 : 59.3%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	932	Inf : Inf	670+665	73.6 : 66.0%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	460	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	249	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	30	-	-	20	1900	836	2.4%
11/2	Internal Right	U	N/A	N/A	B		1	30	-	-	792	1900	836	94.7%
11/3	Internal Right	U	N/A	N/A	B		1	30	-	-	766	1900	836	91.6%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	486	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	33	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1163	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1148	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	549	Inf	Inf	0.0%

15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	874	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	937	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	287	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	93	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 Bramcote Island	**-**	**-**	**3389**	**0**	**0**	**32.0**	**23.1**	**0.0**	**55.1**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3389**	**0**	**0**	**32.0**	**23.1**	**0.0**	**55.1**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	221	221	221	0	0	0.0	0.7	-	0.7	11.8	0.2	0.7	0.9	1/1
1/2+1/3	251	251	502	0	0	0.4	3.7	-	4.2 (2.6+1.6)	59.7 (58.1:62.4)	2.0	3.7	5.8	1/2+1/3
2/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	643	643	-	-	-	2.3	0.9	-	3.3	18.3	9.6	0.9	10.6	3/1
3/2	642	642	-	-	-	2.3	0.9	-	3.3	18.2	9.6	0.9	10.6	3/2
3/3+3/4	518	518	-	-	-	1.5	0.2	-	1.7 (0.6+1.1)	11.8 (11.3:12.1)	3.8	0.2	4.1	3/3+3/4
4/1	384	384	-	-	-	1.3	0.4	-	1.7	16.3	4.9	0.4	5.3	4/1
4/2	382	382	-	-	-	1.4	0.4	-	1.8	16.6	5.0	0.4	5.4	4/2
4/3	563	563	-	-	-	4.7	0.0	-	4.7	30.0	11.5	0.0	11.5	4/3
4/4	298	298	-	-	-	1.7	0.5	-	2.2	26.7	5.1	0.5	5.6	4/4
5/1+5/2	401	401	802	0	0	1.5	1.7	-	3.2 (2.1+1.1)	28.7 (27.7:30.8)	5.0	1.7	6.7	5/1+5/2
6/1	657	657	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1196	1196	-	-	-	6.1	7.4	-	13.5 (9.3+4.2)	40.6 (42.3:37.1)	15.8	7.4	23.2	7/2+7/1

7/3	766	766	-	-	-	4.2	4.8	-	9.0	42.3	14.9	4.8	19.7	7/3
8/1	250	250	-	-	-	1.2	0.2	-	1.5	21.0	4.3	0.2	4.6	8/1
8/2+8/3	455	455	-	-	-	2.5	0.0	-	2.5 (2.1+0.4)	19.6 (19.7:19.3)	7.6	0.0	7.6	8/2+8/3
9/1+9/2	932	932	1864	0	0	0.3	1.2	-	1.5 (0.8+0.7)	5.7 (5.9:5.5)	3.4	1.2	4.6	9/1+9/2
10/1	460	460	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	792	792	-	-	-	0.3	0.0	-	0.3	1.2	0.7	0.0	0.7	11/2
11/3	766	766	-	-	-	0.2	0.0	-	0.2	1.1	0.7	0.0	0.7	11/3
12/1	486	486	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	33	33	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1163	1163	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1148	1148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	549	549	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

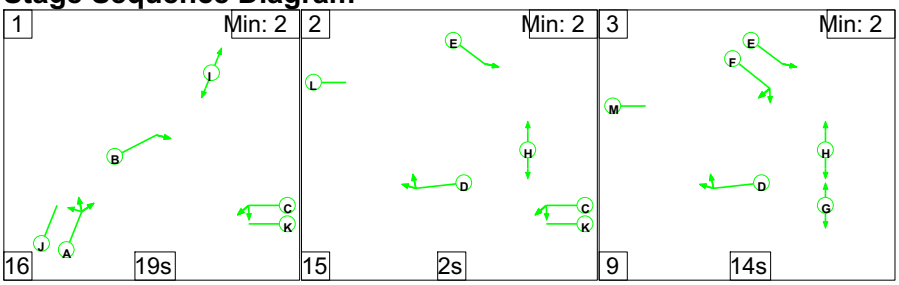
PRC for Signalled Lanes (%): -7.4
PRC Over All Lanes (%): -7.4

Total Delay for Signalled Lanes (pcuHr): 45.53
Total Delay Over All Lanes(pcuHr): 55.09

Cycle Time (s): 75

Scenario 6: 'Scenario 4' (FG6: '2041 Reference Case PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



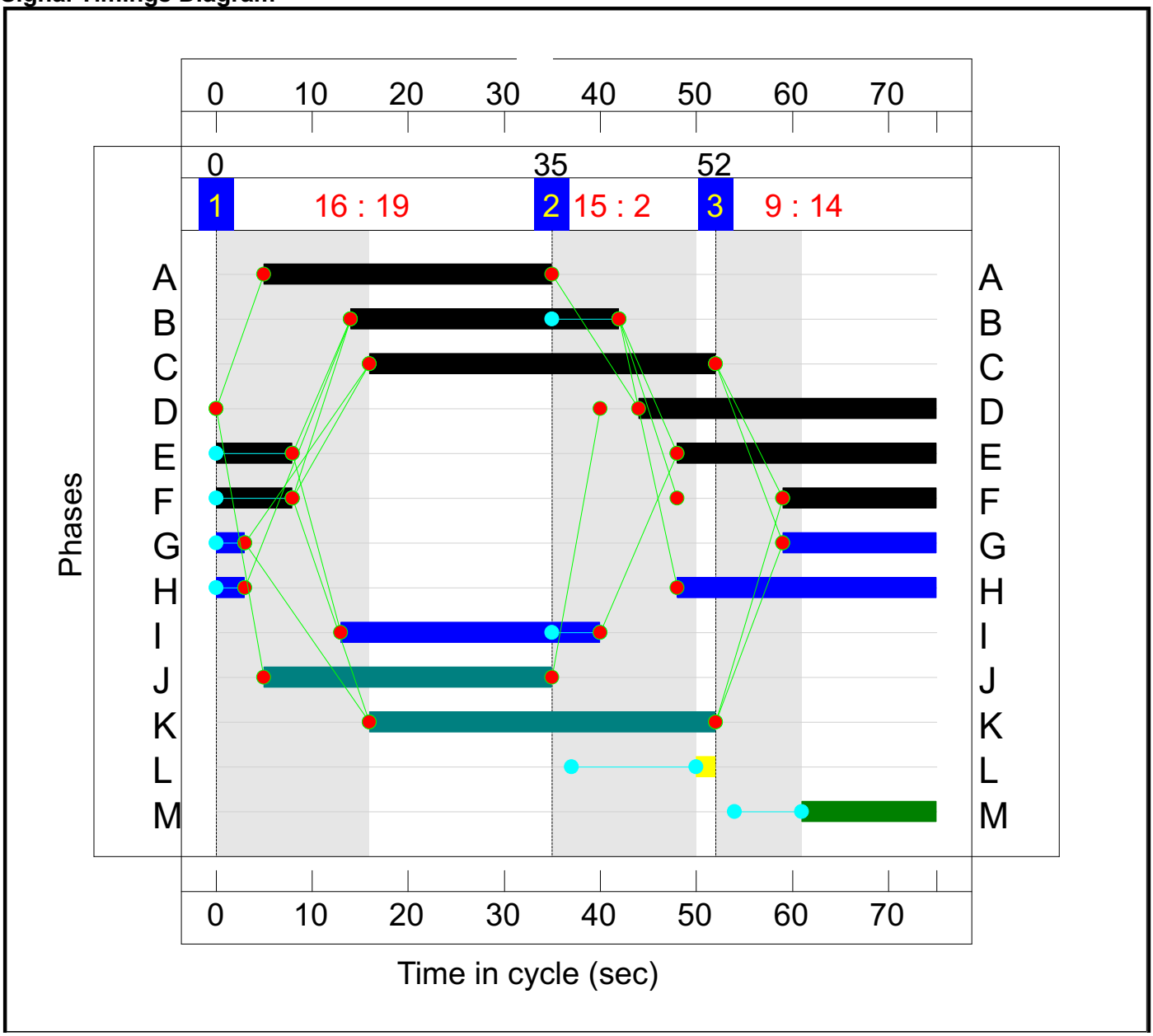
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

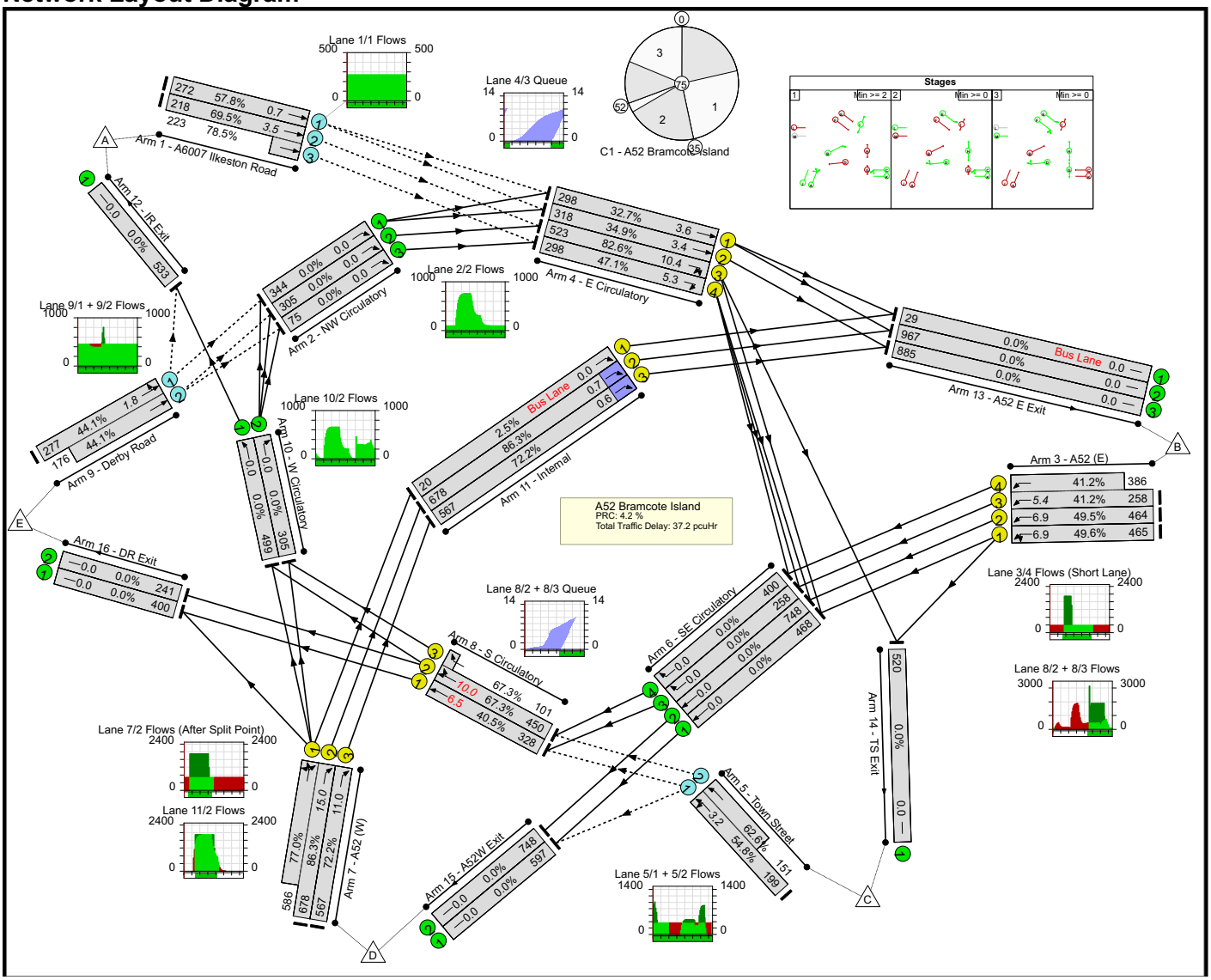
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**86.3%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	272	Inf	470	57.8%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	441	Inf : Inf	313+284	69.5 : 78.5%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	344	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	305	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	75	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	465	1900	937	49.6%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	464	1900	937	49.5%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	644	1900:1900	627+937	41.2 : 41.2%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	298	1900	912	32.7%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	318	1900	912	34.9%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	523	1900	633	82.6%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	298	1900	633	47.1%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	350	Inf : Inf	363+241	54.8 : 62.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	468	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	748	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	-		-	-	-	-	400	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1264	1900:1900	785+761	86.3 : 77.0%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	567	1900	785	72.2%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	328	1900	811	40.5%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	551	1900:1900	669+150	67.3 : 67.3%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	453	Inf : Inf	628+399	44.1 : 44.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	499	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	305	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	-	-	678	1900	785	86.3%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	567	1900	785	72.2%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	533	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	-		-	-	-	-	967	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	885	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	520	Inf	Inf	0.0%

15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	597	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	748	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	-		-	-	-	-	241	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 Bramcote Island	**-**	**-**	**2760**	**0**	**0**	**27.9**	**9.2**	**0.0**	**37.2**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**2760**	**0**	**0**	**27.9**	**9.2**	**0.0**	**37.2**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	272	272	272	0	0	0.0	0.7	-	0.7	9.0	0.0	0.7	0.7	1/1
1/2+1/3	441	441	882	0	0	0.2	1.4	-	1.5 (0.7+0.8)	12.6 (12.0:13.1)	2.1	1.4	3.5	1/2+1/3
2/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	465	465	-	-	-	1.6	0.5	-	2.1	16.6	6.5	0.5	6.9	3/1
3/2	464	464	-	-	-	1.6	0.5	-	2.1	16.5	6.4	0.5	6.9	3/2
3/3+3/4	644	644	-	-	-	2.1	0.3	-	2.4 (0.9+1.5)	13.7 (13.1:14.0)	5.0	0.3	5.4	3/3+3/4
4/1	298	298	-	-	-	0.9	0.2	-	1.1	13.5	3.3	0.2	3.6	4/1
4/2	318	318	-	-	-	0.8	0.3	-	1.1	12.4	3.2	0.3	3.4	4/2
4/3	523	523	-	-	-	4.1	0.0	-	4.1	28.3	10.4	0.0	10.4	4/3
4/4	298	298	-	-	-	1.5	0.4	-	2.0	23.8	4.9	0.4	5.3	4/4
5/1+5/2	350	350	700	0	0	0.6	0.7	-	1.3 (0.6+0.7)	13.5 (10.7:17.2)	2.5	0.7	3.2	5/1+5/2
6/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1264	1264	-	-	-	6.8	2.2	-	9.0 (5.0+4.1)	25.7 (26.3:24.9)	12.8	2.2	15.0	7/2+7/1

7/3	567	567	-	-	-	2.9	1.3	-	4.2	26.5	9.8	1.3	11.0	7/3
8/1	328	328	-	-	-	1.5	0.3	-	1.9	20.4	6.2	0.3	6.5	8/1
8/2+8/3	551	551	-	-	-	2.8	0.0	-	2.8 (2.3+0.5)	18.5 (18.6:18.2)	10.0	0.0	10.0	8/2+8/3
9/1+9/2	453	453	906	0	0	0.0	0.4	-	0.4 (0.3+0.2)	3.3 (3.4:3.1)	1.4	0.4	1.8	9/1+9/2
10/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	678	678	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	567	567	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	885	885	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	748	748	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	241	241	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

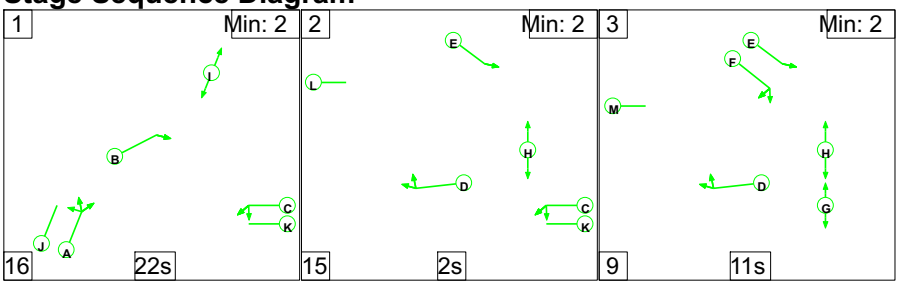
PRC for Signalled Lanes (%): 4.2
PRC Over All Lanes (%): 4.2

Total Delay for Signalled Lanes (pcuHr): 33.23
Total Delay Over All Lanes(pcuHr): 37.18

Cycle Time (s): 75

Scenario 7: 'Scenario 4' (FG7: '2041 Do Something AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



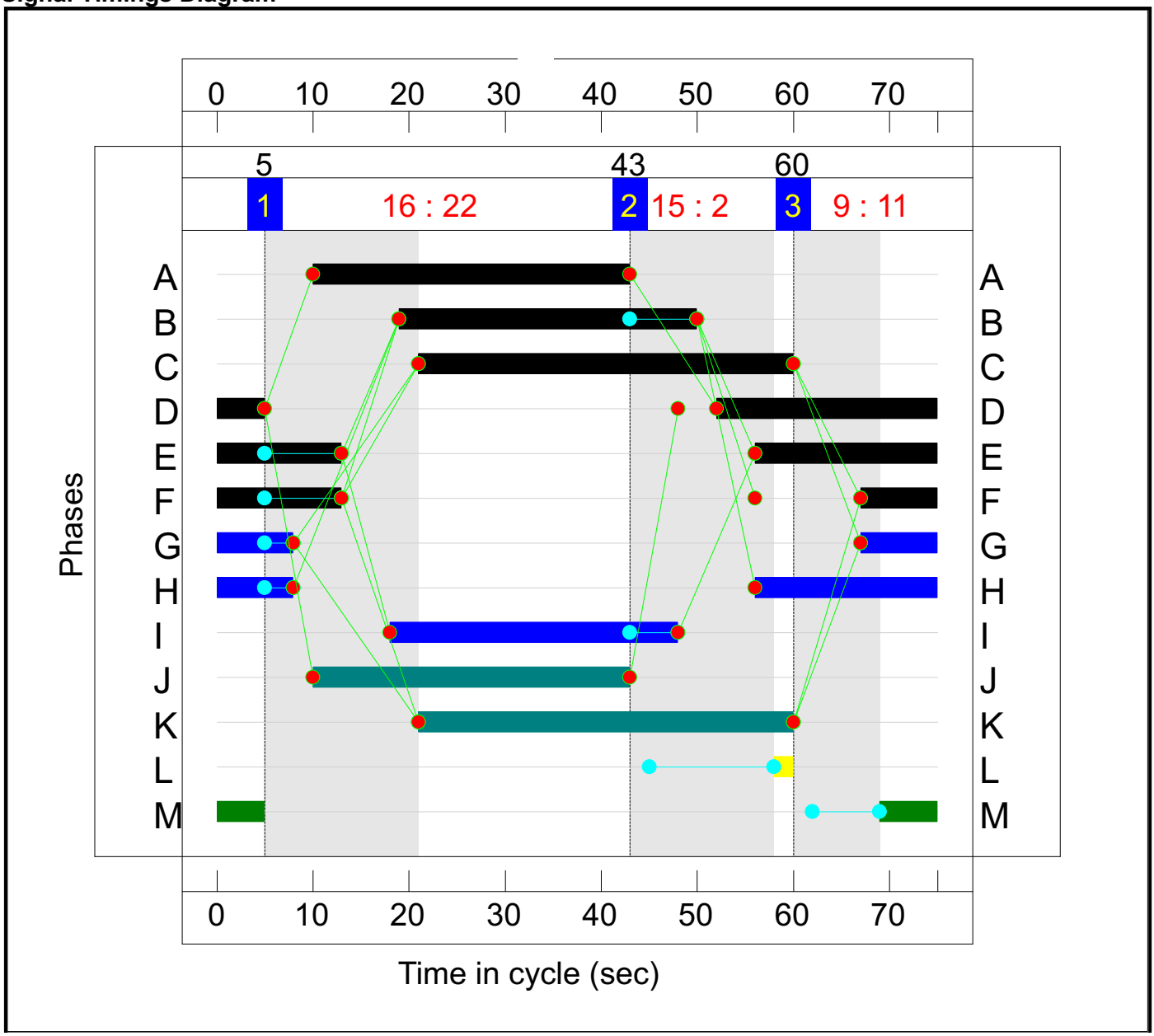
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	5	43	60

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	10	43
B	Internal Right	Traffic	31	19	50
C	A52 (E) Ahead Left	Traffic	39	21	60
D	S Circulatory Right Ahead	Traffic	28	52	5
E	E Circulatory Ahead	Traffic	32	56	13
F	E Circulatory Right Right2	Traffic	21	67	13
G	Pedestrians across	Pedestrian	16	67	8
H	Pedestrians across	Pedestrian	27	56	8
I	Pedestrians across	Pedestrian	30	18	48
J	Dummy	Dummy	33	10	43
K	Dummy	Dummy	39	21	60
L	Dummy with R/A	Dummy R/A	2	58	60
M	Dummy with R/A	Dummy R/A	11	69	5

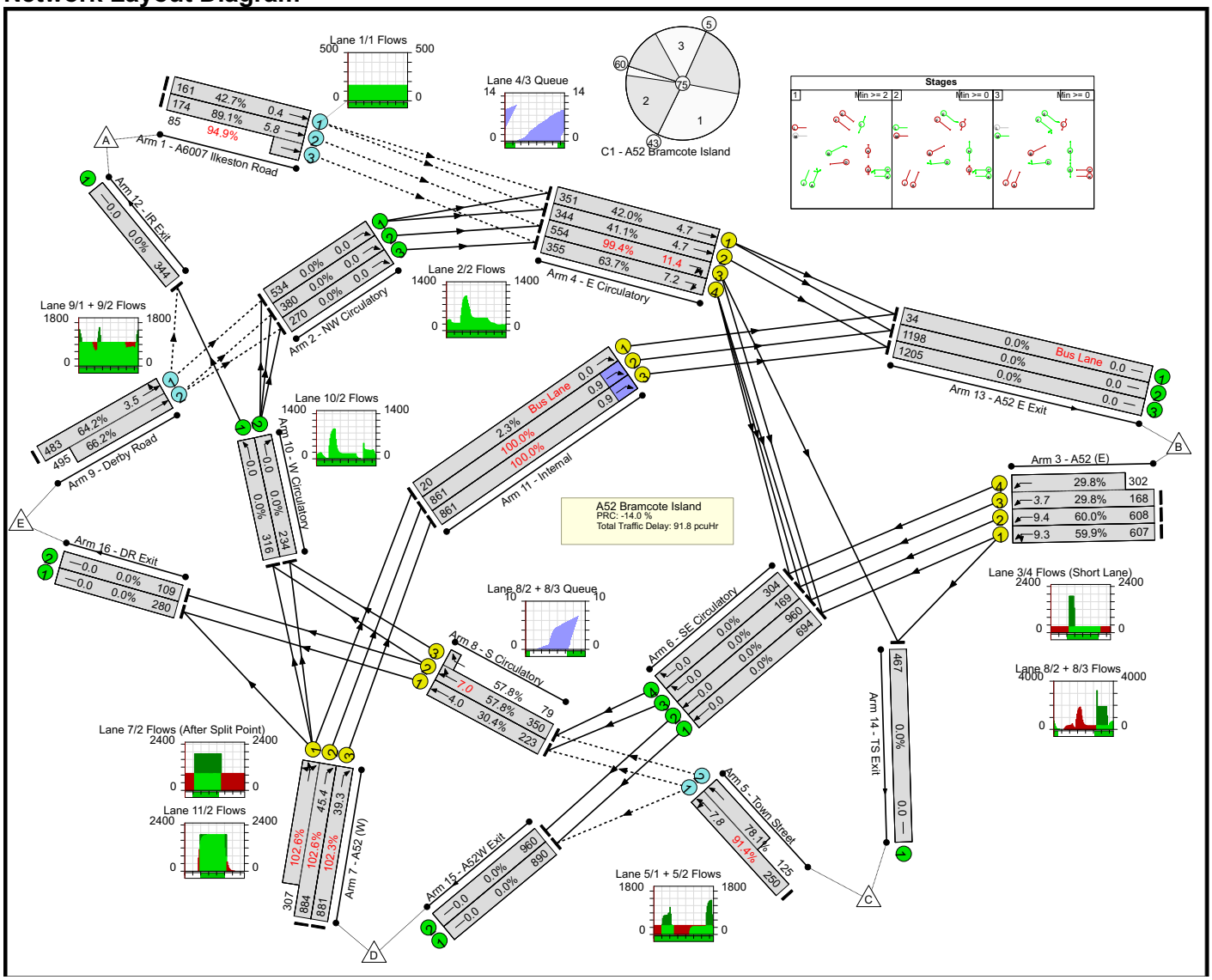
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	21	60
3/2	A52 (E) Ahead	U	C	21	60
3/3	A52 (E) Ahead	U	C	21	60
3/4	A52 (E) Ahead	U	C	21	60
4/1	E Circulatory Ahead	U	E	56	13
4/2	E Circulatory Ahead	U	E	56	13
4/3	E Circulatory Right Right2	U	F	67	13
4/4	E Circulatory Right	U	F	67	13
7/1	A52 (W) Ahead Right Left	U	A	10	43
7/2	A52 (W) Right	U	A	10	43
7/3	A52 (W) Right	U	A	10	43
8/1	S Circulatory Ahead	U	D	52	5
8/2	S Circulatory Right Ahead	U	D	52	5
8/3	S Circulatory Right	U	D	52	5
11/1	Internal Right	U	B	19	50
11/2	Internal Right	U	B	19	50
11/3	Internal Right	U	B	19	50

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.6%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.6%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	161	Inf	377	42.7%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	259	Inf : Inf	195+90	89.1 : 94.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	534	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	380	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	270	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	607	1900	1013	59.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	608	1900	1013	60.0%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	470	1900:1900	564+1013	29.8 : 29.8%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	351	1900	836	42.0%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	344	1900	836	41.1%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	554	1900	557	99.4%
4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	355	1900	557	63.7%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	375	Inf : Inf	273+160	91.4 : 78.1%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	694	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	960	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	169	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	304	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1191	1900:1900	861+299	102.6 : 102.6%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	881	1900	861	102.3%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	223	1900	735	30.4%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	429	1900:1900	606+137	57.8 : 57.8%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	978	Inf : Inf	753+748	64.2 : 66.2%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	316	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	234	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	-	-	884	1900	861	100.0%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	881	1900	861	100.0%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	344	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	34	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	-		-	-	-	-	1225	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	467	Inf	Inf	0.0%

15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	890	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	960	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	-		-	-	-	-	109	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 Bramcote Island	**-**	**-**	**3385**	**0**	**0**	**33.2**	**58.6**	**0.0**	**91.8**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3385**	**0**	**0**	**33.2**	**58.6**	**0.0**	**91.8**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	161	161	161	0	0	0.0	0.4	-	0.4	8.3	0.0	0.4	0.4	1/1
1/2+1/3	259	259	518	0	0	0.3	3.9	-	4.2 (2.8+1.4)	58.4 (57.2:61.0)	1.9	3.9	5.8	1/2+1/3
2/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	607	607	-	-	-	2.0	0.7	-	2.8	16.4	8.6	0.7	9.3	3/1
3/2	608	608	-	-	-	2.0	0.7	-	2.8	16.4	8.6	0.7	9.4	3/2
3/3+3/4	470	470	-	-	-	1.2	0.2	-	1.4 (0.5+1.0)	11.1 (10.6:11.3)	3.4	0.2	3.7	3/3+3/4
4/1	351	351	-	-	-	1.2	0.4	-	1.6	16.4	4.3	0.4	4.7	4/1
4/2	344	344	-	-	-	1.3	0.3	-	1.6	16.8	4.4	0.3	4.7	4/2
4/3	554	554	-	-	-	4.7	0.0	-	4.7	30.5	11.4	0.0	11.4	4/3
4/4	355	355	-	-	-	2.2	0.9	-	3.1	31.3	6.4	0.9	7.2	4/4
5/1+5/2	375	375	750	0	0	1.3	2.9	-	4.2 (2.6+1.5)	40.0 (38.0:44.1)	4.9	2.9	7.8	5/1+5/2
6/1	694	694	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	304	304	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1191	1168	-	-	-	6.9	26.5	-	33.4 (25.5+8.0)	101.1 (103.7:93.5)	18.9	26.5	45.4	7/2+7/1

7/3	881	861	-	-	-	5.7	20.6	-	26.2	107.2	18.8	20.6	39.3	7/3
8/1	223	223	-	-	-	1.0	0.2	-	1.2	20.1	3.8	0.2	4.0	8/1
8/2+8/3	429	429	-	-	-	2.2	0.0	-	2.2 (1.8+0.4)	18.8 (19.0:17.9)	7.0	0.0	7.0	8/2+8/3
9/1+9/2	978	978	1956	0	0	0.1	0.9	-	1.0 (0.5+0.5)	3.9 (3.8:3.9)	2.6	0.9	3.5	9/1+9/2
10/1	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	861	861	-	-	-	0.4	0.0	-	0.4	1.8	0.9	0.0	0.9	11/2
11/3	861	861	-	-	-	0.4	0.0	-	0.4	1.8	0.9	0.0	0.9	11/3
12/1	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	1198	1198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1205	1205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	890	890	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	960	960	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

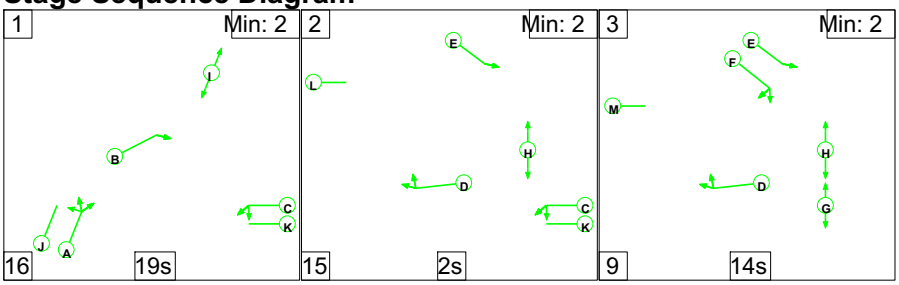
PRC for Signalled Lanes (%): -14.0
PRC Over All Lanes (%): -14.0

Total Delay for Signalled Lanes (pcuHr): 81.99
Total Delay Over All Lanes(pcuHr): 91.79

Cycle Time (s): 75

Scenario 8: 'Scenario 4' (FG8: '2041 Do Something PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



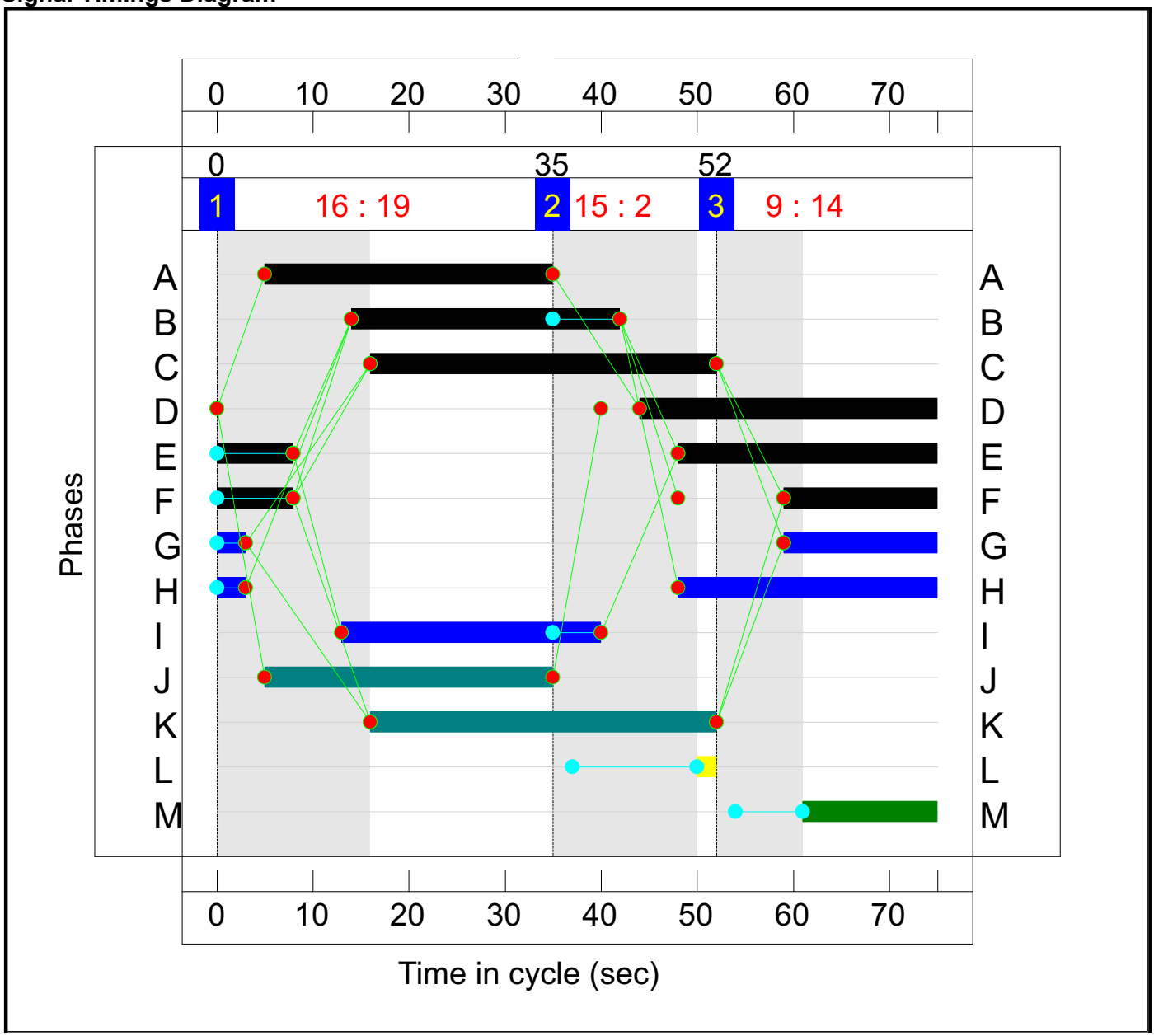
Stage Timings

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

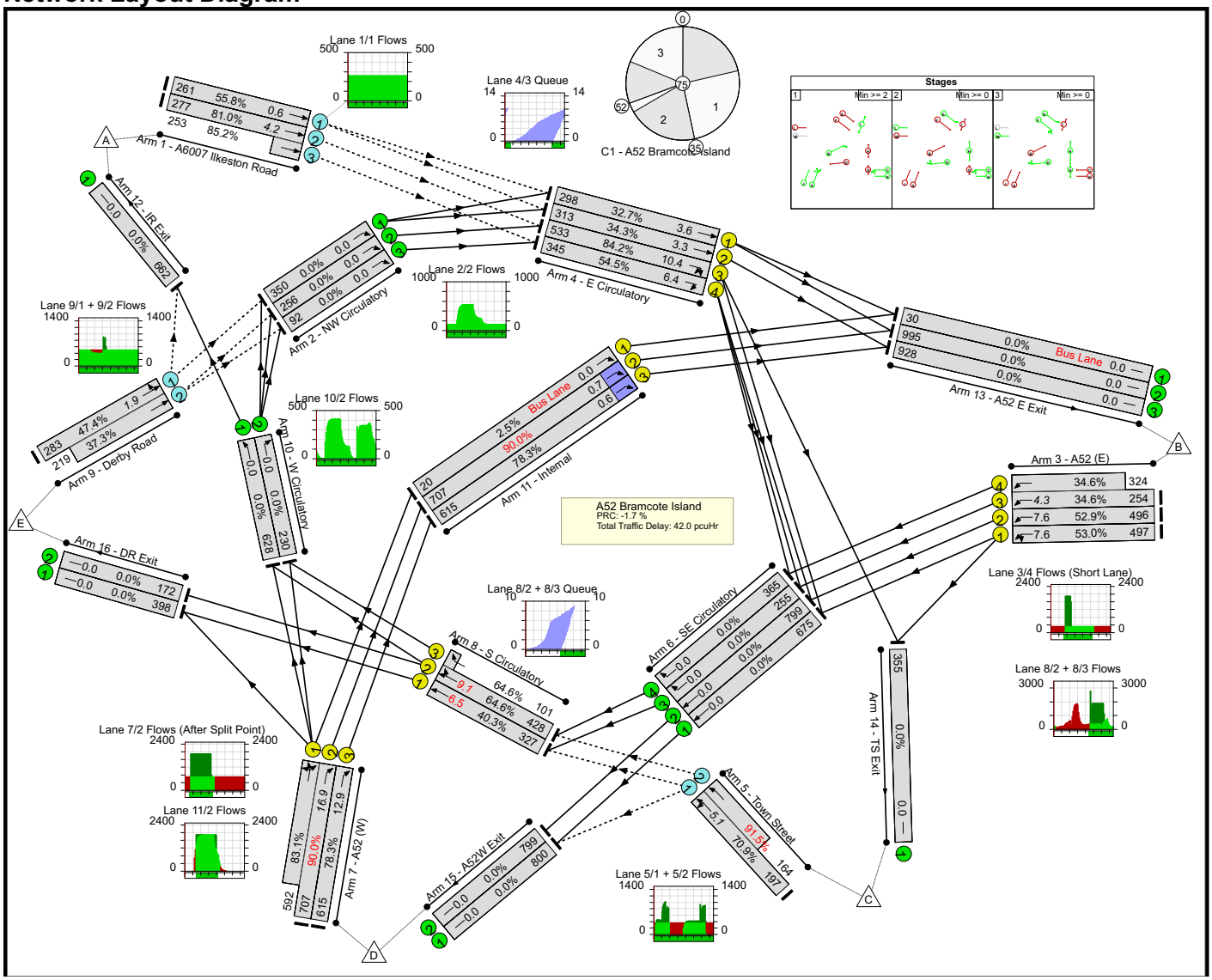
Signal Timings Diagram



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



Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.5%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**91.5%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	261	Inf	467	55.8%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	530	Inf : Inf	342+297	81.0 : 85.2%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	350	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	256	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	92	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	497	1900	937	53.0%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	496	1900	937	52.9%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	578	1900:1900	735+937	34.6 : 34.6%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	298	1900	912	32.7%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	313	1900	912	34.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	533	1900	633	84.2%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	345	1900	633	54.5%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	361	Inf : Inf	278+179	70.9 : 91.5%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	675	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	799	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	255	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	365	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1299	1900:1900	785+712	90.0 : 83.1%
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	-	-	327	1900	811	40.3%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	529	1900:1900	663+156	64.6 : 64.6%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	502	Inf : Inf	598+588	47.4 : 37.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	628	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	230	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	-	-	707	1900	785	90.0%
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	-		-	-	-	-	662	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	-		-	-	-	-	995	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	928	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	355	Inf	Inf	0.0%

15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	800	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	799	Inf	Inf	0.0%
16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	398	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	172	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 Bramcote Island	**-**	**-**	**3047**	**0**	**0**	**29.1**	**12.9**	**0.0**	**42.0**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3047**	**0**	**0**	**29.1**	**12.9**	**0.0**	**42.0**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	261	261	261	0	0	0.0	0.6	-	0.6	8.7	0.0	0.6	0.6	1/1
1/2+1/3	530	530	1060	0	0	0.0	2.3	-	2.4 (1.2+1.1)	16.0 (15.9:16.1)	1.9	2.3	4.2	1/2+1/3
2/1	350	350	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	256	256	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	497	497	-	-	-	1.8	0.6	-	2.4	17.1	7.0	0.6	7.6	3/1
3/2	496	496	-	-	-	1.8	0.6	-	2.4	17.1	7.0	0.6	7.6	3/2
3/3+3/4	578	578	-	-	-	1.8	0.3	-	2.1 (0.9+1.2)	13.0 (12.8:13.3)	4.0	0.3	4.3	3/3+3/4
4/1	298	298	-	-	-	0.9	0.2	-	1.1	13.3	3.3	0.2	3.6	4/1
4/2	313	313	-	-	-	0.8	0.3	-	1.1	12.3	3.1	0.3	3.3	4/2
4/3	533	533	-	-	-	3.9	0.0	-	3.9	26.6	10.4	0.0	10.4	4/3
4/4	345	345	-	-	-	1.9	0.6	-	2.5	26.4	5.8	0.6	6.4	4/4
5/1+5/2	361	361	722	0	0	1.0	1.8	-	2.9 (1.3+1.5)	28.5 (24.5:33.3)	3.3	1.8	5.1	5/1+5/2
6/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	255	255	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1299	1299	-	-	-	7.1	3.2	-	10.3 (5.8+4.5)	28.5 (29.3:27.5)	13.7	3.2	16.9	7/2+7/1

7/3	615	615	-	-	-	3.3	1.8	-	5.0	29.4	11.1	1.8	12.9	7/3
8/1	327	327	-	-	-	1.5	0.3	-	1.9	20.5	6.1	0.3	6.5	8/1
8/2+8/3	529	529	-	-	-	2.7	0.0	-	2.7 (2.2+0.5)	18.6 (18.5:18.7)	9.1	0.0	9.1	8/2+8/3
9/1+9/2	502	502	1004	0	0	0.0	0.4	-	0.4 (0.2+0.2)	2.9 (3.1:2.7)	1.5	0.4	1.9	9/1+9/2
10/1	628	628	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	230	230	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/2
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	11/1
11/2	707	707	-	-	-	0.2	0.0	-	0.2	1.1	0.7	0.0	0.7	11/2
11/3	615	615	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	12/1
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	355	355	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	172	172	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -0.0
PRC Over All Lanes (%): -1.7

Total Delay for Signalled Lanes (pcuHr): 35.71
Total Delay Over All Lanes(pcuHr): 41.96

Cycle Time (s): 75

Basic Results Summary

User and Project Details

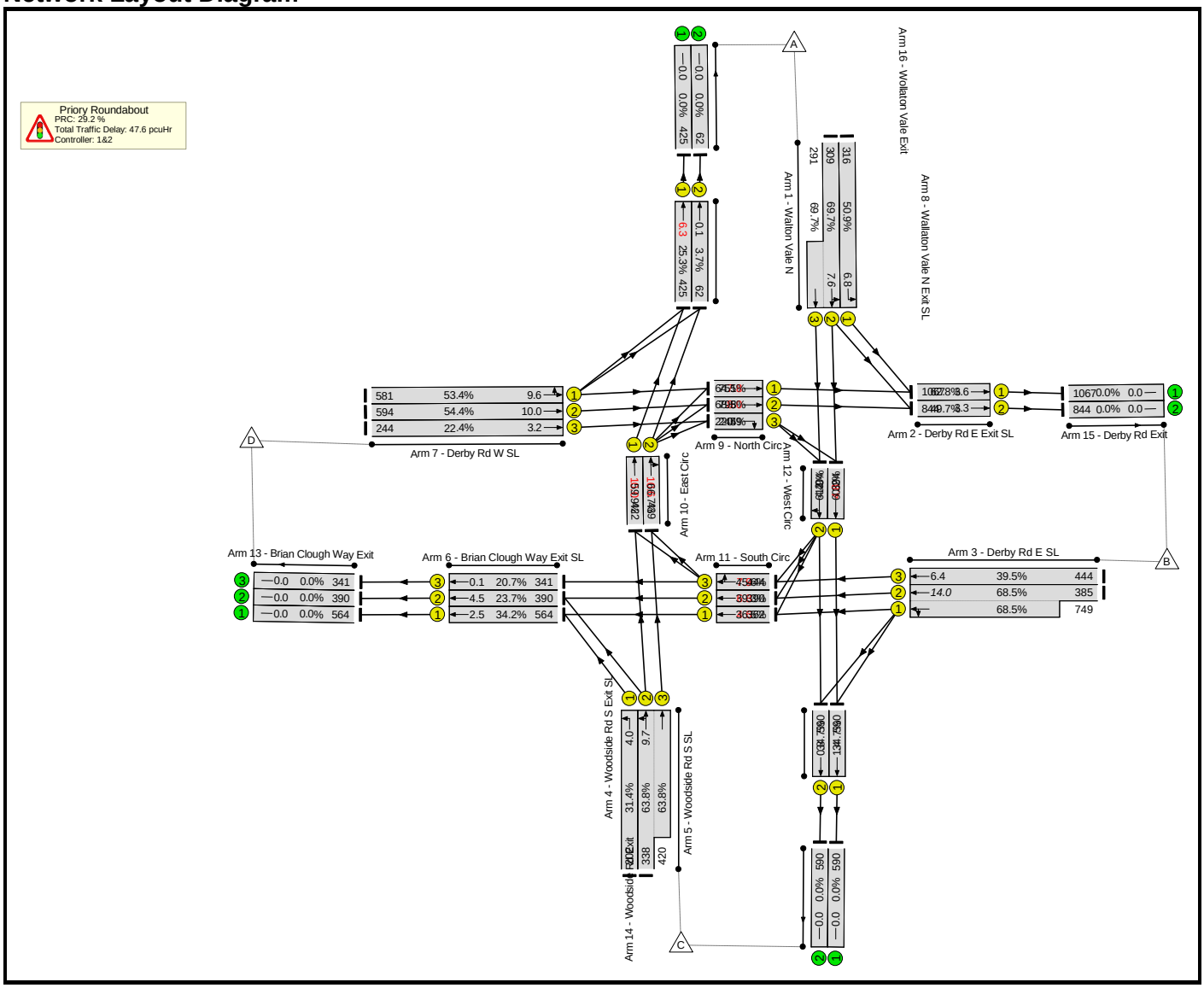
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Company:	
Address:	
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Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	AM 2026 FLOWS	AM 2026	Network Control Plan 1	08:00 - 09:00	90	29.2	47.55
2	PM 2026 FLOWS	PM 2026	Network Control Plan 1	16:00 - 17:00	90	33.4	45.84
3	AM 2041 FLOWS	AM 2041	Network Control Plan 1	08:00 - 09:00	90	25.2	55.62
4	PM 2041 FLOWS	PM 2041	Network Control Plan 1	16:00 - 17:00	90	26.3	51.94
5	AM 2026 FLOWS DS	AM 2026 DS	Network Control Plan 1	08:00 - 09:00	90	25.3	48.25
6	PM 2026 FLOWS DS	PM 2026 DS	Network Control Plan 1	16:00 - 17:00	90	37.1	45.03
7	AM 2041 FLOWS DS	AM 2041 DS	Network Control Plan 1	08:00 - 09:00	90	20.6	52.03
8	PM 2041 FLOWS DS	PM 2041 DS	Network Control Plan 1	16:00 - 17:00	90	30.6	51.30

Scenario 1: 'AM 2026 FLOWS' (FG1: 'AM 2026 ', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**69.7%**	**0**	**0**	**0**	**47.6**	**-**	**-**
Priory Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**69.7%**	**0**	**0**	**0**	**47.6**	**-**	**-**
1/1	Walton Vale N Left	U	C2:D		1	28	-	-	316	1926	621	50.9%	-	-	-	2.7	30.6	6.8
1/2+1/3	Walton Vale N Left Ahead	U	C2:D		1	28	-	-	600	1942:1945	444+418	69.7 : 69.7%	-	-	-	5.2	31.3	7.6
2/1	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	1067	1985	1698	62.8%	-	-	-	1.0	3.2	3.6
2/2	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	844	1985	1698	49.7%	-	-	-	0.5	2.2	3.3
3/2+3/1	Derby Rd E SL Left Ahead	U	C1:B		1	51	-	-	1134	1945:1892	562+1093	68.5 : 68.5%	-	-	-	4.9	15.6	14.0
3/3	Derby Rd E SL Ahead	U	C1:B		1	51	-	-	444	1945	1124	39.5%	-	-	-	1.6	13.0	6.4
4/1	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	590	1990	1703	34.7%	-	-	-	0.3	1.9	1.4
4/2	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	590	1990	1703	34.7%	-	-	-	0.3	1.9	0.8
5/1	Woodside Rd S SL Left	U	C1:D		1	29	-	-	202	1929	643	31.4%	-	-	-	1.5	26.4	4.0
5/2+5/3	Woodside Rd S SL Left Ahead	U	C1:D		1	29	-	-	758	1975:1975	530+658	63.8 : 63.8%	-	-	-	6.1	29.0	9.7
6/1	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	564	1925	1647	34.2%	-	-	-	0.3	1.8	2.5

6/2	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	390	1925	1647	23.7%	-	-	-	0.2	1.5	4.5
6/3	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	341	1925	1647	20.7%	-	-	-	0.1	1.4	0.1
7/1	Derby Rd W SL Left Ahead	U	C2:B		1	49	-	-	581	1957	1087	53.4%	-	-	-	2.6	16.2	9.6
7/2	Derby Rd W SL Ahead	U	C2:B		1	49	-	-	594	1965	1092	54.4%	-	-	-	2.7	16.4	10.0
7/3	Derby Rd W SL Ahead	U	C2:B		1	49	-	-	244	1965	1092	22.4%	-	-	-	0.8	12.3	3.2
8/1	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	425	1965	1681	25.3%	-	-	-	0.2	1.5	6.3
8/2	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	62	1965	1681	3.7%	-	-	-	0.0	1.6	0.1
9/1	North Circ Ahead	U	C2:C		1	51	-	-	751	2015	1164	64.5%	-	-	-	2.7	12.8	7.8
9/2	North Circ Ahead	U	C2:C		1	51	-	-	798	2015	1164	68.5%	-	-	-	2.9	13.1	8.0
9/3	North Circ Right	U	C2:C		1	51	-	-	244	1874	1083	22.5%	-	-	-	0.4	6.2	0.9
10/1	East Circ Ahead	U	C1:A		1	28	-	-	394	2030	654	60.2%	-	-	-	2.2	20.4	4.8
10/2	East Circ Ahead Right	U	C1:A		1	28	-	-	404	2027	653	61.9%	-	-	-	2.2	19.2	4.2
11/1	South Circ Ahead	U	C1:C		1	42	-	-	362	2075	991	36.5%	-	-	-	0.6	5.9	4.6
11/2	South Circ Ahead	U	C1:C		1	42	-	-	390	2075	991	39.3%	-	-	-	1.0	9.2	6.8
11/3	South Circ Ahead Right	U	C1:C		1	42	-	-	444	2040	975	45.6%	-	-	-	1.2	9.4	7.9
12/1	West Circ Ahead	U	C2:A		1	30	-	-	422	2045	704	59.9%	-	-	-	2.0	17.0	10.0

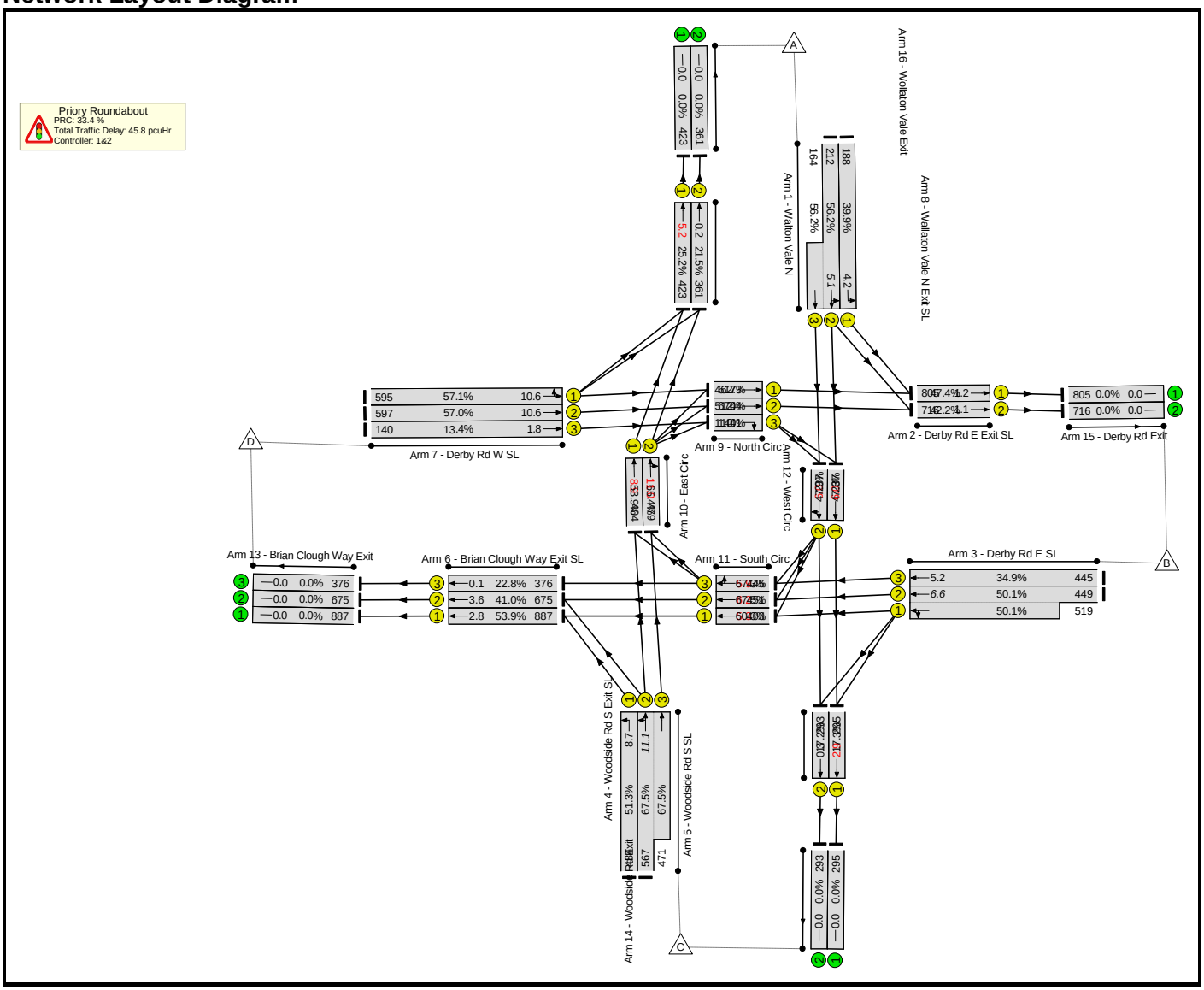
Basic Results Summary

12/2	West Circ Ahead Right	U	C2:A		1	30	-	-	439	1910	658	66.7%	-	-	-	1.4	11.5	10.6

C1 - Controller A	Stream: 1 PRC for Signalled Lanes (%):	31.4	Total Delay for Signalled Lanes (pcuHr):	10.91	Cycle Time (s):	90
C1 - Controller A	Stream: 2 PRC for Signalled Lanes (%):	41.1	Total Delay for Signalled Lanes (pcuHr):	10.34	Cycle Time (s):	90
C1 - Controller A	Stream: 3 PRC for Signalled Lanes (%):	43.2	Total Delay for Signalled Lanes (pcuHr):	1.46	Cycle Time (s):	90
C1 - Controller A	Stream: 4 PRC for Signalled Lanes (%):	159.7	Total Delay for Signalled Lanes (pcuHr):	0.63	Cycle Time (s):	90
C2 - Controller B	Stream: 1 PRC for Signalled Lanes (%):	34.9	Total Delay for Signalled Lanes (pcuHr):	9.53	Cycle Time (s):	90
C2 - Controller B	Stream: 2 PRC for Signalled Lanes (%):	29.2	Total Delay for Signalled Lanes (pcuHr):	13.89	Cycle Time (s):	90
C2 - Controller B	Stream: 3 PRC for Signalled Lanes (%):	162.8	Total Delay for Signalled Lanes (pcuHr):	0.57	Cycle Time (s):	90
C2 - Controller B	Stream: 4 PRC for Signalled Lanes (%):	256.0	Total Delay for Signalled Lanes (pcuHr):	0.21	Cycle Time (s):	90
	PRC Over All Lanes (%):	29.2	Total Delay Over All Lanes(pcuHr):	47.55		

Scenario 2: 'PM 2026 FLOWS' (FG2: 'PM 2026', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**67.5%**	**0**	**0**	**0**	**45.8**	-	-
Priory Roundabout	-	-	-		-	-	-	-	-	-	-	**67.5%**	**0**	**0**	**0**	**45.8**	-	-
1/1	Walton Vale N Left	U	C2:D		1	21	-	-	188	1926	471	39.9%	-	-	-	1.8	34.8	4.2
1/2+1/3	Walton Vale N Left Ahead	U	C2:D		1	21	-	-	376	1941:1945	377+292	56.2 : 56.2%	-	-	-	3.6	34.6	5.1
2/1	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	805	1985	1698	47.4%	-	-	-	0.5	2.3	1.2
2/2	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	716	1985	1698	42.2%	-	-	-	0.4	2.2	1.1
3/2+3/1	Derby Rd E SL Left Ahead	U	C1:B		1	58	-	-	968	1945:1921	896+1036	50.1 : 50.1%	-	-	-	2.4	9.0	6.6
3/3	Derby Rd E SL Ahead	U	C1:B		1	58	-	-	445	1945	1275	34.9%	-	-	-	1.1	9.1	5.2
4/1	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	295	1990	1703	17.3%	-	-	-	0.1	1.5	2.9
4/2	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	293	1990	1703	17.2%	-	-	-	0.1	1.5	0.3
5/1	Woodside Rd S SL Left	U	C1:D		1	43	-	-	484	1929	943	51.3%	-	-	-	2.6	19.6	8.7
5/2+5/3	Woodside Rd S SL Left Ahead	U	C1:D		1	43	-	-	1038	1957:1975	840+698	67.5 : 67.5%	-	-	-	5.7	19.6	11.1
6/1	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	887	1925	1647	53.9%	-	-	-	0.6	2.6	2.8

6/2	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	675	1925	1647	41.0%	-	-	-	0.4	2.0	3.6
6/3	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	376	1925	1647	22.8%	-	-	-	0.1	1.4	0.1
7/1	Derby Rd W SL Left Ahead	U	C2:B		1	47	-	-	595	1954	1042	57.1%	-	-	-	3.0	18.1	10.6
7/2	Derby Rd W SL Ahead	U	C2:B		1	47	-	-	597	1965	1048	57.0%	-	-	-	3.0	18.1	10.6
7/3	Derby Rd W SL Ahead	U	C2:B		1	47	-	-	140	1965	1048	13.4%	-	-	-	0.5	12.5	1.8
8/1	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	423	1965	1681	25.2%	-	-	-	0.2	1.5	5.2
8/2	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	361	1965	1681	21.5%	-	-	-	0.1	1.5	0.2
9/1	North Circ Ahead	U	C2:C		1	58	-	-	617	2015	1321	46.7%	-	-	-	0.8	5.0	2.3
9/2	North Circ Ahead	U	C2:C		1	58	-	-	674	2015	1321	51.0%	-	-	-	0.9	4.9	2.4
9/3	North Circ Right	U	C2:C		1	58	-	-	140	1874	1229	11.4%	-	-	-	0.1	1.7	0.1
10/1	East Circ Ahead	U	C1:A		1	21	-	-	237	2030	496	47.8%	-	-	-	1.7	26.3	6.0
10/2	East Circ Ahead Right	U	C1:A		1	21	-	-	237	2025	495	47.9%	-	-	-	1.9	28.1	6.0
11/1	South Circ Ahead	U	C1:C		1	28	-	-	403	2075	669	60.3%	-	-	-	3.0	26.5	5.3
11/2	South Circ Ahead	U	C1:C		1	28	-	-	451	2075	669	67.5%	-	-	-	3.5	28.1	6.2
11/3	South Circ Ahead Right	U	C1:C		1	28	-	-	445	2051	661	67.3%	-	-	-	3.5	28.2	5.9
12/1	West Circ Ahead	U	C2:A		1	32	-	-	404	2045	750	53.9%	-	-	-	1.9	16.7	8.9

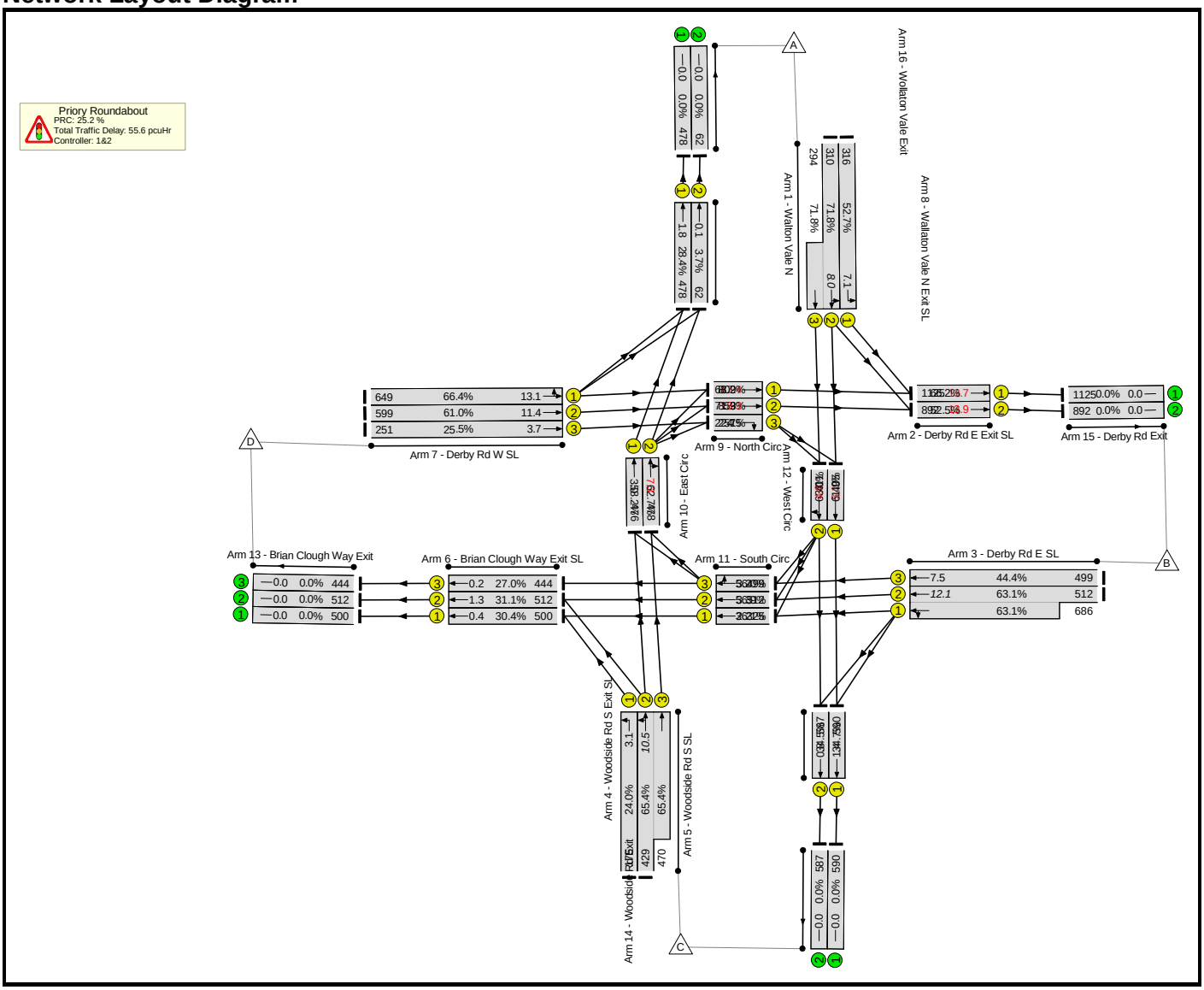
Basic Results Summary

12/2	West Circ Ahead Right	U	C2:A		1	32	-	-	479	1996	732	65.4%	-	-	-	2.1	16.0	11.0

C1 - Controller A	Stream: 1	PRC for Signalled Lanes (%):	79.6	Total Delay for Signalled Lanes (pcuHr):	7.13	Cycle Time (s):	90
C1 - Controller A	Stream: 2	PRC for Signalled Lanes (%):	33.4	Total Delay for Signalled Lanes (pcuHr):	18.27	Cycle Time (s):	90
C1 - Controller A	Stream: 3	PRC for Signalled Lanes (%):	89.9	Total Delay for Signalled Lanes (pcuHr):	0.96	Cycle Time (s):	90
C1 - Controller A	Stream: 4	PRC for Signalled Lanes (%):	419.4	Total Delay for Signalled Lanes (pcuHr):	0.24	Cycle Time (s):	90
C2 - Controller B	Stream: 1	PRC for Signalled Lanes (%):	37.5	Total Delay for Signalled Lanes (pcuHr):	10.48	Cycle Time (s):	90
C2 - Controller B	Stream: 2	PRC for Signalled Lanes (%):	60.1	Total Delay for Signalled Lanes (pcuHr):	7.26	Cycle Time (s):	90
C2 - Controller B	Stream: 3	PRC for Signalled Lanes (%):	67.1	Total Delay for Signalled Lanes (pcuHr):	1.17	Cycle Time (s):	90
C2 - Controller B	Stream: 4	PRC for Signalled Lanes (%):	257.7	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s):	90
		PRC Over All Lanes (%):	33.4	Total Delay Over All Lanes(pcuHr):	45.84		

Scenario 3: 'AM 2041 FLOWS' (FG3: 'AM 2041', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.9%**	**0**	**0**	**0**	**55.6**	**-**	**-**
Priory Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.9%**	**0**	**0**	**0**	**55.6**	**-**	**-**
1/1	Walton Vale N Left	U	C2:D		1	27	-	-	316	1926	599	52.7%	-	-	-	2.8	31.9	7.1
1/2+1/3	Walton Vale N Left Ahead	U	C2:D		1	27	-	-	604	1943:1945	432+410	71.8 : 71.8%	-	-	-	5.5	32.8	8.0
2/1	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	1125	1985	1698	66.2%	-	-	-	1.1	3.5	13.7
2/2	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	892	1985	1698	52.5%	-	-	-	0.6	2.4	13.9
3/2+3/1	Derby Rd E SL Left Ahead	U	C1:B		1	51	-	-	1198	1945:1890	812+1088	63.1 : 63.1%	-	-	-	4.8	14.4	12.1
3/3	Derby Rd E SL Ahead	U	C1:B		1	51	-	-	499	1945	1124	44.4%	-	-	-	1.9	13.7	7.5
4/1	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	590	1990	1703	34.7%	-	-	-	0.3	1.9	1.4
4/2	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	587	1990	1703	34.5%	-	-	-	0.3	1.9	0.8
5/1	Woodside Rd S SL Left	U	C1:D		1	33	-	-	175	1929	729	24.0%	-	-	-	1.1	22.4	3.1
5/2+5/3	Woodside Rd S SL Left Ahead	U	C1:D		1	33	-	-	899	1975:1975	656+719	65.4 : 65.4%	-	-	-	6.6	26.3	10.5
6/1	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	500	1925	1647	30.4%	-	-	-	0.2	1.7	0.4

6/2	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	512	1925	1647	31.1%	-	-	-	0.2	1.6	1.3
6/3	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	444	1925	1647	27.0%	-	-	-	0.2	1.5	0.2
7/1	Derby Rd W SL Left Ahead	U	C2:B		1	44	-	-	649	1955	978	66.4%	-	-	-	4.0	22.3	13.1
7/2	Derby Rd W SL Ahead	U	C2:B		1	44	-	-	599	1965	982	61.0%	-	-	-	3.5	20.9	11.4
7/3	Derby Rd W SL Ahead	U	C2:B		1	44	-	-	251	1965	982	25.5%	-	-	-	1.1	15.4	3.7
8/1	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	478	1965	1681	28.4%	-	-	-	0.2	1.5	1.8
8/2	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	62	1965	1681	3.7%	-	-	-	0.0	1.8	0.1
9/1	North Circ Ahead	U	C2:C		1	52	-	-	809	2015	1187	68.2%	-	-	-	3.7	16.4	17.4
9/2	North Circ Ahead	U	C2:C		1	52	-	-	853	2015	1187	71.9%	-	-	-	4.4	18.4	18.3
9/3	North Circ Right	U	C2:C		1	52	-	-	251	1874	1104	22.7%	-	-	-	0.6	7.9	4.5
10/1	East Circ Ahead	U	C1:A		1	28	-	-	405	2030	654	61.9%	-	-	-	2.8	25.1	5.1
10/2	East Circ Ahead Right	U	C1:A		1	28	-	-	411	2025	653	63.0%	-	-	-	2.7	23.8	4.8
11/1	South Circ Ahead	U	C1:C		1	38	-	-	325	2075	899	36.1%	-	-	-	1.1	12.3	2.2
11/2	South Circ Ahead	U	C1:C		1	38	-	-	512	2075	899	56.9%	-	-	-	1.9	13.6	3.3
11/3	South Circ Ahead Right	U	C1:C		1	38	-	-	499	2058	892	56.0%	-	-	-	1.9	13.6	3.2
12/1	West Circ Ahead	U	C2:A		1	35	-	-	476	2045	818	58.2%	-	-	-	1.2	8.7	3.0

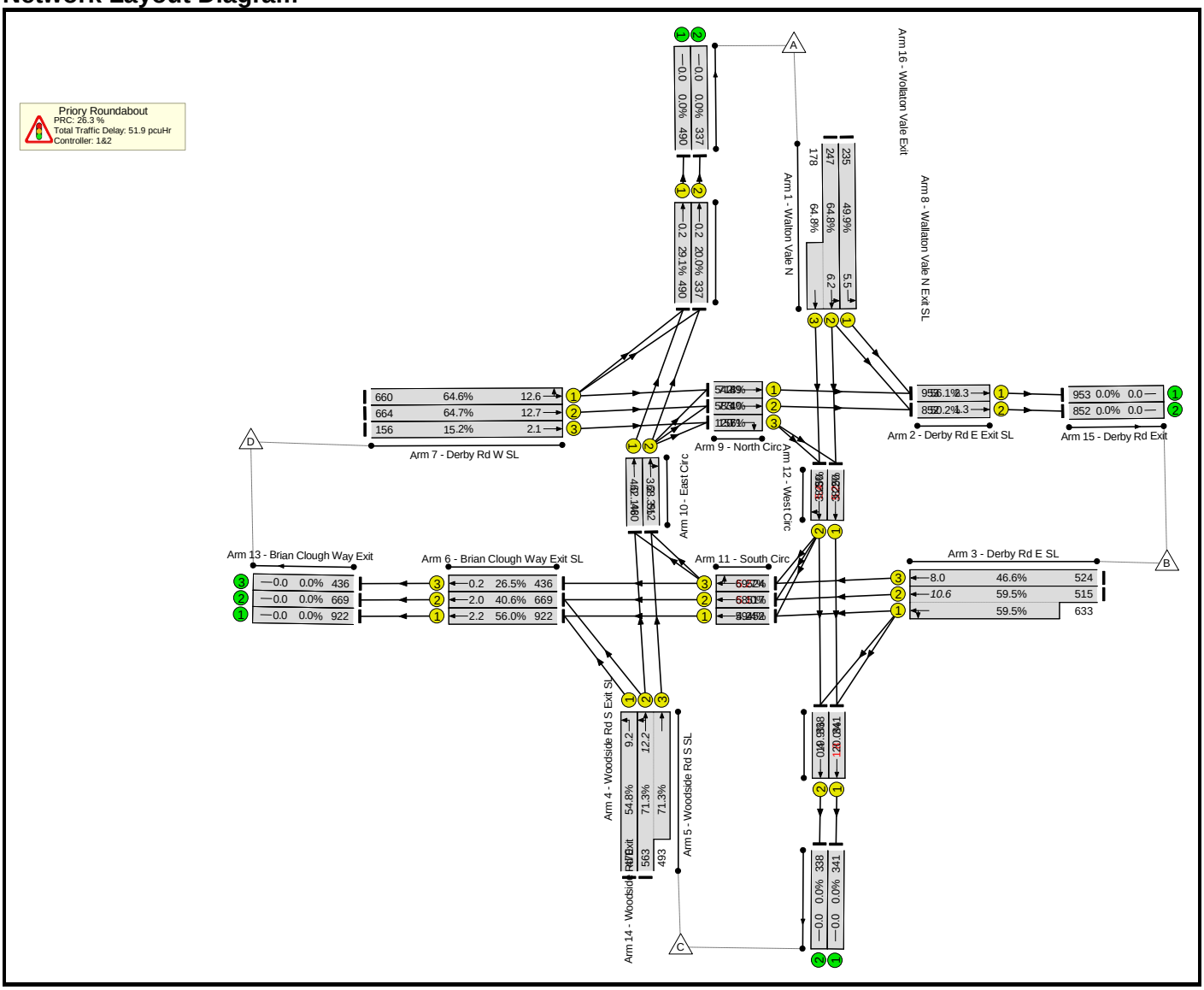
Basic Results Summary

12/2	West Circ Ahead Right	U	C2:A		1	35	-	-	478	1905	762	62.7%	-	-	-	1.0	7.4	7.3

C1 - Controller A	Stream: 1 PRC for Signalled Lanes (%):	42.7	Total Delay for Signalled Lanes (pcuHr):	12.23	Cycle Time (s):	90
C1 - Controller A	Stream: 2 PRC for Signalled Lanes (%):	37.7	Total Delay for Signalled Lanes (pcuHr):	12.60	Cycle Time (s):	90
C1 - Controller A	Stream: 3 PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	1.69	Cycle Time (s):	90
C1 - Controller A	Stream: 4 PRC for Signalled Lanes (%):	159.7	Total Delay for Signalled Lanes (pcuHr):	0.63	Cycle Time (s):	90
C2 - Controller B	Stream: 1 PRC for Signalled Lanes (%):	35.6	Total Delay for Signalled Lanes (pcuHr):	10.69	Cycle Time (s):	90
C2 - Controller B	Stream: 2 PRC for Signalled Lanes (%):	25.2	Total Delay for Signalled Lanes (pcuHr):	16.90	Cycle Time (s):	90
C2 - Controller B	Stream: 3 PRC for Signalled Lanes (%):	189.5	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s):	90
C2 - Controller B	Stream: 4 PRC for Signalled Lanes (%):	216.5	Total Delay for Signalled Lanes (pcuHr):	0.23	Cycle Time (s):	90
	PRC Over All Lanes (%):	25.2	Total Delay Over All Lanes(pcuHr):	55.62		

Scenario 4: 'PM 2041 FLOWS' (FG4: 'PM 2041', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**	**0**	**0**	**0**	**51.9**	**-**	**-**
Priory Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**71.3%**	**0**	**0**	**0**	**51.9**	**-**	**-**
1/1	Walton Vale N Left	U	C2:D		1	21	-	-	235	1926	471	49.9%	-	-	-	2.4	36.9	5.5
1/2+1/3	Walton Vale N Left Ahead	U	C2:D		1	21	-	-	425	1939:1945	381+275	64.8 : 64.8%	-	-	-	4.3	36.7	6.2
2/1	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	953	1985	1698	56.1%	-	-	-	0.7	2.7	2.3
2/2	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	852	1985	1698	50.2%	-	-	-	0.6	2.5	1.3
3/2+3/1	Derby Rd E SL Left Ahead	U	C1:B		1	51	-	-	1148	1945:1915	865+1063	59.5 : 59.5%	-	-	-	4.4	13.8	10.6
3/3	Derby Rd E SL Ahead	U	C1:B		1	51	-	-	524	1945	1124	46.6%	-	-	-	2.0	14.0	8.0
4/1	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	341	1990	1703	20.0%	-	-	-	0.1	1.6	1.8
4/2	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	338	1990	1703	19.9%	-	-	-	0.1	1.6	0.4
5/1	Woodside Rd S SL Left	U	C1:D		1	39	-	-	470	1929	857	54.8%	-	-	-	3.0	23.0	9.2
5/2+5/3	Woodside Rd S SL Left Ahead	U	C1:D		1	39	-	-	1056	1963:1975	790+692	71.3 : 71.3%	-	-	-	6.8	23.2	12.2
6/1	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	922	1925	1647	56.0%	-	-	-	0.7	2.7	2.2

6/2	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	669	1925	1647	40.6%	-	-	-	0.4	1.9	2.0
6/3	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	436	1925	1647	26.5%	-	-	-	0.2	1.5	0.2
7/1	Derby Rd W SL Left Ahead	U	C2:B		1	46	-	-	660	1956	1021	64.6%	-	-	-	3.8	20.5	12.6
7/2	Derby Rd W SL Ahead	U	C2:B		1	46	-	-	664	1965	1026	64.7%	-	-	-	3.8	20.5	12.7
7/3	Derby Rd W SL Ahead	U	C2:B		1	46	-	-	156	1965	1026	15.2%	-	-	-	0.6	13.2	2.1
8/1	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	490	1965	1681	29.1%	-	-	-	0.2	1.5	0.2
8/2	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	337	1965	1681	20.0%	-	-	-	0.1	1.4	0.2
9/1	North Circ Ahead	U	C2:C		1	58	-	-	718	2015	1321	54.4%	-	-	-	1.1	5.6	2.9
9/2	North Circ Ahead	U	C2:C		1	58	-	-	771	2015	1321	58.4%	-	-	-	1.2	5.7	3.0
9/3	North Circ Right	U	C2:C		1	58	-	-	156	1874	1229	12.7%	-	-	-	0.1	1.7	0.1
10/1	East Circ Ahead	U	C1:A		1	28	-	-	250	2030	654	38.2%	-	-	-	1.2	16.7	5.2
10/2	East Circ Ahead Right	U	C1:A		1	28	-	-	250	2025	653	38.3%	-	-	-	1.2	17.0	5.4
11/1	South Circ Ahead	U	C1:C		1	32	-	-	452	2075	761	59.4%	-	-	-	2.5	19.7	4.2
11/2	South Circ Ahead	U	C1:C		1	32	-	-	517	2075	761	68.0%	-	-	-	3.0	21.2	5.1
11/3	South Circ Ahead Right	U	C1:C		1	32	-	-	524	2049	751	69.7%	-	-	-	3.2	21.7	5.2
12/1	West Circ Ahead	U	C2:A		1	33	-	-	480	2045	773	62.1%	-	-	-	2.1	15.7	4.0

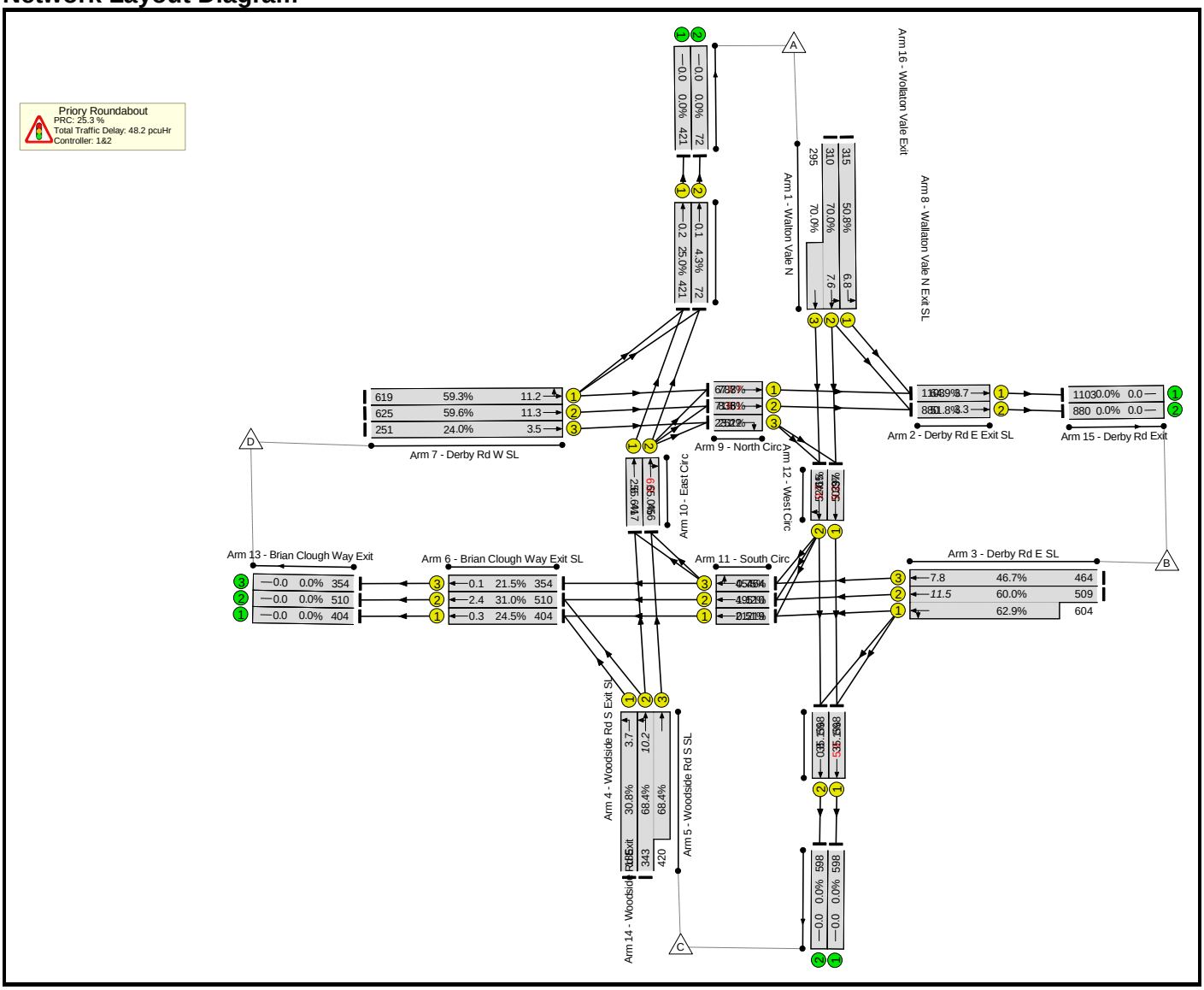
Basic Results Summary

12/2	West Circ Ahead Right	U	C2:A		1	33	-	-	512	1983	749	68.3%	-	-	-	2.2	15.2	3.2

C1 - Controller A	Stream: 1 PRC for Signalled Lanes (%):	51.2	Total Delay for Signalled Lanes (pcuHr):	8.78	Cycle Time (s):	90
C1 - Controller A	Stream: 2 PRC for Signalled Lanes (%):	26.3	Total Delay for Signalled Lanes (pcuHr):	18.48	Cycle Time (s):	90
C1 - Controller A	Stream: 3 PRC for Signalled Lanes (%):	60.4	Total Delay for Signalled Lanes (pcuHr):	1.30	Cycle Time (s):	90
C1 - Controller A	Stream: 4 PRC for Signalled Lanes (%):	349.4	Total Delay for Signalled Lanes (pcuHr):	0.30	Cycle Time (s):	90
C2 - Controller B	Stream: 1 PRC for Signalled Lanes (%):	31.7	Total Delay for Signalled Lanes (pcuHr):	12.35	Cycle Time (s):	90
C2 - Controller B	Stream: 2 PRC for Signalled Lanes (%):	38.9	Total Delay for Signalled Lanes (pcuHr):	9.14	Cycle Time (s):	90
C2 - Controller B	Stream: 3 PRC for Signalled Lanes (%):	60.8	Total Delay for Signalled Lanes (pcuHr):	1.24	Cycle Time (s):	90
C2 - Controller B	Stream: 4 PRC for Signalled Lanes (%):	208.8	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s):	90
	PRC Over All Lanes (%):	26.3	Total Delay Over All Lanes(pcuHr):	51.94		

Scenario 5: 'AM 2026 FLOWS DS' (FG5: 'AM 2026 DS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**71.8%**	**0**	**0**	**0**	**48.2**	-	-
Priory Roundabout	-	-	-		-	-	-	-	-	-	-	**71.8%**	**0**	**0**	**0**	**48.2**	-	-
1/1	Walton Vale N Left	U	C2:D		1	28	-	-	315	1926	621	50.8%	-	-	-	2.7	30.6	6.8
1/2+1/3	Walton Vale N Left Ahead	U	C2:D		1	28	-	-	605	1942:1945	443+421	70.0 : 70.0%	-	-	-	5.3	31.4	7.6
2/1	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	1103	1985	1698	64.9%	-	-	-	1.0	3.4	3.7
2/2	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	880	1985	1698	51.8%	-	-	-	0.6	2.3	3.3
3/2+3/1	Derby Rd E SL Left Ahead	U	C1:B		1	45	-	-	1113	1945:1879	849+960	60.0 : 62.9%	-	-	-	5.5	17.8	11.5
3/3	Derby Rd E SL Ahead	U	C1:B		1	45	-	-	464	1945	994	46.7%	-	-	-	2.3	17.5	7.8
4/1	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	598	1990	1703	35.1%	-	-	-	0.3	2.0	5.9
4/2	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	598	1990	1703	35.1%	-	-	-	0.3	1.9	0.8
5/1	Woodside Rd S SL Left	U	C1:D		1	27	-	-	185	1929	600	30.8%	-	-	-	1.4	28.0	3.7
5/2+5/3	Woodside Rd S SL Left Ahead	U	C1:D		1	27	-	-	763	1975:1975	502+614	68.4 : 68.4%	-	-	-	6.7	31.6	10.2
6/1	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	404	1925	1647	24.5%	-	-	-	0.2	1.6	0.3

6/2	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	510	1925	1647	31.0%	-	-	-	0.2	1.6	2.4
6/3	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	354	1925	1647	21.5%	-	-	-	0.1	1.4	0.1
7/1	Derby Rd W SL Left Ahead	U	C2:B		1	47	-	-	619	1957	1044	59.3%	-	-	-	3.2	18.6	11.2
7/2	Derby Rd W SL Ahead	U	C2:B		1	47	-	-	625	1965	1048	59.6%	-	-	-	3.2	18.6	11.3
7/3	Derby Rd W SL Ahead	U	C2:B		1	47	-	-	251	1965	1048	24.0%	-	-	-	0.9	13.5	3.5
8/1	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	421	1965	1681	25.0%	-	-	-	0.2	1.4	0.2
8/2	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	72	1965	1681	4.3%	-	-	-	0.0	1.5	0.1
9/1	North Circ Ahead	U	C2:C		1	51	-	-	788	2015	1164	67.7%	-	-	-	2.6	11.7	7.7
9/2	North Circ Ahead	U	C2:C		1	51	-	-	836	2015	1164	71.8%	-	-	-	2.9	12.3	8.1
9/3	North Circ Right	U	C2:C		1	51	-	-	251	1874	1083	23.2%	-	-	-	0.4	5.6	1.2
10/1	East Circ Ahead	U	C1:A		1	34	-	-	397	2030	789	50.3%	-	-	-	2.0	18.3	9.2
10/2	East Circ Ahead Right	U	C1:A		1	34	-	-	415	2027	788	52.6%	-	-	-	2.0	17.6	9.7
11/1	South Circ Ahead	U	C1:C		1	44	-	-	219	2075	1038	21.1%	-	-	-	0.3	4.4	0.5
11/2	South Circ Ahead	U	C1:C		1	44	-	-	510	2075	1038	49.2%	-	-	-	0.7	4.6	1.1
11/3	South Circ Ahead Right	U	C1:C		1	44	-	-	464	2039	1020	45.5%	-	-	-	0.6	4.4	0.7
12/1	West Circ Ahead	U	C2:A		1	32	-	-	417	2045	750	55.6%	-	-	-	1.4	11.8	2.6

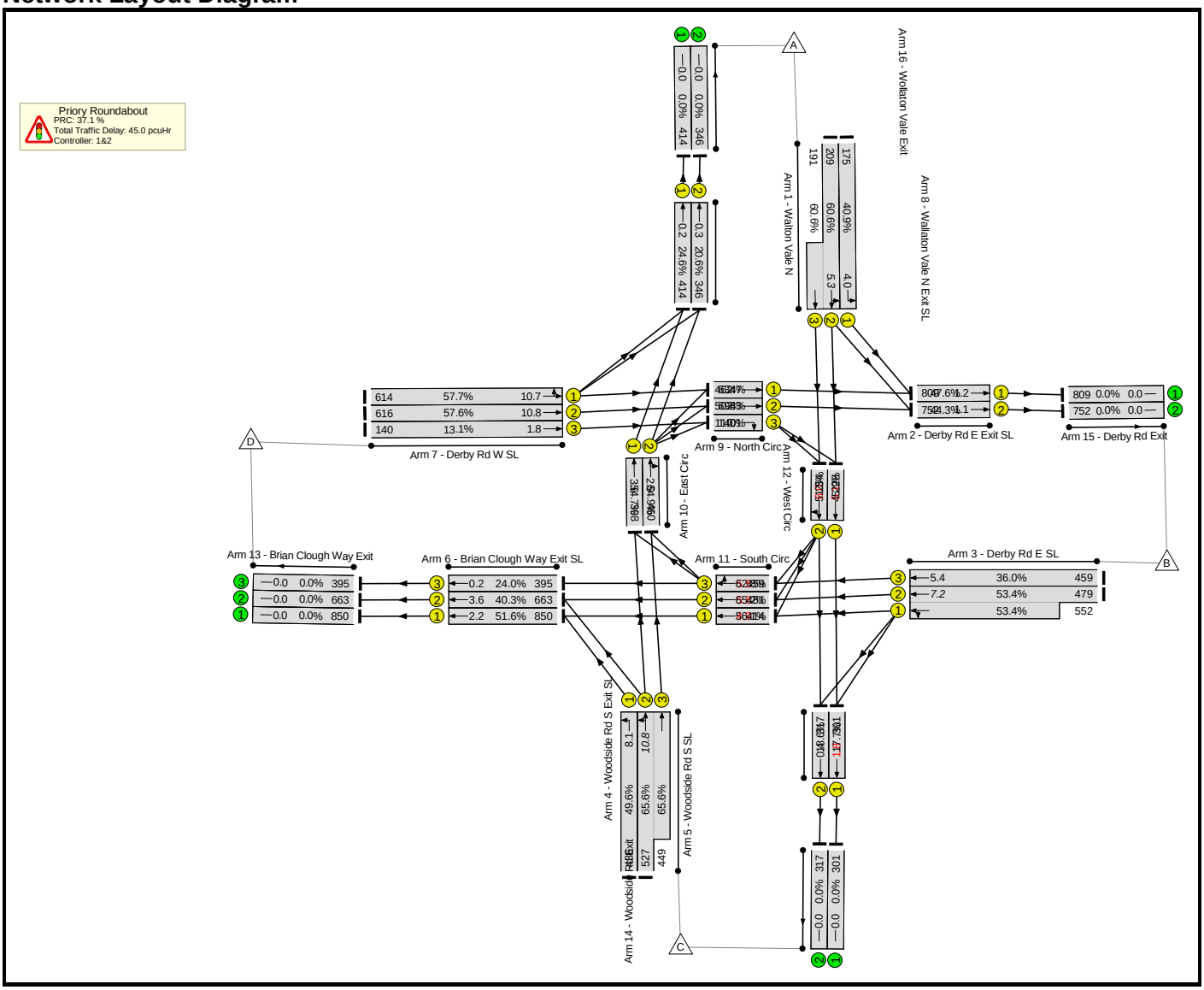
Basic Results Summary

12/2	West Circ Ahead Right	U	C2:A		1	32	-	-	456	1913	701	65.0%	-	-	-	1.3	10.6	6.9

C1 - Controller A	Stream: 1 PRC for Signalled Lanes (%):	43.1	Total Delay for Signalled Lanes (pcuHr):	11.83	Cycle Time (s):	90
C1 - Controller A	Stream: 2 PRC for Signalled Lanes (%):	31.7	Total Delay for Signalled Lanes (pcuHr):	9.63	Cycle Time (s):	90
C1 - Controller A	Stream: 3 PRC for Signalled Lanes (%):	38.6	Total Delay for Signalled Lanes (pcuHr):	1.58	Cycle Time (s):	90
C1 - Controller A	Stream: 4 PRC for Signalled Lanes (%):	156.2	Total Delay for Signalled Lanes (pcuHr):	0.65	Cycle Time (s):	90
C2 - Controller B	Stream: 1 PRC for Signalled Lanes (%):	38.4	Total Delay for Signalled Lanes (pcuHr):	10.07	Cycle Time (s):	90
C2 - Controller B	Stream: 2 PRC for Signalled Lanes (%):	25.3	Total Delay for Signalled Lanes (pcuHr):	13.76	Cycle Time (s):	90
C2 - Controller B	Stream: 3 PRC for Signalled Lanes (%):	190.6	Total Delay for Signalled Lanes (pcuHr):	0.54	Cycle Time (s):	90
C2 - Controller B	Stream: 4 PRC for Signalled Lanes (%):	259.4	Total Delay for Signalled Lanes (pcuHr):	0.20	Cycle Time (s):	90
	PRC Over All Lanes (%):	25.3	Total Delay Over All Lanes(pcuHr):	48.25		

Scenario 6: 'PM 2026 FLOWS DS' (FG6: 'PM 2026 DS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Basic Results Summary

Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**65.6%**	**0**	**0**	**0**	**45.0**	**-**	**-**
Priory Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**65.6%**	**0**	**0**	**0**	**45.0**	**-**	**-**
1/1	Walton Vale N Left	U	C2:D		1	19	-	-	175	1926	428	40.9%	-	-	-	1.8	37.0	4.0
1/2+1/3	Walton Vale N Left Ahead	U	C2:D		1	19	-	-	400	1940:1945	345+315	60.6 : 60.6%	-	-	-	4.1	37.2	5.3
2/1	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	809	1985	1698	47.6%	-	-	-	0.5	2.3	1.2
2/2	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	752	1985	1698	44.3%	-	-	-	0.5	2.2	1.1
3/2+3/1	Derby Rd E SL Left Ahead	U	C1:B		1	58	-	-	1031	1945:1918	897+1034	53.4 : 53.4%	-	-	-	2.7	9.3	7.2
3/3	Derby Rd E SL Ahead	U	C1:B		1	58	-	-	459	1945	1275	36.0%	-	-	-	1.2	9.2	5.4
4/1	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	301	1990	1703	17.7%	-	-	-	0.1	1.5	1.8
4/2	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	317	1990	1703	18.6%	-	-	-	0.1	1.5	0.4
5/1	Woodside Rd S SL Left	U	C1:D		1	40	-	-	436	1929	879	49.6%	-	-	-	2.6	21.3	8.1
5/2+5/3	Woodside Rd S SL Left Ahead	U	C1:D		1	40	-	-	976	1959:1975	803+684	65.6 : 65.6%	-	-	-	5.8	21.3	10.8
6/1	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	850	1925	1647	51.6%	-	-	-	0.6	2.5	2.2

6/2	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	663	1925	1647	40.3%	-	-	-	0.4	2.0	3.6
6/3	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	395	1925	1647	24.0%	-	-	-	0.2	1.4	0.2
7/1	Derby Rd W SL Left Ahead	U	C2:B		1	48	-	-	614	1953	1063	57.7%	-	-	-	3.0	17.6	10.7
7/2	Derby Rd W SL Ahead	U	C2:B		1	48	-	-	616	1965	1070	57.6%	-	-	-	3.0	17.6	10.8
7/3	Derby Rd W SL Ahead	U	C2:B		1	48	-	-	140	1965	1070	13.1%	-	-	-	0.5	12.0	1.8
8/1	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	414	1965	1681	24.6%	-	-	-	0.2	1.5	0.2
8/2	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	346	1965	1681	20.6%	-	-	-	0.1	1.5	0.3
9/1	North Circ Ahead	U	C2:C		1	60	-	-	634	2015	1366	46.4%	-	-	-	0.8	4.7	2.7
9/2	North Circ Ahead	U	C2:C		1	60	-	-	694	2015	1366	50.8%	-	-	-	0.9	4.5	2.3
9/3	North Circ Right	U	C2:C		1	60	-	-	140	1874	1270	11.0%	-	-	-	0.1	1.6	0.1
10/1	East Circ Ahead	U	C1:A		1	21	-	-	228	2030	496	45.9%	-	-	-	1.5	23.6	5.1
10/2	East Circ Ahead Right	U	C1:A		1	21	-	-	254	2025	495	51.3%	-	-	-	1.7	24.3	6.0
11/1	South Circ Ahead	U	C1:C		1	31	-	-	414	2075	738	56.1%	-	-	-	2.7	23.1	4.9
11/2	South Circ Ahead	U	C1:C		1	31	-	-	481	2075	738	65.2%	-	-	-	3.3	24.8	5.8
11/3	South Circ Ahead Right	U	C1:C		1	31	-	-	459	2054	730	62.8%	-	-	-	3.1	24.3	5.5
12/1	West Circ Ahead	U	C2:A		1	31	-	-	398	2045	727	54.7%	-	-	-	1.7	15.7	3.6

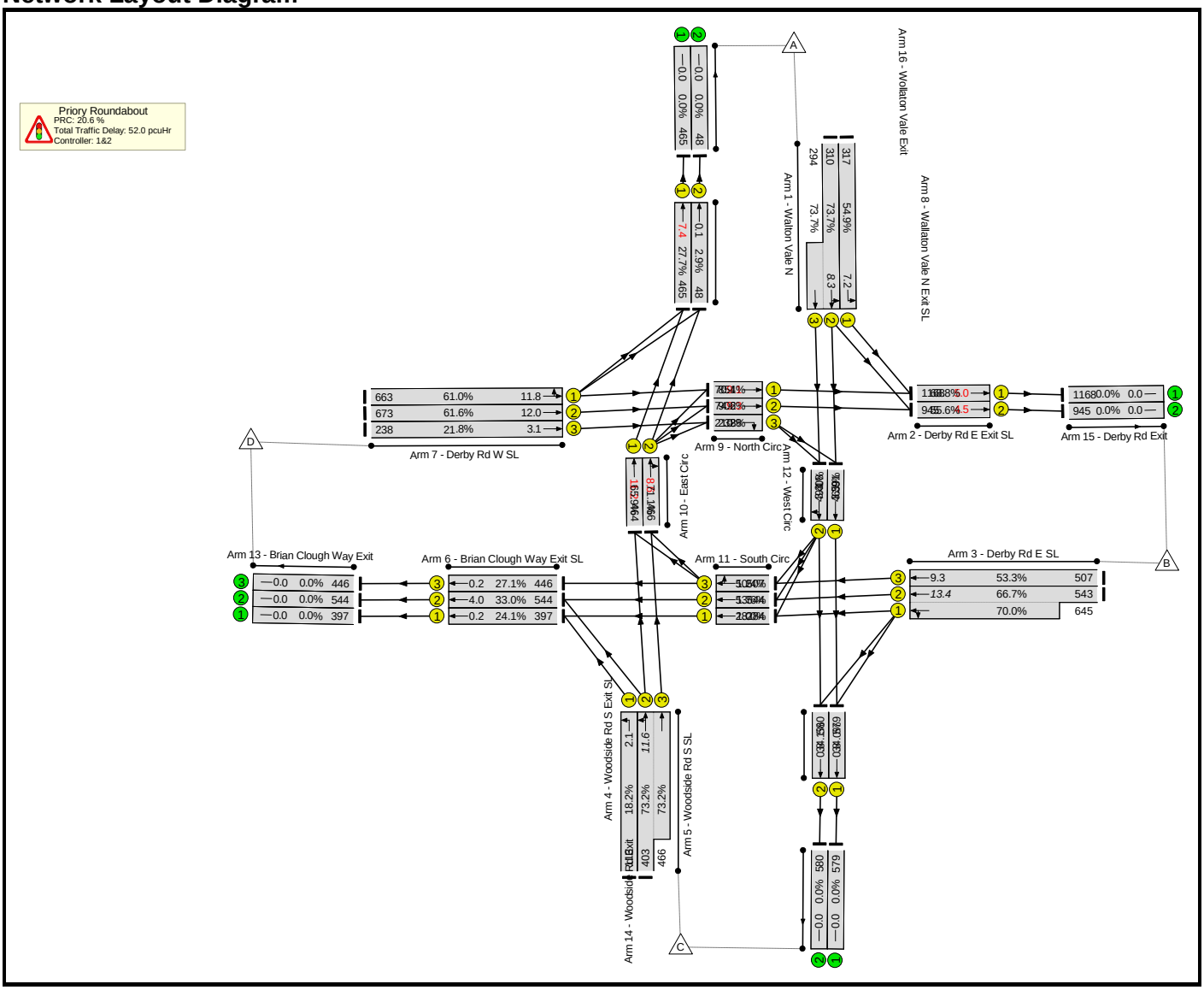
Basic Results Summary

12/2	West Circ Ahead Right	U	C2:A		1	31	-	-	460	1992	708	64.9%	-	-	-	2.0	15.5	2.9

C1 - Controller A	Stream: 1	PRC for Signalled Lanes (%):	68.5	Total Delay for Signalled Lanes (pcuHr):	7.05	Cycle Time (s):	90	
C1 - Controller A	Stream: 2	PRC for Signalled Lanes (%):	37.1	Total Delay for Signalled Lanes (pcuHr):	17.43	Cycle Time (s):	90	
C1 - Controller A	Stream: 3	PRC for Signalled Lanes (%):	88.9	Total Delay for Signalled Lanes (pcuHr):	0.98	Cycle Time (s):	90	
C1 - Controller A	Stream: 4	PRC for Signalled Lanes (%):	383.4	Total Delay for Signalled Lanes (pcuHr):	0.26	Cycle Time (s):	90	
C2 - Controller B	Stream: 1	PRC for Signalled Lanes (%):	38.6	Total Delay for Signalled Lanes (pcuHr):	10.19	Cycle Time (s):	90	
C2 - Controller B	Stream: 2	PRC for Signalled Lanes (%):	48.5	Total Delay for Signalled Lanes (pcuHr):	7.70	Cycle Time (s):	90	
C2 - Controller B	Stream: 3	PRC for Signalled Lanes (%):	74.4	Total Delay for Signalled Lanes (pcuHr):	1.11	Cycle Time (s):	90	
C2 - Controller B	Stream: 4	PRC for Signalled Lanes (%):	265.5	Total Delay for Signalled Lanes (pcuHr):	0.31	Cycle Time (s):	90	
		PRC Over All Lanes (%):	37.1	Total Delay Over All Lanes(pcuHr):	45.03			

Scenario 7: 'AM 2041 FLOWS DS' (FG7: 'AM 2041 DS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	-	-	-		-	-	-	-	-	-	-	**74.6%**	**0**	**0**	**0**	**52.0**	-	-
Priory Roundabout	-	-	-		-	-	-	-	-	-	-	**74.6%**	**0**	**0**	**0**	**52.0**	-	-
1/1	Walton Vale N Left	U	C2:D		1	26	-	-	317	1926	578	54.9%	-	-	-	2.9	33.3	7.2
1/2+1/3	Walton Vale N Left Ahead	U	C2:D		1	26	-	-	604	1942:1945	421+399	73.7 : 73.7%	-	-	-	5.8	34.4	8.3
2/1	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	1168	1985	1698	68.8%	-	-	-	1.2	3.7	5.0
2/2	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	945	1985	1698	55.6%	-	-	-	0.6	2.4	4.5
3/2+3/1	Derby Rd E SL Left Ahead	U	C1:B		1	43	-	-	1188	1945:1885	814+922	66.7 : 70.0%	-	-	-	6.7	20.4	13.4
3/3	Derby Rd E SL Ahead	U	C1:B		1	43	-	-	507	1945	951	53.3%	-	-	-	2.8	19.9	9.3
4/1	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	579	1990	1703	34.0%	-	-	-	0.3	1.9	0.8
4/2	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	580	1990	1703	34.1%	-	-	-	0.3	1.9	0.8
5/1	Woodside Rd S SL Left	U	C1:D		1	28	-	-	113	1929	622	18.2%	-	-	-	0.8	25.5	2.1
5/2+5/3	Woodside Rd S SL Left Ahead	U	C1:D		1	28	-	-	869	1975:1975	550+636	73.2 : 73.2%	-	-	-	7.8	32.2	11.6
6/1	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	397	1925	1647	24.1%	-	-	-	0.2	1.5	0.2

6/2	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	544	1925	1647	33.0%	-	-	-	0.2	1.6	4.0
6/3	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	446	1925	1647	27.1%	-	-	-	0.2	1.5	0.2
7/1	Derby Rd W SL Left Ahead	U	C2:B		1	49	-	-	663	1956	1087	61.0%	-	-	-	3.3	17.7	11.8
7/2	Derby Rd W SL Ahead	U	C2:B		1	49	-	-	673	1965	1092	61.6%	-	-	-	3.3	17.8	12.0
7/3	Derby Rd W SL Ahead	U	C2:B		1	49	-	-	238	1965	1092	21.8%	-	-	-	0.8	12.2	3.1
8/1	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	465	1965	1681	27.7%	-	-	-	0.2	1.6	7.4
8/2	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	48	1965	1681	2.9%	-	-	-	0.0	1.9	0.1
9/1	North Circ Ahead	U	C2:C		1	53	-	-	851	2015	1209	70.4%	-	-	-	3.1	12.9	9.1
9/2	North Circ Ahead	U	C2:C		1	53	-	-	902	2015	1209	74.6%	-	-	-	3.4	13.4	9.3
9/3	North Circ Right	U	C2:C		1	53	-	-	238	1874	1124	21.2%	-	-	-	0.4	5.6	0.8
10/1	East Circ Ahead	U	C1:A		1	36	-	-	391	2030	835	46.9%	-	-	-	1.5	14.2	3.5
10/2	East Circ Ahead Right	U	C1:A		1	36	-	-	408	2022	831	49.1%	-	-	-	1.5	13.2	3.3
11/1	South Circ Ahead	U	C1:C		1	43	-	-	284	2075	1014	28.0%	-	-	-	0.4	5.1	1.0
11/2	South Circ Ahead	U	C1:C		1	43	-	-	544	2075	1014	53.6%	-	-	-	0.7	4.3	1.7
11/3	South Circ Ahead Right	U	C1:C		1	43	-	-	507	2056	1005	50.4%	-	-	-	0.6	4.0	1.2
12/1	West Circ Ahead	U	C2:A		1	30	-	-	464	2045	704	65.9%	-	-	-	1.8	14.0	11.2

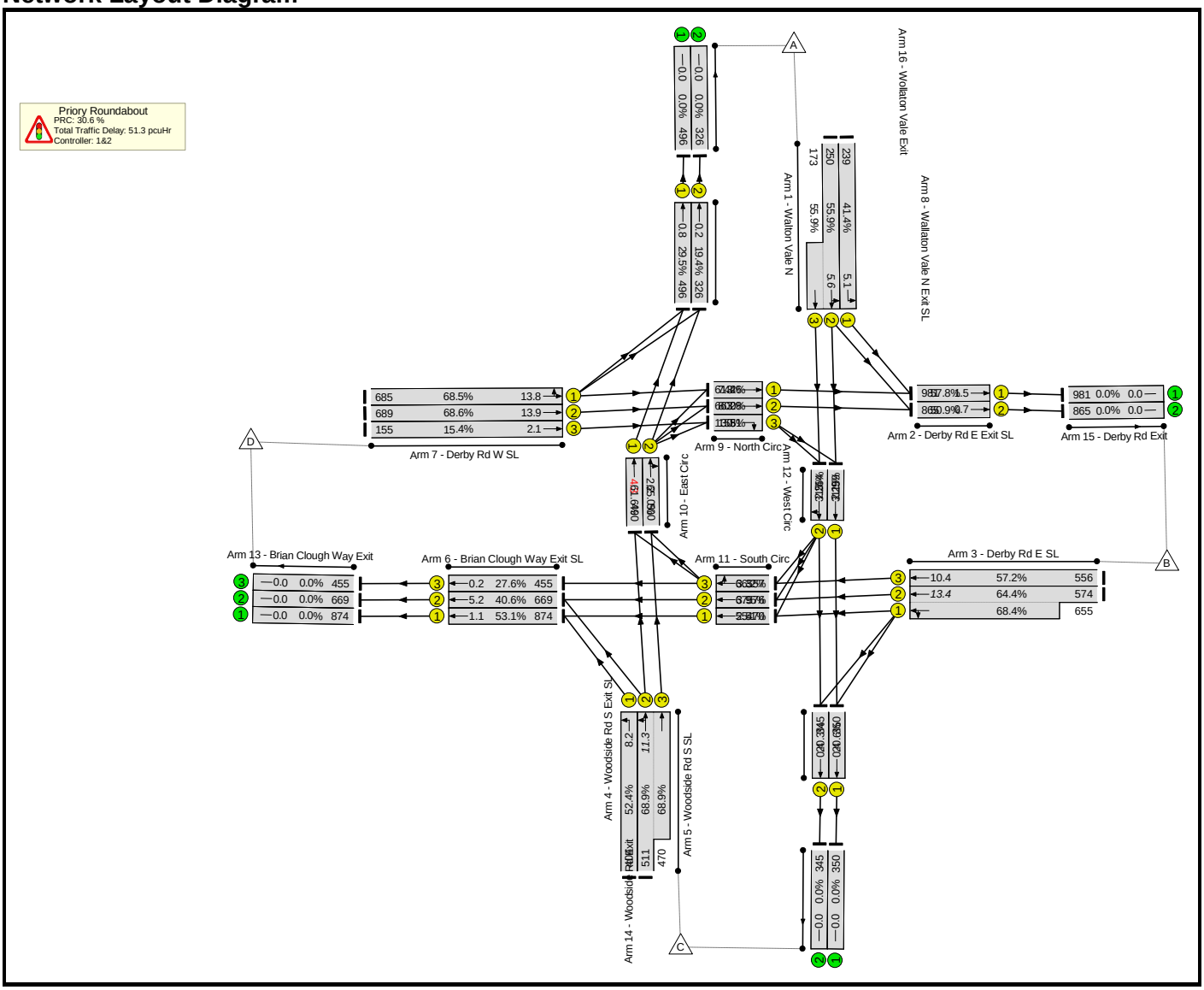
Basic Results Summary

12/2	West Circ Ahead Right	U	C2:A		1	30	-	-	466	1902	655	71.1%	-	-	-	1.3	9.7	8.6

C1 - Controller A	Stream: 1 PRC for Signalled Lanes (%):	28.6	Total Delay for Signalled Lanes (pcuHr):	12.59	Cycle Time (s):	90
C1 - Controller A	Stream: 2 PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	10.19	Cycle Time (s):	90
C1 - Controller A	Stream: 3 PRC for Signalled Lanes (%):	30.9	Total Delay for Signalled Lanes (pcuHr):	1.86	Cycle Time (s):	90
C1 - Controller A	Stream: 4 PRC for Signalled Lanes (%):	164.2	Total Delay for Signalled Lanes (pcuHr):	0.62	Cycle Time (s):	90
C2 - Controller B	Stream: 1 PRC for Signalled Lanes (%):	26.5	Total Delay for Signalled Lanes (pcuHr):	10.46	Cycle Time (s):	90
C2 - Controller B	Stream: 2 PRC for Signalled Lanes (%):	20.6	Total Delay for Signalled Lanes (pcuHr):	15.48	Cycle Time (s):	90
C2 - Controller B	Stream: 3 PRC for Signalled Lanes (%):	172.5	Total Delay for Signalled Lanes (pcuHr):	0.60	Cycle Time (s):	90
C2 - Controller B	Stream: 4 PRC for Signalled Lanes (%):	225.4	Total Delay for Signalled Lanes (pcuHr):	0.23	Cycle Time (s):	90
	PRC Over All Lanes (%):	20.6	Total Delay Over All Lanes(pcuHr):	52.03		

Scenario 8: 'PM 2041 FLOWS DS' (FG8: 'PM 2041 DS', Plan 1: 'Network Control Plan 1')

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	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 (%)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**68.9%**	**0**	**0**	**0**	**51.3**	**-**	**-**
Priory Roundabout	**-**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**68.9%**	**0**	**0**	**0**	**51.3**	**-**	**-**
1/1	Walton Vale N Left	U	C2:D		1	26	-	-	239	1926	578	41.4%	-	-	-	2.0	30.5	5.1
1/2+1/3	Walton Vale N Left Ahead	U	C2:D		1	26	-	-	423	1940:1945	447+310	55.9 : 55.9%	-	-	-	3.6	30.2	5.6
2/1	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	981	1985	1698	57.8%	-	-	-	0.8	2.8	1.5
2/2	Derby Rd E Exit SL Ahead	U	C1:E		1	76	-	-	865	1985	1698	50.9%	-	-	-	0.5	2.2	0.7
3/2+3/1	Derby Rd E SL Left Ahead	U	C1:B		1	44	-	-	1229	1945:1915	891+957	64.4 : 68.4%	-	-	-	6.6	19.5	13.4
3/3	Derby Rd E SL Ahead	U	C1:B		1	44	-	-	556	1945	973	57.2%	-	-	-	3.1	20.1	10.4
4/1	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	350	1990	1703	20.6%	-	-	-	0.2	1.6	0.4
4/2	Woodside Rd S Exit SL Ahead	U	C1:F		1	76	-	-	345	1990	1703	20.3%	-	-	-	0.2	1.6	0.4
5/1	Woodside Rd S SL Left	U	C1:D		1	35	-	-	404	1929	772	52.4%	-	-	-	2.8	25.4	8.2
5/2+5/3	Woodside Rd S SL Left Ahead	U	C1:D		1	35	-	-	981	1967:1975	742+682	68.9 : 68.9%	-	-	-	7.0	25.6	11.3
6/1	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	874	1925	1647	53.1%	-	-	-	0.6	2.5	1.1

6/2	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	669	1925	1647	40.6%	-	-	-	0.4	1.9	5.2
6/3	Brian Clough Way Exit SL Ahead	U	C2:E		1	76	-	-	455	1925	1647	27.6%	-	-	-	0.2	1.5	0.2
7/1	Derby Rd W SL Left Ahead	U	C2:B		1	45	-	-	685	1956	1000	68.5%	-	-	-	4.2	22.2	13.8
7/2	Derby Rd W SL Ahead	U	C2:B		1	45	-	-	689	1965	1004	68.6%	-	-	-	4.3	22.2	13.9
7/3	Derby Rd W SL Ahead	U	C2:B		1	45	-	-	155	1965	1004	15.4%	-	-	-	0.6	13.8	2.1
8/1	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	496	1965	1681	29.5%	-	-	-	0.2	1.5	0.8
8/2	Wallaton Vale N Exit SL Ahead	U	C2:F		1	76	-	-	326	1965	1681	19.4%	-	-	-	0.1	1.5	0.2
9/1	North Circ Ahead	U	C2:C		1	53	-	-	742	2015	1209	61.4%	-	-	-	1.5	7.3	3.6
9/2	North Circ Ahead	U	C2:C		1	53	-	-	800	2015	1209	66.2%	-	-	-	1.7	7.6	3.8
9/3	North Circ Right	U	C2:C		1	53	-	-	155	1874	1124	13.8%	-	-	-	0.1	1.9	0.1
10/1	East Circ Ahead	U	C1:A		1	35	-	-	259	2030	812	31.9%	-	-	-	1.0	13.8	2.1
10/2	East Circ Ahead Right	U	C1:A		1	35	-	-	254	2023	809	31.4%	-	-	-	1.1	15.1	2.5
11/1	South Circ Ahead	U	C1:C		1	36	-	-	470	2075	853	55.1%	-	-	-	1.5	11.3	2.5
11/2	South Circ Ahead	U	C1:C		1	36	-	-	576	2075	853	67.5%	-	-	-	2.0	12.7	3.9
11/3	South Circ Ahead Right	U	C1:C		1	36	-	-	557	2047	842	66.2%	-	-	-	1.9	12.5	3.3
12/1	West Circ Ahead	U	C2:A		1	34	-	-	490	2045	795	61.6%	-	-	-	1.7	12.4	4.3

Basic Results Summary

12/2	West Circ Ahead Right	U	C2:A		1	34	-	-	500	1979	770	65.0%	-	-	-	1.5	10.8	2.2

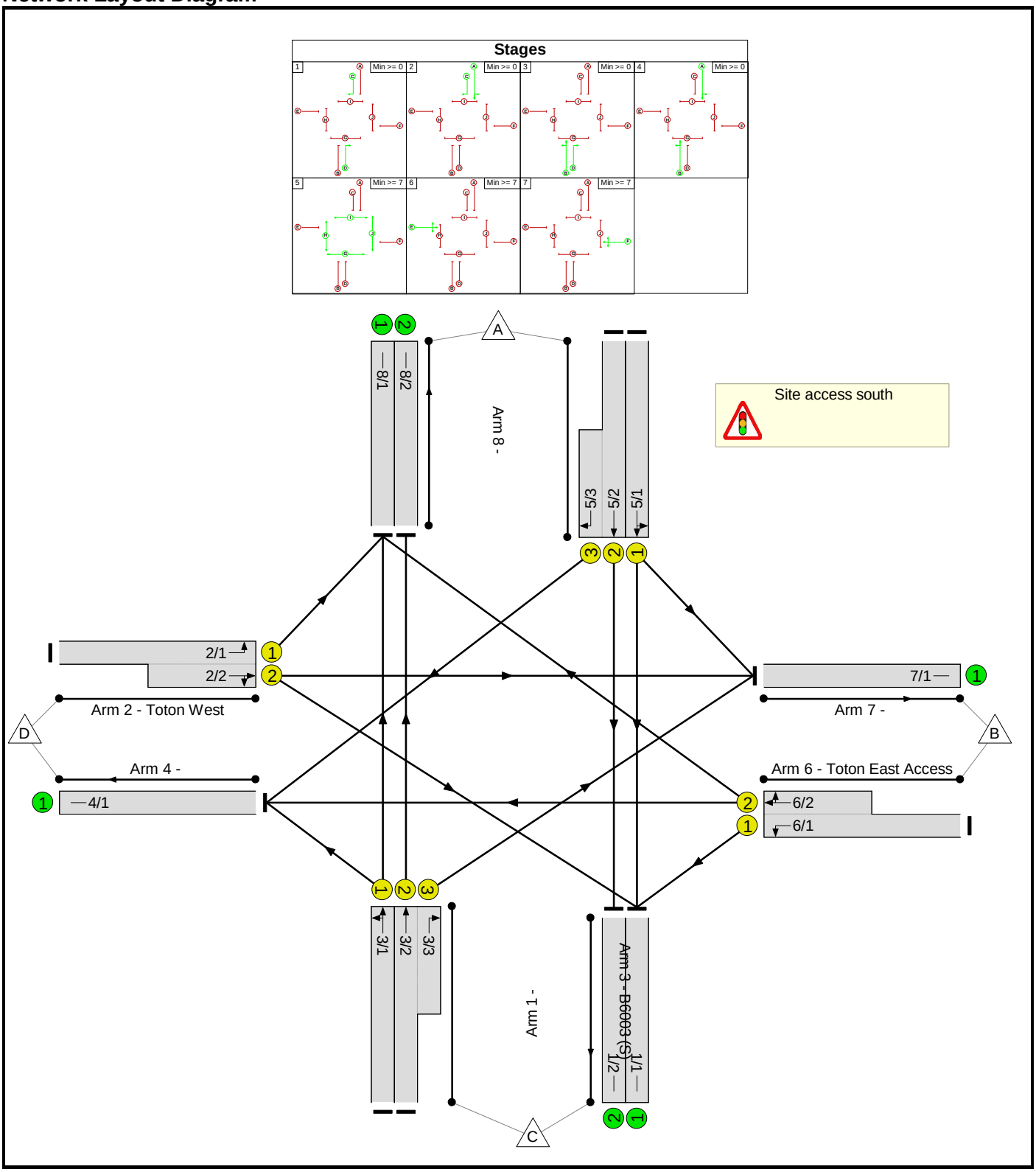
C1 - Controller A	Stream: 1	PRC for Signalled Lanes (%):	31.6	Total Delay for Signalled Lanes (pcuHr):	11.80	Cycle Time (s):	90
C1 - Controller A	Stream: 2	PRC for Signalled Lanes (%):	30.6	Total Delay for Signalled Lanes (pcuHr):	15.29	Cycle Time (s):	90
C1 - Controller A	Stream: 3	PRC for Signalled Lanes (%):	55.8	Total Delay for Signalled Lanes (pcuHr):	1.29	Cycle Time (s):	90
C1 - Controller A	Stream: 4	PRC for Signalled Lanes (%):	337.8	Total Delay for Signalled Lanes (pcuHr):	0.30	Cycle Time (s):	90
C2 - Controller B	Stream: 1	PRC for Signalled Lanes (%):	31.2	Total Delay for Signalled Lanes (pcuHr):	12.26	Cycle Time (s):	90
C2 - Controller B	Stream: 2	PRC for Signalled Lanes (%):	36.0	Total Delay for Signalled Lanes (pcuHr):	8.85	Cycle Time (s):	90
C2 - Controller B	Stream: 3	PRC for Signalled Lanes (%):	69.6	Total Delay for Signalled Lanes (pcuHr):	1.16	Cycle Time (s):	90
C2 - Controller B	Stream: 4	PRC for Signalled Lanes (%):	205.1	Total Delay for Signalled Lanes (pcuHr):	0.34	Cycle Time (s):	90
		PRC Over All Lanes (%):	30.6	Total Delay Over All Lanes(pcuHr):	51.30		

Full Input Data And Results

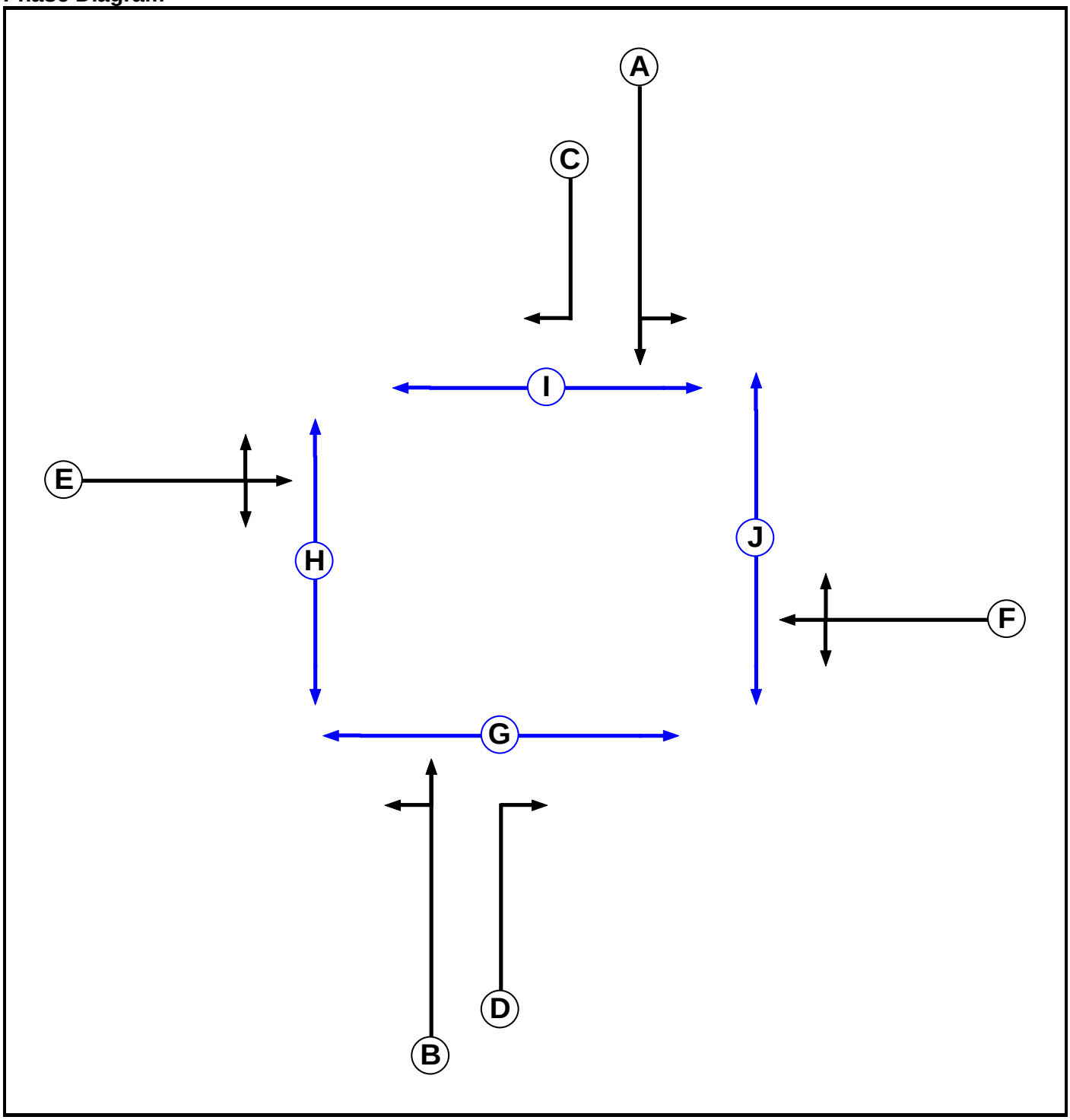
User and Project Details

Project:	**Toton West**
Title:	**B6003 / Site Access / Toton East Access Crossroads**
Location:	Nottingham
Client:	Bloor Homes Ltd
Additional detail:	
File name:	290902_S4_TEand TW CrossRds.lsg3x
Author:	
Company:	ADC Infrastructure Ltd
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7

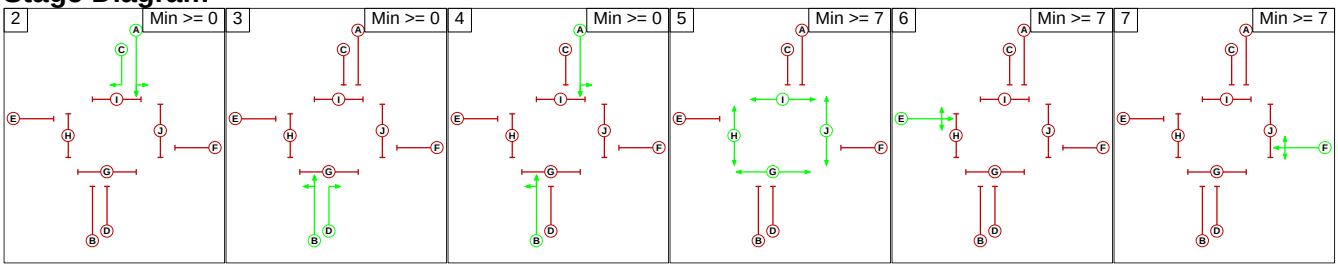
Phase Intergreens Matrix

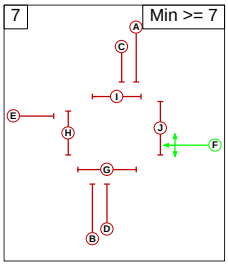
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	-	6	5	6	8	-	5	7
B	-		6	-	6	5	5	7	8	-
C	-	7		-	6	6	-	8	5	-
D	7	-	-		5	5	5	-	-	8
E	7	5	6	6		7	8	5	7	8
F	5	7	6	7	7		7	8	8	5
G	15	15	-	15	15	15		-	-	-
H	-	11	11	-	11	11	-		-	-
I	11	11	11	-	11	11	-	-		-
J	15	-	-	15	15	15	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	C D
2	A C
3	B D
4	A B
5	G H I J
6	E
7	F

Stage Diagram





Phase Delays

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

Prohibited Stage Change

		To Stage						
		1	2	3	4	5	6	7
From Stage	1		7	7	7	8	6	6
	2	6		7	7	8	6	6
	3	6	7		7	8	6	5
	4	6	6	6		8	6	6
	5	15	15	15	15		15	15
	6	6	7	6	7	8		7
	7	7	6	7	7	8	7	

Lane Input Data

Junction: Site access south

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	U		2	3	5.0	Inf	-	-	-	-	-	-
1/2	U		2	3	5.0	Inf	-	-	-	-	-	-
2/1 (Toton West)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Left	12.00
2/2 (Toton West)	U	E	2	3	7.0	Geom	-	3.50	0.00	N	Arm 1 Right	20.00
											Arm 7 Ahead	Inf
3/1 (B6003 (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 8 Ahead	Inf
3/2 (B6003 (S))	U	B	2	3	11.5	Geom	-	3.00	0.00	N	Arm 8 Ahead	Inf
3/3 (B6003 (S))	U	D	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 7 Right	15.00
4/1	U		2	3	4.0	Inf	-	-	-	-	-	-
5/1 (B6003 (N))	U	A	2	3	33.0	Geom	-	3.00	0.00	Y	Arm 1 Ahead	Inf
											Arm 7 Left	12.00
5/2 (B6003 (N))	U	A	2	3	33.0	Geom	-	3.00	0.00	N	Arm 1 Ahead	Inf
5/3 (B6003 (N))	U	C	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 4 Right	15.00
6/1 (Toton East Access)	U	F	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 1 Left	12.00
6/2 (Toton East Access)	U	F	2	3	7.0	Geom	-	3.50	0.00	N	Arm 4 Ahead	Inf
											Arm 8 Right	20.00
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 DS AM'	08:00	09:00	01:00	
2: '2041 DS PM'	17:00	18:00	01:00	

Scenario 1: '2041 DS AM' (FG1: '2041 DS AM', Plan 3: 'E+W Access, Peds every')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	277	512	32	821
	B	123	0	9	0	132
	C	892	138	0	7	1037
	D	115	50	16	0	181
	Tot.	1130	465	537	39	2171

Traffic Lane Flows

Lane	Scenario 1: 2041 DS AM
Junction: Site access south	
1/1	106
1/2	431
2/1 (with short)	181(In) 115(Out)
2/2 (short)	66
3/1	899
3/2 (with short)	138(In) 0(Out)
3/3 (short)	138
4/1	39
5/1	358
5/2 (with short)	463(In) 431(Out)
5/3 (short)	32
6/1 (with short)	132(In) 9(Out)
6/2 (short)	123
7/1	465
8/1	1130
8/2	0

Lane Saturation Flows

Junction: Site access south

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	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	24.2 %	2067	2067
				Arm 7 Ahead	Inf	75.8 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	0.8 %	1913	1913
				Arm 8 Ahead	Inf	99.2 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	22.6 %	1746	1746
				Arm 7 Left	12.00	77.4 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	100.0 %	1747	1747
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	1958	1958
				Arm 8 Right	20.00	100.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2041 DS PM' (FG2: '2041 DS PM', Plan 3: 'E+W Access, Peds every')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
		A	B	C	D	Tot.
	A	0	565	525	117	1207
	B	168	0	4	4	176
	C	600	247	0	14	861
	D	30	20	5	0	55
	Tot.	798	832	534	135	2299

Traffic Lane Flows

Lane	Scenario 2: 2041 DS PM
Junction: Site access south	
1/1	9
1/2	525
2/1 (with short)	55(In) 30(Out)
2/2 (short)	25
3/1	614
3/2 (with short)	247(In) 0(Out)
3/3 (short)	247
4/1	135
5/1	565
5/2 (with short)	642(In) 525(Out)
5/3 (short)	117
6/1 (with short)	176(In) 4(Out)
6/2 (short)	172
7/1	832
8/1	798
8/2	0

Lane Saturation Flows

Junction: Site access south								
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	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	20.0 %	2074	2074
				Arm 7 Ahead	Inf	80.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	2.3 %	1910	1910
				Arm 8 Ahead	Inf	97.7 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	0.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	0.0 %	1702	1702
				Arm 7 Left	12.00	100.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	100.0 %	1747	1747
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	2.3 %	1961	1961
				Arm 8 Right	20.00	97.7 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Stage Timings

Scenario 1: '2041 DS AM' (FG1: '2041 DS AM', Plan 3: 'E+W Access, Peds every')

Stage	**1**	**4**	**5**	**6**	**7**
Duration	15	90	7	12	12
Change Point	0	22	119	134	161

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 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.0%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	**93.0%**
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		1	12	-	181	1747:2067	126+72	91.1 : 91.1%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		1	90	-	899	1913	967	93.0%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		1	90:15	-	138	2055:1741	0+155	0.0 : 89.2%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		1	90	-	358	1746	883	40.6%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		1	90:16	-	463	2055:1741	969+72	44.5 : 44.5%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		1	12	-	132	1747:1958	10+140	87.9 : 87.9%

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 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**27.6**	**15.8**	**0.0**	**43.4**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**0**	**0**	**0**	**27.6**	**15.8**	**0.0**	**43.4**	**-**	**-**	**-**	**-**
2/1+2/2	181	181	-	-	-	4.1	3.6	-	7.8 (5.0+2.8)	154.3 (155.3:152.4)	5.7	3.6	9.3
3/1	899	899	-	-	-	10.4	5.7	-	16.0	64.2	41.7	5.7	47.4
3/2+3/3	138	138	-	-	-	3.1	3.0	-	6.1 (0.0+6.1)	160.1 (0.0:160.1)	6.8	3.0	9.8
5/1	358	358	-	-	-	2.8	0.3	-	3.1	31.1	11.0	0.3	11.4
5/2+5/3	463	463	-	-	-	4.2	0.4	-	4.6 (3.7+0.9)	35.8 (31.0:100.3)	14.0	0.4	14.4
6/1+6/2	132	132	-	-	-	3.0	2.8	-	5.8 (0.4+5.4)	158.0 (153.6:158.3)	6.1	2.8	8.9

C1 - Southern Access

PRC for Signalled Lanes (%): -3.3
PRC Over All Lanes (%): -3.3

Total Delay for Signalled Lanes (pcuHr): 43.41
Total Delay Over All Lanes(pcuHr): 43.41

Cycle Time (s): 180

Stage Timings

Scenario 2: '2041 DS PM' (FG2: '2041 DS PM', Plan 3: 'E+W Access, Peds every')

Stage	1	4	5	6	7
Duration	28	76	7	7	18
Change Point	0	35	118	133	155

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 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.1%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	**88.1%**
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		1	7	-	55	1747:2074	78+65	38.6 : 38.6%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		1	76	-	614	1910	817	75.1%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		1	76:28	-	247	2055:1741	0+280	0.0 : 88.1%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		1	76	-	565	1702	728	77.6%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		1	76:29	-	642	2055:1741	728+162	72.2 : 72.2%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		1	18	-	176	1747:1961	5+204	84.4 : 84.4%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**34.2**	**10.3**	**0.0**	**44.5**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**0**	**0**	**0**	**34.2**	**10.3**	**0.0**	**44.5**	**-**	**-**	**-**	**-**
2/1+2/2	55	55	-	-	-	1.3	0.3	-	1.6 (0.9+0.7)	103.9 (104.1:103.7)	1.5	0.3	1.8
3/1	614	614	-	-	-	7.4	1.5	-	8.9	52.2	25.8	1.5	27.2
3/2+3/3	247	247	-	-	-	5.1	3.1	-	8.2 (0.0+8.2)	119.1 (0.0:119.1)	12.0	3.1	15.1
5/1	565	565	-	-	-	6.9	1.7	-	8.6	54.9	24.2	1.7	25.9
5/2+5/3	642	642	-	-	-	9.7	1.3	-	11.0 (7.0+3.9)	61.4 (48.3:120.2)	24.5	1.3	25.8
6/1+6/2	176	176	-	-	-	3.9	2.4	-	6.2 (0.1+6.1)	127.3 (122.6:127.4)	8.4	2.4	10.8

C1 - Southern Access

PRC for Signalled Lanes (%): 2.2
PRC Over All Lanes (%): 2.2

Total Delay for Signalled Lanes (pcuHr): 44.45
Total Delay Over All Lanes(pcuHr): 44.45

Cycle Time (s): 180

APPENDIX G

Highway Drawings



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	Development boundary updated.

Rev	Description	Date	Drn	Chk	App
P03	SEE SCHEDULE OF CHANGES	26.11.2025	NN	JR	IF
P02	SEE SCHEDULE OF CHANGES	06.11.2025	FC	JR	IF
P01	PRELIMINARY FIRST ISSUE	02.10.2025	NN	JR	IF

Document Control

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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 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

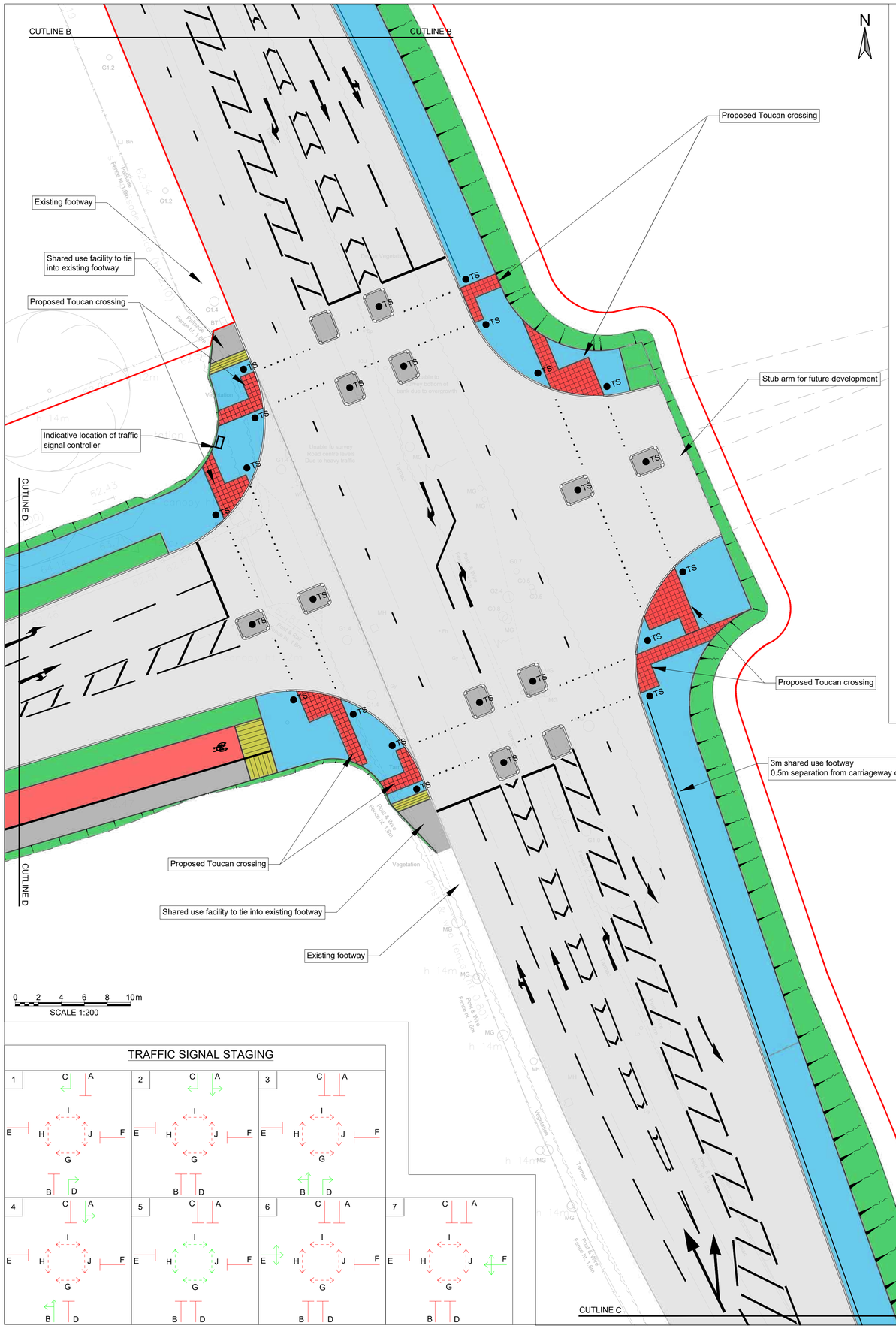
Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	-010001	P03

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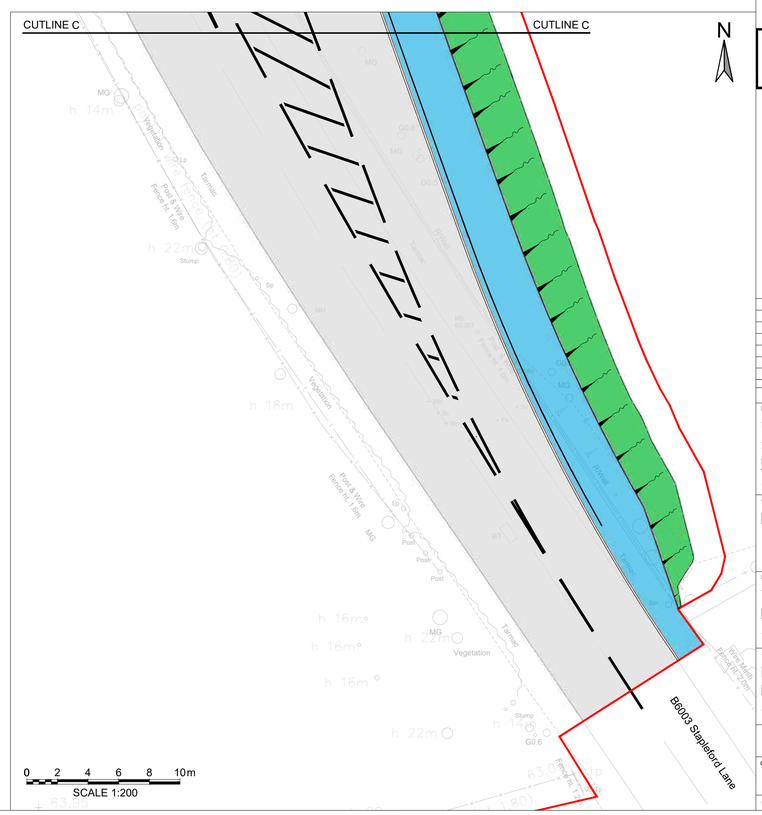
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TRAFFIC SIGNAL STAGING



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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
- Grasscrete maintenance lay-by
- Tactile - Blister - controlled crossing
- Tactile - Blister - uncontrolled crossing
- Tactile - cycle/footway - segregated facility
- Tactile - Corduroy - hazard Warning
- TS Traffic signal pole
- Signal controller
- Development boundary

PRELIMINARY ISSUE

Schedule of Changes

Last Rev.:	P04
Ref.	Description
1	Traffic island shape updated.
2	Maintenance lay-by introduced.
3	Shared footway/cycleway on western approach re-aligned to accommodate lay-by.
4	Extents of section 278 extended to west.
5	Traffic signal staging diagram included.

Rev	Description	Date	Drn	Chk	App
P05	SEE SCHEDULE OF CHANGES	01.04.2026	JR	IF	IF
P04	SEE SCHEDULE OF CHANGES	26.11.2025	NN	JR	IF
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

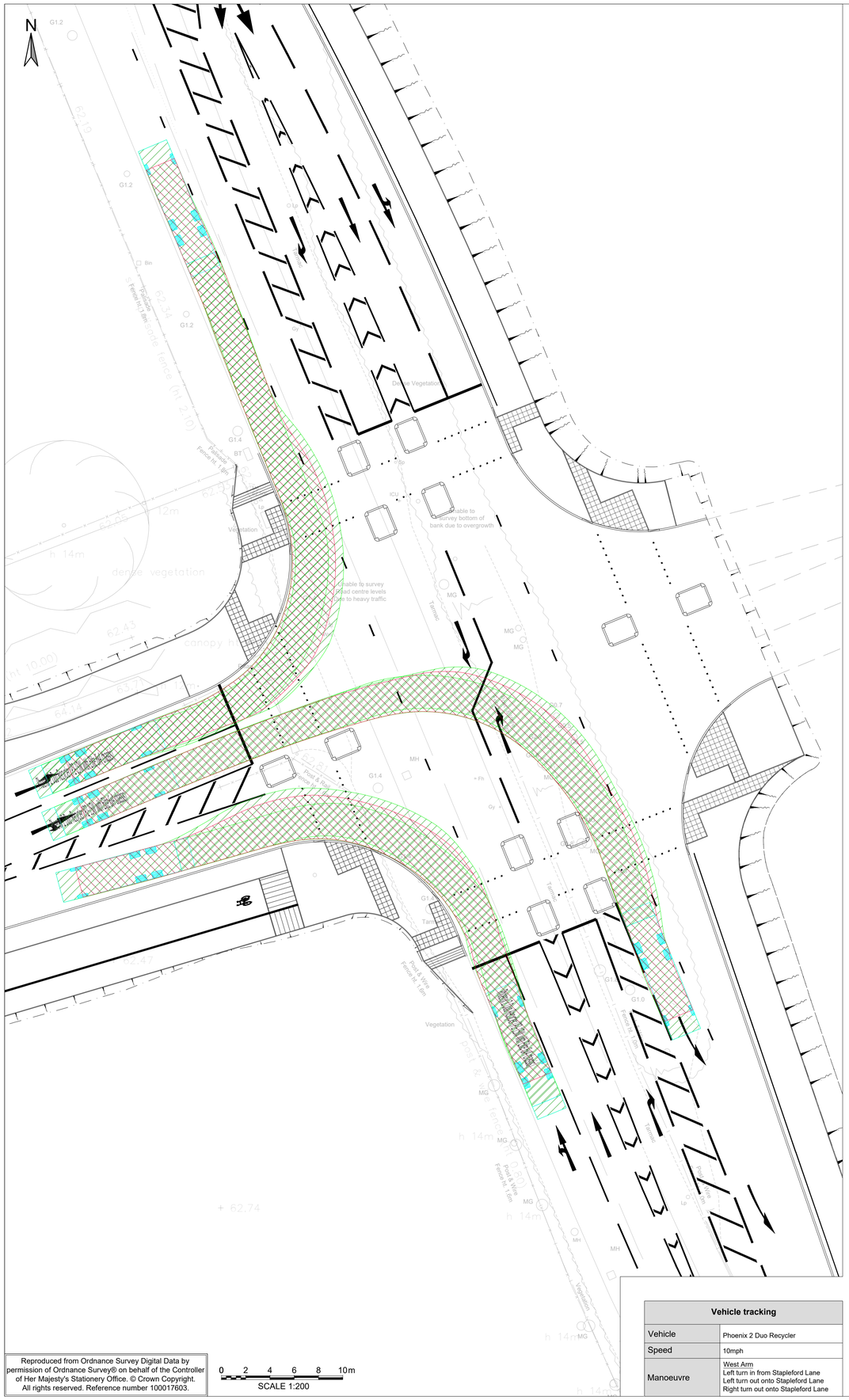
FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GENERAL ARRANGEMENT
SHEET 2

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

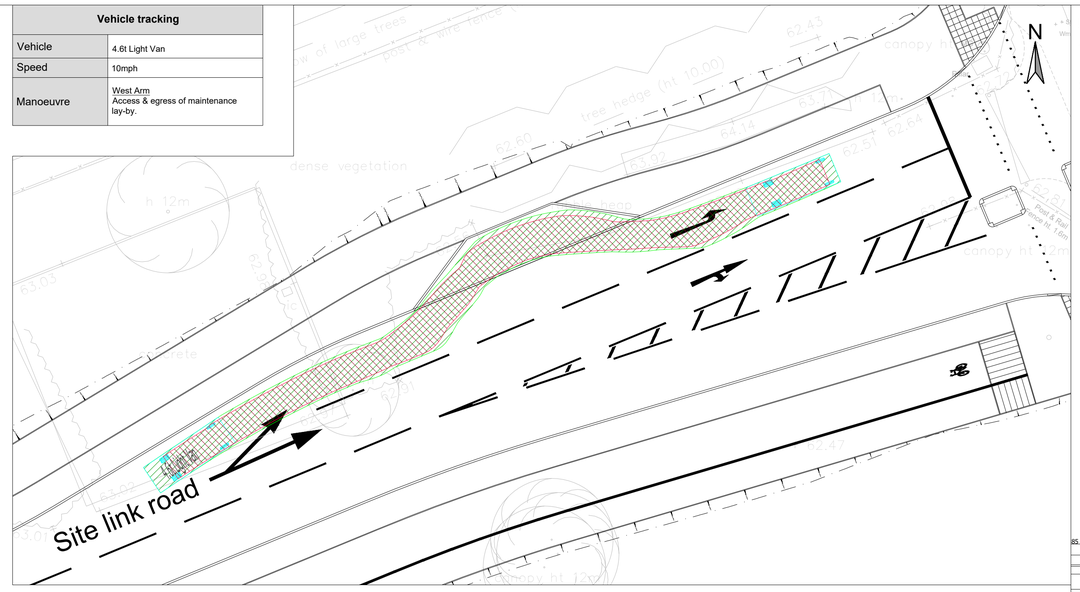
Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	-010002	P05

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Vehicle tracking	
Vehicle	4.6t Light Van
Speed	10mph
Manoeuvre	West Arm Access & egress of maintenance lay-by.





Vehicle tracking	
Vehicle	Phoenix 2 Duo Recycler
Speed	10mph
Manoeuvre	East Arm Left turn in from Stapleford Lane Right turn out onto Stapleford Lane Left turn out onto Stapleford Lane

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0 2 4 6 8 10m
SCALE 1:200

Vehicle tracking	
Vehicle	Phoenix 2 Duo Recycler
Speed	10mph
Manoeuvre	West Arm Left turn in from Stapleford Lane Left turn out onto Stapleford Lane Right turn out onto Stapleford Lane

0 2 4 6 8 10m
SCALE 1:200

Notes

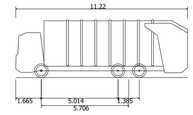
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

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

Vehicle Profile



t Van	
ength	5.885m
Width	2.000m
ody Height	2.526m
Ground Clearance	0.299m
dth	1.765m
ck time	4.00s
ch Turning Radius	6.000m

PRELIMINARY ISSUE

Schedule of Changes	
Last Rev.:	P02
Ref.	Description
1	Swept path for maintenance lay-by included.
2	Shared footway/cycleway on western approach re-aligned to accommodate lay-by.
3	Traffic island shape updated.

Rev	Description	Date	Drn	Chk	App
P03	SEE SCHEDULE OF CHANGES	01.04.2026	JR	IF	IF
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

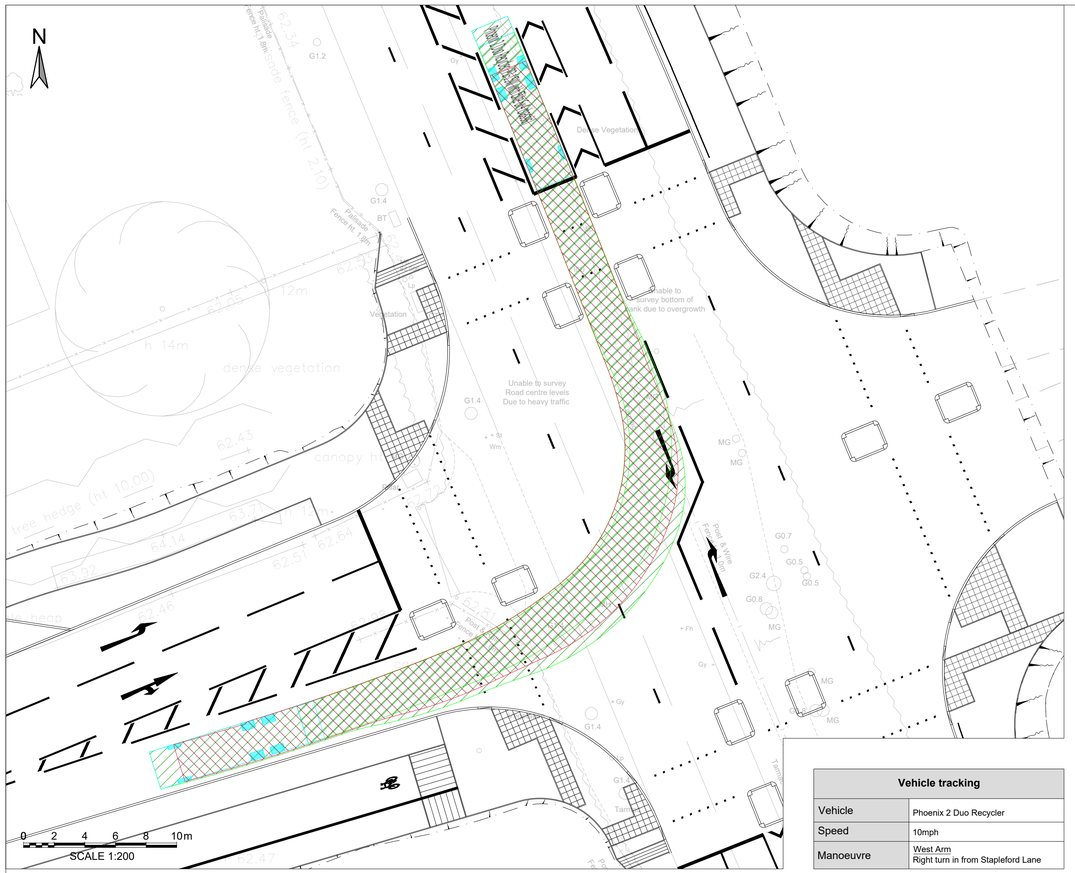
FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 1

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

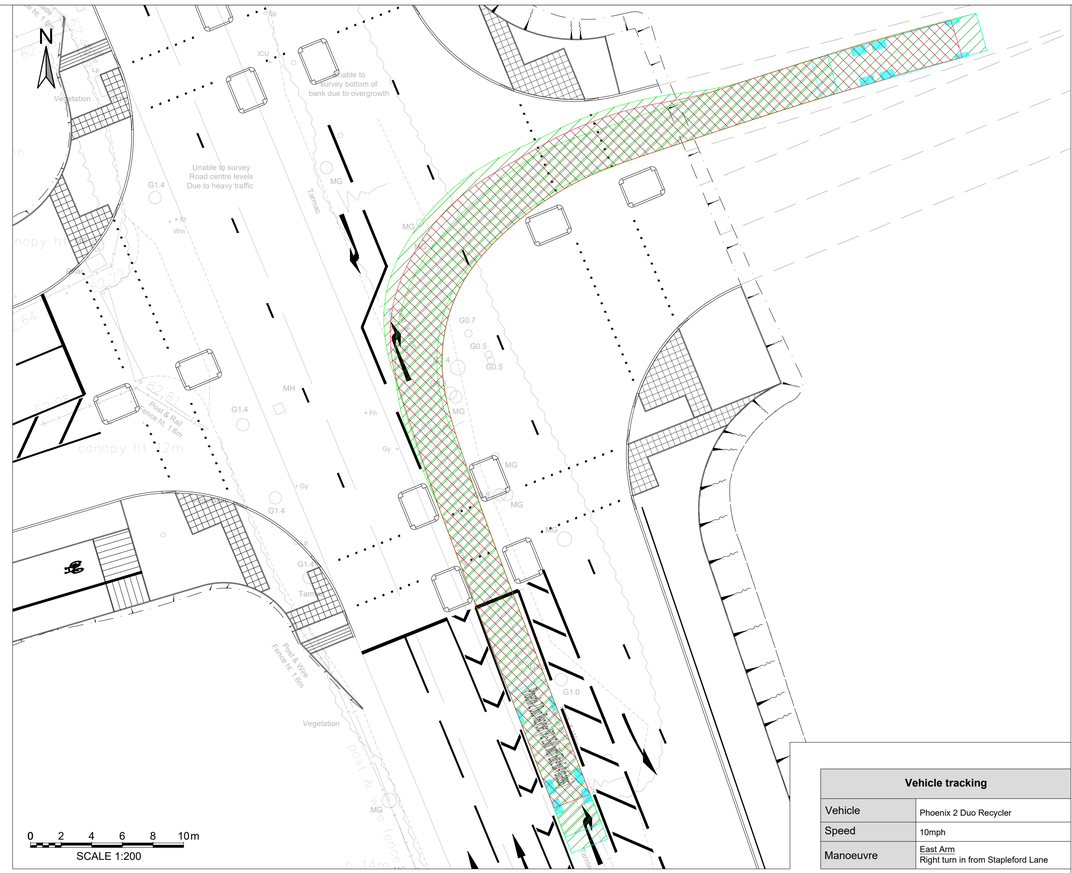
Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	-010021	P03

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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

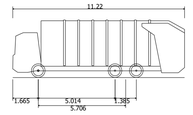
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

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.:	P02
Ref.	Description
1	Shared footway/cycleway on western approach re-aligned to accommodate lay-by.
2	Traffic island shape updated.

Rev	Description	Date	Drn	Chk	App
P03	SEE SCHEDULE OF CHANGES	01.04.2026	JR	IF	IF
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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BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

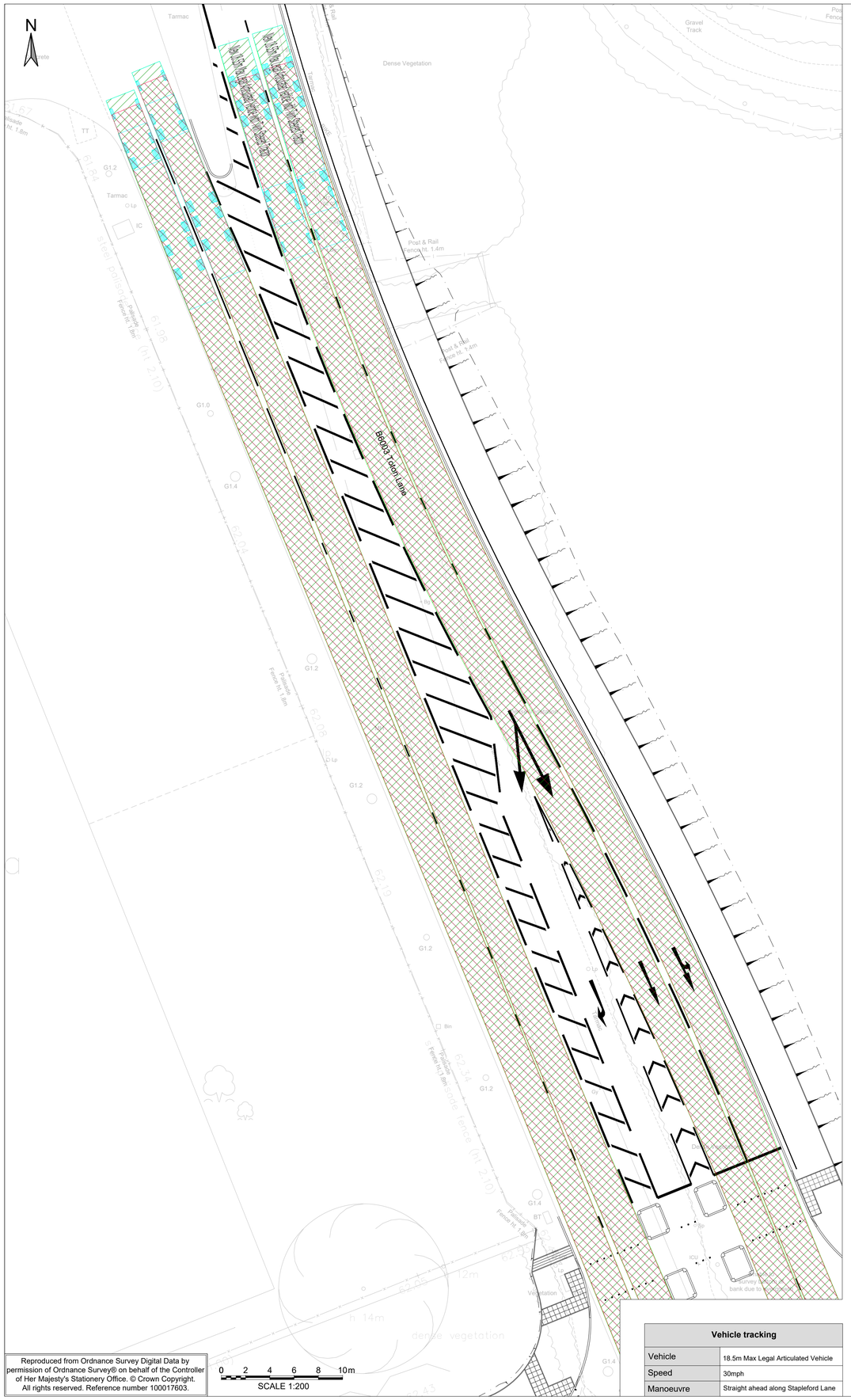
FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 2

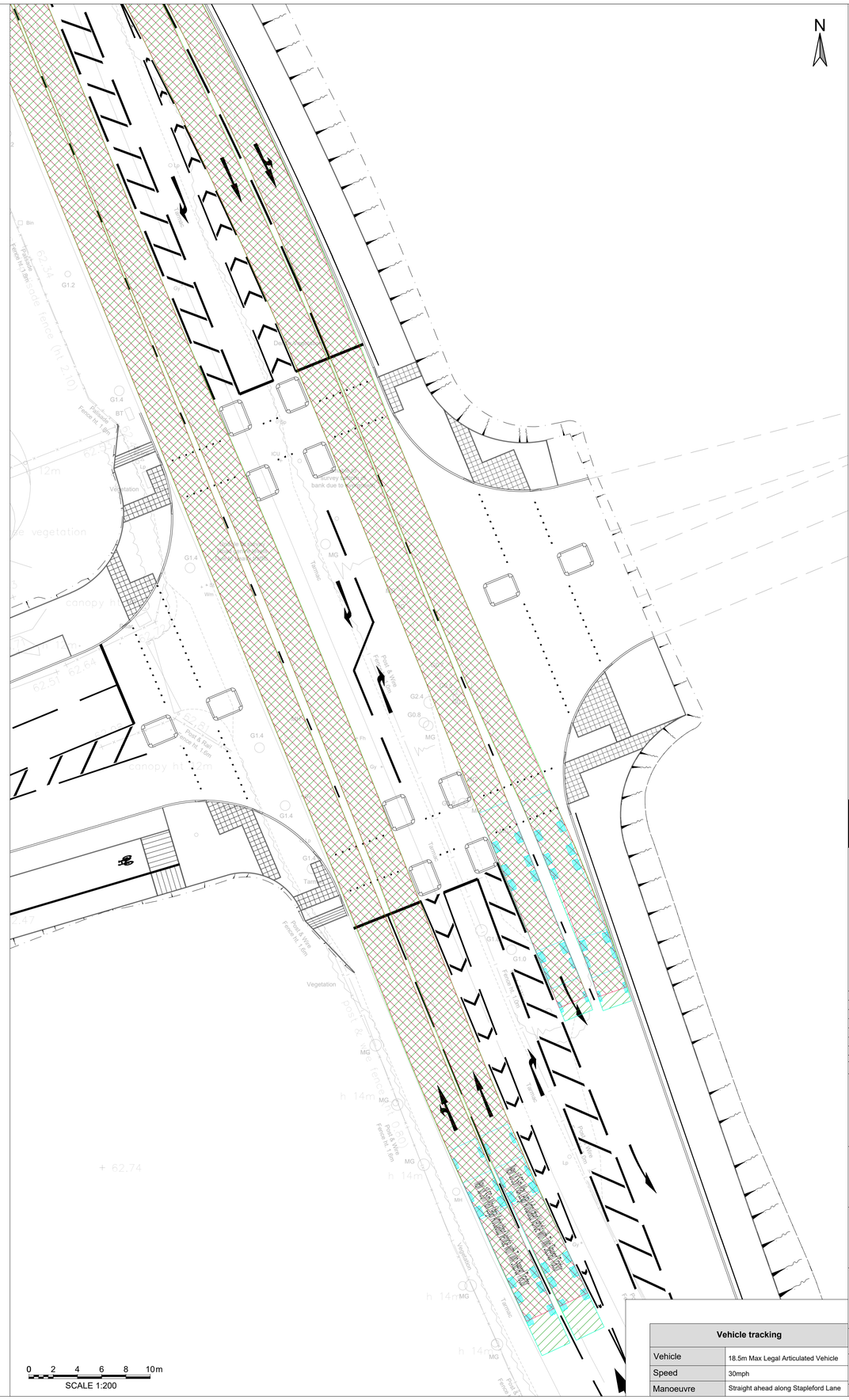
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	NN	Oct '25	JR	Oct '25	IF	Oct '25	As Shown	S4

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	TTE	HGN	XX	DR	CH	010022	P03

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0 2 4 6 8 10m
SCALE 1:200

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

0 2 4 6 8 10m
SCALE 1:200

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

Notes

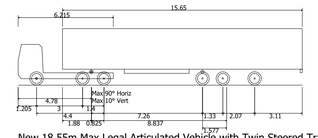
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

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

Schedule of Changes	
Last Rev.:	P01
Ref.	Description
1	Shared footway/cycleway on western approach re-aligned to accommodate lay-by.
2	Traffic island shape updated.

Rev	Description	Date	Drn	Chk	App
P02	SEE SCHEDULE OF CHANGES	01.04.2026	JR	IF	IF
P01	PRELIMINARY FIRST ISSUE	13.11.2025	FC	JR	IF

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Project Name

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SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 3

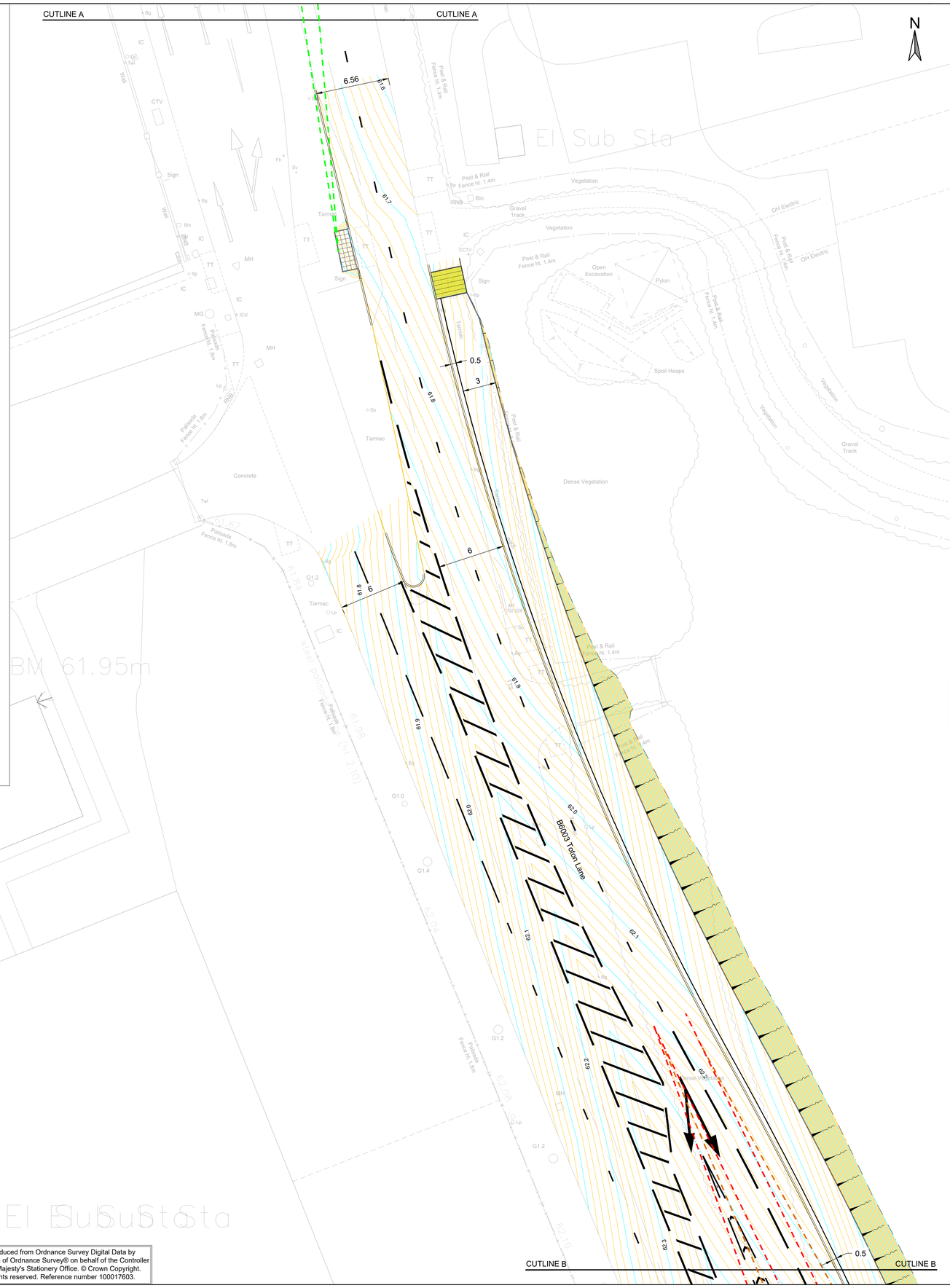
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	FC	Nov '25	JR	Nov '25	IF	Nov '25	As Shown	S4

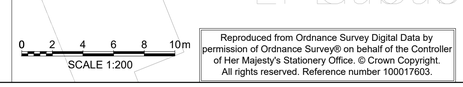
Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	-010023	P02

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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.

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

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. Fourth arm shown as a stub.
4	Visibility Splays table added to drawing.
5	Proposed Contours updated
6	Additional dimensions added.

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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Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

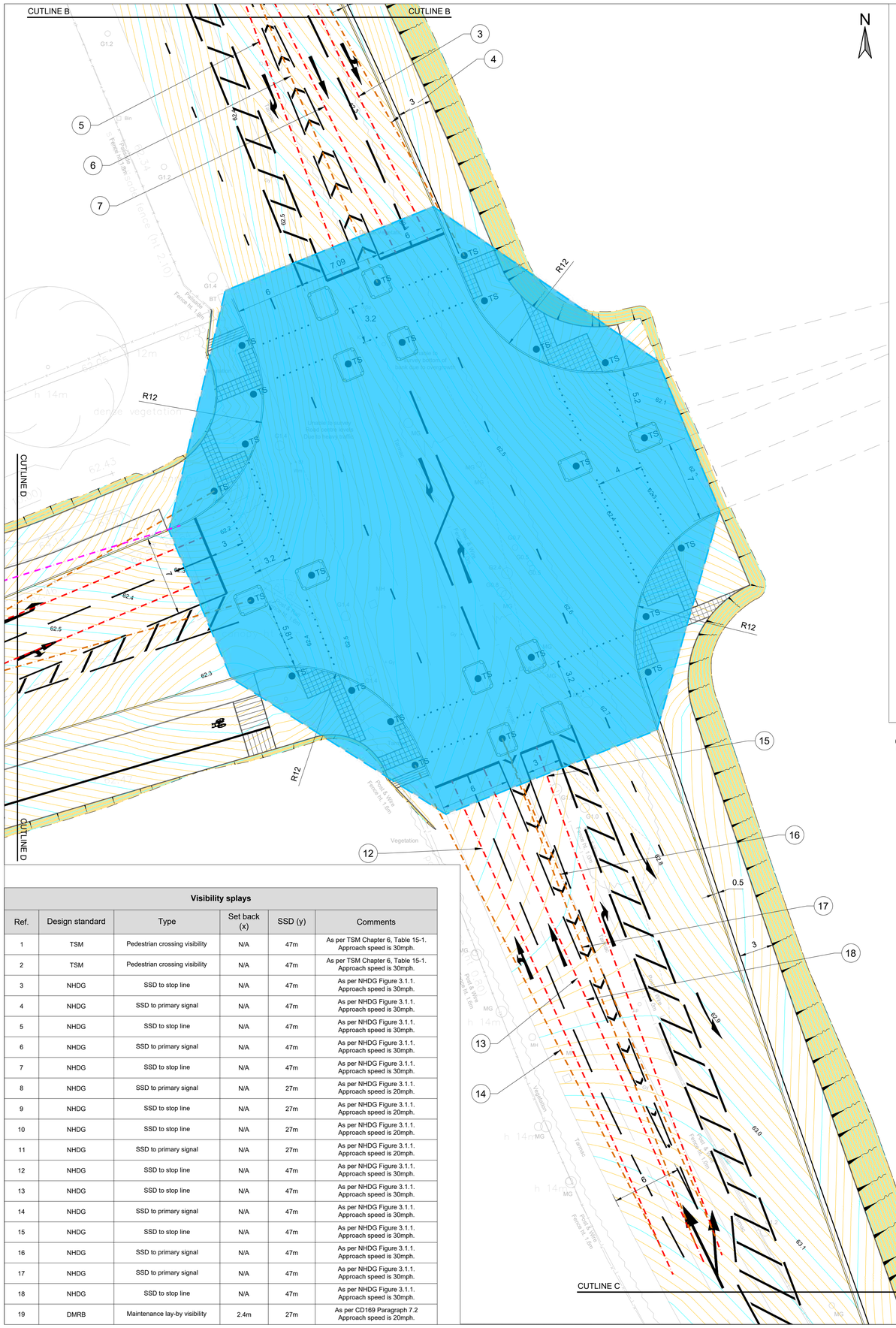
FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GEOMETRY & VISIBILITY
SHEET 1

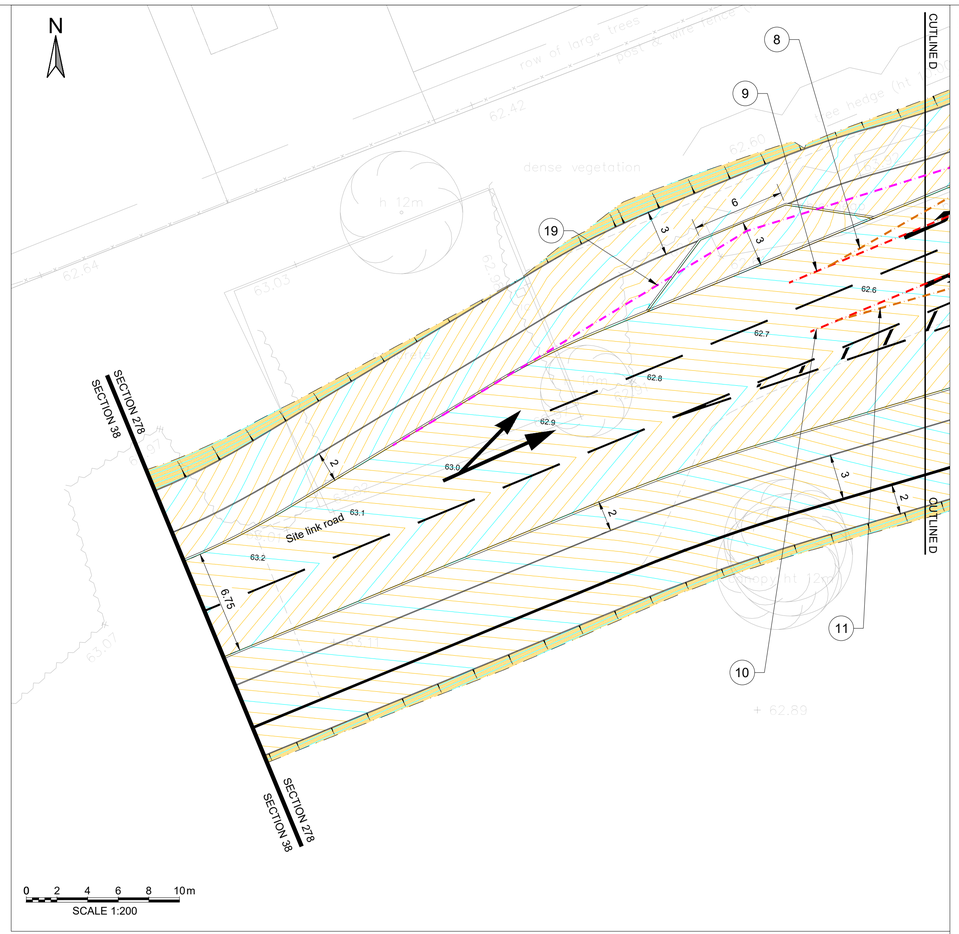
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	NN	Oct '25	JR	Oct '25	IF	Oct '25	As Shown	S4

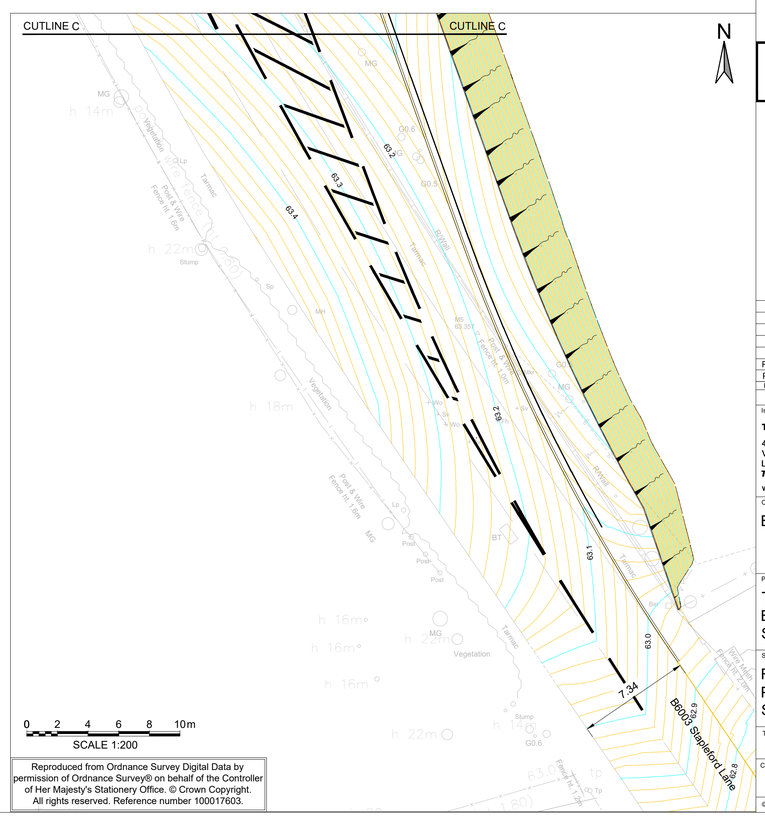
Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	TTE	HML	XX	DR	CH	010011	P02

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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
- Lay-by visibility
- Junction Intervisibility
- (#) Refer to visibility table

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PRELIMINARY ISSUE

Schedule of Changes

Last Rev.:	P01
Ref.	**Description**
1	Shared footway/cycleway on western approach re-aligned to accommodate lay-by.
2	Proposed Contours updated
3	Lay-by visibility included.
4	Traffic island shape updated.
5	Extents of section 278 extended to west.

Rev	Description	Date	Drn	Chk	App
P02	SEE SCHEDULE OF CHANGES	01.04.2026	JR	IF	IF
P01	PRELIMINARY FIRST ISSUE	13.11.2025	FC	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 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	P02

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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.
19	DMRB	Maintenance lay-by visibility	2.4m	27m	As per CD169 Paragraph 7.2 Approach speed is 20mph.

mode

transport planning

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Reading
0118 211 8180

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