HIGHWAYS TECHNICAL NOTE

Toton West, Broxtowe

EMGM Scenario One - Junction Capacity Assessments

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

Client:	Bloor Homes Ltd	File Reference:	260821_328827_TN006
Date:	21 August 2026	Job Number:	328827
Prepared by:	PM	Approved by:	JFN

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 and will be considered by the Planning Inspectorate commencing in August 2026 on the grounds of non-determination.

1.2 Purpose of Technical Note

1.2.1 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. The methodology is detailed within Chapter 2 of TN005, which should be read in conjunction with this TN.

1.2.2 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 the proposals will not have a severe impact on the operation of the local highway network.

1.2.3 The purpose of this TN is to provide a full suite of results of every junction assessed within the appellant's submitted TA to ensure a full comparative exercise has been completed using the EMGM's furnessed turning count flows. This process will provide a complete secondary evidence base that the proposals of Toton West will not result in a severe or significant impact on the operation of the local highway network.

2. EMGM Furnessing Technique

2.1 Overview

2.1.1 As outlined above, the EMGM Assessment Methodology is detailed within Chapter 2 of the accompanying TN (TN005). This TN utilises the outputs of the EMGM at all junctions which were subject to assessment as part of the appellant's submitted TA. In light of this, the following section provides an overview of the furnessing process undertaken at these junctions.

2.2 Furnessing Technique – Off-Site Junctions

2.2.1 As detailed within TN005, 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 modelling assessments:

- 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.

2.2.2 MCC surveys for all junctions were obtained for the purpose of the submitted TA. 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 growthed (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.

2.2.3 Junction 25 of the M1 has been subject to a growth factor for 'Motorway' road type, with flows at the Bardills and Bramcote roundabouts subject to a growth factor for 'Trunk Roads' road types. The remaining junctions on NCC's network have been subject to a growth factor for 'A Road' road types. For reference, an overview of the TEMPro growth factors utilised are provided below in **Table 2.1**.

Table 2.1 TEMPro Growth Factors

Growth Period	Weekday AM Peak Period	Weekday PM Peak Period
Motorway		
2025-2026	1.0168	1.0164
Trunk Road		
2025-2026	1.0122	1.0118
A Road		
2025-2026	1.0085	1.0081

2.2.4 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."

2.2.5 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.

2.2.6 It should be noted that for the purposes of robustness, any turning movement which recorded a negative value following the furnessing process has been amended to reflect the recorded MCC turning movement.

2.3 Furnessing Technique – Proposed Site Access

2.3.1 In regard to the site access, given this is a proposed rather than an existing junction, the furnessing technique could only be applied to the mainline flows (on the B6003 Stapleford Lane) and as such, the north and south bound flows have been ascertained from the southbound turning flows of the Toton Lane / Park and Ride Junction (to the north of the junction) and the northbound turning flows of the Toton Lane / Swiney Way / Banks Road junction.

2.3.2 The turning flows to and from the site access arm are those taken directly from the EMGM outputs.

3. Junction Capacity Results

3.1 Overview

3.1.1 This chapter provides the results of the revised local junction capacity assessments for a study area consistent with the submitted TA, with inclusion of the furnessed EMGM turning flows.

3.2 Model Parameters

3.2.1 The industry standard software package LinSig V3 has been utilised to assess the capacity of the identified junctions. Geometric parameters have been measured using OS base mapping or Google Aerial Mapping and the signal plan information has been ascertained from NH and Via East Midlands (on behalf of NCC). The full set of control signal specifications and network plans are included at **Appendix E**.

3.2.2 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.

3.2.3 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 J25 of the M1, Bardills and Bramcote Roundabout, which are 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 1 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.

M1 J25

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

3.3.6 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.

3.3.7 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. A summary of the results of the LinSig assessment undertaken at the M1 Junction 25 is provided in **Table 3.1**.

Table 3.1 M1 J25 Interchange Capacity Results

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay (s)	DoS (%)	MMQ (PCU)	Delay (s)
2026 Reference Case						
M1 North Off slip	84.7	11	27	79.9	9	25
A52 Brian Clough Way East	83.5	9	37	87.8	12	40
Bostocks Lane SE	71.7	3	14	55.5	2	8
M1 South Off slip	88.1	12	34	83.6	9	40
Brian Clough Way West	91.3	15	34	97.8	24	48
Bostocks Lane NW	96.7	14	61	61.5	2	11
Junction PRC	-7.4% (65s cycle time)			-8.6% (60s cycle time)		
2026 Do Something						
M1 North	85.4	11	27	79.2	9	24
A52 Brian Clough Way East	82.6	8	8	88.7	12	42

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay (s)	DoS (%)	MMQ (PCU)	Delay (s)
Bostocks Lane SE	72.2	3	2	53.9	2	7
M1 South	88.1	12	12	81.3	8	39
Brian Clough Way West	91.3	15	15	96.4	21	43
Bostocks Lane NW	96.8	14	14	60.4	2	10
Junction PRC	-7.6% (65s cycle time)			-7.1% (60s cycle time)		
2041 Reference Case						
M1 North	96.7	24	46	85.6	10	27
A52 Brian Clough Way East	92.1	12	47	95.9	18	62
Bostocks Lane SE	87.9	6	37	47.5	1	6
M1 South	90.4	14	37	86.5	10	44
Brian Clough Way West	109.0	52	128	98.2	24	49
Bostocks Lane NW	105.3	39	149	64.9	2	13
Junction PRC	-21.2% (65s cycle time)			-9.1% (60s cycle time)		
2041 Do Something						
M1 North	96.4	23	44	86.0	11	27
A52 Brian Clough Way East	90.5	11	44	95.9	18	62
Bostocks Lane SE	85.1	5	31	48.5	1	6
M1 South	95.9	19	52	86.7	10	45
Brian Clough Way West	109.3	53	130	98.7	24	50
Bostocks Lane NW	106.2	41	160	65.9	2	14
Junction PRC	-21.5% (65s cycle time)			-9.7% (60s cycle time)		

3.3.8 As set out within **Table 3.1**, the junction capacity assessment results indicate that in the 2041 Reference Case assessment scenario, the junction operates beyond its theoretical capacity, with the DoS forecast as 109.0% and 105.3% on the A52 Brian Clough Way West and Bostocks Lane NW approach arms, respectively (during the AM peak period). The overall junction PRC is recorded as -21.2% during the AM peak period.

3.3.9 Following the introduction of development traffic, the DoS on the A52 Brian Clough Way W approach arm is subject to a marginal increase, to 109.3%, with the DoS on Bostocks Lane NW also increasing slightly to 106.2%. Recorded MMQs are also subject to a marginal increase, of 1 PCU and 2 PCU, respectively, on the two approaches. The overall PRC is also subject to a marginal increase, of 0.3%.

3.3.10 In summary, the results of the revised methodology assessment are comparable to those presented within the TA and subsequent post application methodology, albeit with the forecast horizon year operation and development impact both being less significant.

3.3.11 As such, the conclusions drawn as part of the TA and subsequent post-application technical note remain pertinent and it is therefore concluded that whilst the development has an impact at this junction, this is considered to be minor in the context of the junction.

3.3.12 It is also considered that the impact at the junction cannot be defined as severe in the context of historic cases (as outlined between paragraph 7.6.24 – 7.6.30 in the appellant's submitted TA (file reference: 260216_328827_TA R004 Rev A). In this regard, the development can only reasonably be required to mitigate its own direct severe impacts, not to remedy pre-existing issues. In light of the results presented above, and those already shared as part of the appellant's submitted TA, no further analysis or assessment in this location is deemed necessary.

Bardills Roundabout

3.3.13 The Bardills signalised roundabout is a five-arm 'hamburger' roundabout junction providing access to the key arterial route of the A52 Brian Clough Way running towards Nottingham City Centre to the east and Junction 25 of the M1 to the west.

3.3.14 It is 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 3.3.5 – 3.3.7 above). A summary of the results of the LinSig assessment of the Bardills Roundabout is provided in **Table 3.2**.

Table 3.2 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	83.2	14	22	68.4	8	16
Bardills Garden Centre Parking	1.2	0	19	2.9	0	19

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
B6003 Toton Lane S	57.7	5	30	75.9	7	33
A52 Brian Clough Way West	90.4	17	23	87.2	16	21
B6003 Toton Lane N	87.2	10	43	88.4	11	46
Junction PRC	-0.5% (70s cycle time)			1.8% (70s cycle time)		
2026 Do Something						
A52 Brian Clough Way NE	83.0	14	22	65.0	7	15
Bardills Garden Centre Parking	1.2	0	19	3.0	0	19
B6003 Toton Lane S	63.1	5	31	86.2	10	43
A52 Brian Clough Way West	90.3	17	22	87.3	16	21
B6003 Toton Lane N	89.2	11	46	92.4	13	55
Junction PRC	-0.3% (70s Cycle Time)			-2.7% (70s Cycle Time)		
2041 Reference Case						
A52 Brian Clough Way NE	87.2	18	29	66.3	8	16
Bardills Garden Centre Parking	1.2	0	18	2.9	0	19
B6003 Toton Lane S	79.8	8	37	91.4	12	52
A52 Brian Clough Way West	93.2	20	26	99.7	39	57
B6003 Toton Lane N	77.4	7	34	90.9	12	51
Junction PRC	-3.6% (70s Cycle Time)			-10.7 (70s Cycle Time)		
2041 Do Something						
A52 Brian Clough Way NE	88.9	18	29	65.6	8	16
Bardills Garden Centre Parking	1.2	0	18	3.0	0	19
B6003 Toton Lane S	88.9	10	45	93.1	13	57
A52 Brian Clough Way West	92.9	19	25	98.7	35	48

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
B6003 Toton Lane N	78.9	8	35	92.9	13	56
Junction PRC	-3.2% (70s Cycle Time)			-9.7% (70s Cycle Time)		

3.3.15 As set out within **Table 3.2**, the junction capacity assessment results indicate that in the 2041 Reference Case assessment scenario, the junction operates at practical capacity, with the DoS forecast as 93.2% and 99.7% on the A52 Brian Clough Way W approach arm during the respective AM and PM peak periods. The overall junction PRC is recorded as -3.6% and -10.7% during the respective AM and PM peak periods.

3.3.16 Following the introduction of development traffic, the DoS on the A52 Brian Clough Way W approach arm is forecast to decrease, to 92.9% and 98.7% during the respective AM and PM peak periods. It is concluded that this is due to the EMGM's dynamic flow re-assignment across modelled scenarios.

3.3.17 In summary, the results of the revised methodology demonstrate that the proposed development will not have a severe impact at this junction, and therefore no further analysis or mitigation is deemed necessary. This differs from the analysis presented as part of the TA, which had previously suggested that an improvement scheme would be required to mitigate the impact of the proposed development at this location.

Bramcote Island

3.3.18 The Bramcote island is a significant five-arm 'hamburger' 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 3.3.5 – 3.3.7 above). A summary of the results of the LinSig assessment provided in **Table 3.3**, below.

Table 3.3 Bramcote Signalised Roundabout Capacity Results

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
2026 Reference Case						
A6007 Ilkeston Road	88.0	4	28	71.9	3	10
A52 Brian Clough Way East	57.3	9	17	48.5	7	16

	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)
Town Street	76.9	5	27	76.6	4	22
A52 Brian Clough Way West	88.8	18	32	81.0	14	25
B5010 Derby Road	73.9	5	7	50.2	2	6
Junction PRC	1.3% (75s Cycle Time)			8.0% (75s Cycle Time)		
2026 Do Something						
A6007 Ilkeston Road	85.1	4	26	72.9	3	10
A52 Brian Clough Way East	57.3	9	17	45.6	6	16
Town Street	77.7	5	27	71.6	4	18
A52 Brian Clough Way West	89.7	18	33	81.9	14	25
B5010 Derby Road	73.4	4	7	48.0	2	5
Junction PRC	0.4% (75s Cycle Time)			6.9% (75s Cycle Time)		
2041 Reference Case						
A6007 Ilkeston Road	84.8	4	41	78.9	4	14
A52 Brian Clough Way East	62.1	10	18	47.0	6	16
Town Street	82.2	7	34	60.3	3	16
A52 Brian Clough Way West	95.3	24	43	86.2	15	27
B5010 Derby Road	78.3	5	7.5	43.5	10	3
Junction PRC	-5.9% (75s Cycle Time)			4.4% (75s Cycle Time)		
2041 Do Something						
A6007 Ilkeston Road	96.6	4	40	76.8	3	12
A52 Brian Clough Way East	61.8	10	18	46.6	6	16
Town Street	83.4	7	31	60.1	2	16
A52 Brian Clough Way West	94.5	23	41	85.7	15	27
B5010 Derby Road	77.4	77	7	43.9	2	3
Junction PRC	-7.3% (75s Cycle Time)			5.0% (75s Cycle Time)		

3.3.19 The junction capacity assessment results indicate that the junction will be operating at its practical capacity during the AM peak period in the 2041 Reference Case assessment scenario, prior to the introduction of traffic associated with Toton West. In the 2041 Reference Case scenario, the worst-case DoS of 95.3% is recorded on the A52 Brian Clough Way W approach arm. The overall PRC is recorded as -5.9%.

3.3.20 The onset of development traffic has a negligible impact on the operation of the Bramcote Island, with the most significant impact forecast on the A6007 Ilkeston approach arm, with the DoS increasing from 84.8% to 96.6% during the AM peak period. The accompanying MMQ does not increase during this time period, and the Delay / PCU is subject to a marginal increase; of 1 second. The overall PRC at the junction is forecast to be -7.3% which is a slight deterioration of -1.4% in comparison to the 2041 Reference Case.

3.3.21 This position is comparable and reflects the conclusions drawn with the appellant's TA, albeit with the junction forecast to operate more favourably than presented within the TA. The results also demonstrate that across every assessed scenario, no approach arm is forecast to operate beyond its theoretical capacity of 100% DoS.

3.3.22 In light of the evidence presented above, it is considered that the proposals have a relatively minor impact at this junction. In line with the conclusions drawn as part of the TA, no further analysis or mitigation is deemed necessary at this location.

3.4 Local Highway Network Junction Capacity Results

3.4.1 Junction capacity assessments for the local road network (NCC's public maintainable network) and have been prepared for a 2041 horizon year, which is consistent with the end of the emerging Greater Nottingham Strategic Plan and also provides a direct comparison with the horizon year assessment undertaken with the appellant's submitted TA.

Site Access / B6003 Stapleford Lane / Toton East Access

3.4.2 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).

3.4.3 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.

3.4.4 Scenario 1 of the EMGM represents the delivery of Toton West only, therefore providing a directly comparative position to the appellant's TA. A summary of the results is set out in **Table 3.4**, below.

Table 3.4 Site Access Junction Capacity Assessment Results

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
2041 Do Something						
B6003 Stapleford Lane North	51.0	17	119	64.9	20	101
Toton East Site Access	0.0	0	0	0.0	0	0
B6003 Stapleford Lane South	43.4	14	35	46.3	16	35
Toton West Site Access	51.4	7	77	56.7	3	126
Junction PRC	75.1% (180s Cycle Time)			38.7% (180s Cycle Time)		

3.4.5 **Table 3.4** demonstrates that the proposed site access junction will operate with ample reserve capacity on all approaches in the 2041 Do Something assessment scenario. This position is comparable and reflects the conclusions drawn with the appellant's TA, albeit with the junction forecast to operate more favourably than presented within the TA.

B6003 Stapleford Lane / Swiney Way / Banks Road

3.4.6 The B6003 Stapleford Lane / Swiney Way / Banks Road junction is a signalised crossroads enabling access between the east and west of Toton and between the A52 Brian Clough Way and the A6005 Nottingham Road to the north and south.

3.4.7 The B6003 Stapleford Lane / Swiney Way / Banks Road crossroads has been subject to a localised capacity assessment, with a summary of the results of the LinSig assessment provided in **Table 3.5**, below.

Table 3.5 B6003 Stapleford Lane / Swiney Way / Banks Road Capacity Assessment Results

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay /PCU (s)	DoS (%)	MMQ (PCU)	Delay /PCU (s)
2041 Reference Case						
B6003 Stapleford Lane North	64.2	13	30	98.3	22	73
Swiney Way	103.3	32	159	101.0	30	119

	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)
Stapleford Lane South	104.0	37	165	79.0	14	46
Banks Road	101.2	18	161	98.5	14	160
Junction PRC	-15.6% (180s Cycle Time)			-12.2% (180s Cycle Time)		
2041 Do Something						
B6003 Stapleford Lane North	71.1	16	33	97.2	22	68
Swiney Way	100.5	26	120	98.9	26	97
Stapleford Lane South	100.8	29	124	78.8	14	46
Banks Road	99.2	16	137	98.3	13	145
Junction PRC	-12.0% (180s Cycle Time)			-9.9% (180s Cycle Time)		

3.4.8 As set out within **Table 3.5**, the junction capacity assessment results indicate that in the 2041 Reference Case assessment scenario, the junction operates beyond theoretical capacity, with the DoS forecast as 104.0% on the Stapleford Lane (s) approach arm during the AM peak period. In the PM peak period, the Swiney Way approach arm DoS is recorded as 101.0%. The overall junction PRC is recorded as -15.6% and -12.2% during the respective AM and PM peak periods.

3.4.9 Following the introduction of development traffic, the DoS on the Stapleford Lane (s) approach arm is forecast to decrease, to 100.8%. In the PM peak period, the DoS is also forecast to decrease to 98.9% on the Swiney Way approach arm, bringing the approach back into theoretical capacity. The overall junction PRC is recorded as -12.0% and -9.9% during the respective AM and PM peak periods. It is concluded that this is due to the EMGM's dynamic flow re-assignment across modelled scenarios.

3.4.10 In summary, the results of the revised methodology demonstrate that the proposed development will not have a severe impact at this junction, and therefore no further analysis or mitigation is deemed necessary. This differs from the analysis presented as part of the TA, which had previously suggested that an improvement scheme would be required to mitigate the impact of the proposed development at this location.

B6003 Stapleford Lane / Toton Park & Ride Access

3.4.11 The B6003 Stapleford Lane / Toton Park & Ride site access is currently a signalised T Junction enabling access to the Toton Park & Ride tram stop facility from the B6003 Stapleford Lane. Access to the consented scheme for the erection of 282 dwellings at land to the west of Toton Lane (Ref. 17/00499/REM) is proposed via an additional arm on the B6003 Stapleford Lane / Toton Park & Ride junction.

3.4.12 Scenario 1 of the EMGM accounts for the delivery of the Peveril Homes scheme and as such, the junction has been modelled as the signalised crossroads. A summary of the results of the LinSig assessment is provided in **Table 3.6**.

Table 3.6 B6003 Stapleford Lane / Toton Park & Ride Access

	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						
Park and Ride Access	45.9	3	50	45.7	3	42
B6003 Toton Lane South	58.6	10	28	60.2	11	28
B6003 Toton Lane North	74.3	13	36	81.6	15	40
282 Dwelling Site Access	30.7	3	38	8.6	1	35
Junction PRC	21.1% (180s Cycle Time)			10.3% (180s Cycle Time)		
2041 Do Something						
Park and Ride Access	45.9	3	50	46.6	3	42
B6003 Toton Lane South	68.9	12	31	61,5	11	29
B6003 Toton Lane North	78.6	15	38	87.3	18	46
282 Dwelling Site Access	30.6	3	38	9.2	1	35
Junction PRC	14.5% (180s Cycle Time)			3.1% (180s Cycle Time)		

3.4.13 As demonstrated in **Table 3.6**, the junction is forecast to operate with ample spare capacity during the 2041 Reference Case assessment scenario, with the maximum DoS recorded as 74.6% and 81.7% on the B6003 Toton Lane (n) approach arm during the respective AM and PM peak periods. The overall junction PRC is recorded as 20.7% and 10.1% during the AM and PM peak periods.

3.4.14 Following the onset of development associated traffic (in the 2041 Do Something) assessment scenario, the DoS on the B6003 Toton Lane (N) approach arm increases to 78.9% and 87.5% in the respective AM and PM peak periods. The overall PRC decreases to 14.1% and 2.9% in the AM and PM peak periods.

3.4.15 This position is comparable and reflects the conclusions drawn with the appellant's TA, albeit with the junction forecast to operate more favourably than presented within the TA.

4. Summary and 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 The turning flow outputs from Scenario 1 of the EMGM have been considered to calculate furnessed turning flows, which have in turn informed updated junction capacity assessments; the results of which have been compared with the conclusions drawn as part of the submitted TA.

4.1.3 This exercise has provided a full, complete secondary evidence base to NCC and NH, demonstrating that the proposals will not a severe impact on the operation of the local highway network.

4.2 Conclusion

4.2.1 The purpose of this TN is to provide a further assessment of the proposals at Toton West, underpinned by the EMGM, providing a secondary complete evidence base for comparison to the conclusions drawn from the appellants submitted TA. This exercise has been undertaken to demonstrate that the development of Toton West can provide safe and suitable access and will not result in any severe residual impact on the operation of the highway network.

4.2.2 The modelling assessments for scenario 1 have produced results that are largely consistent with the conclusions reached within the applicant's submitted TA, and as such, sufficient evidence has been presented to demonstrate that the proposals will not result in a severe impact on the safety and/or operation of the local highway network.

4.2.3 The exception to this is in relation to the impacts at Bardills Roundabout and the Toton Lane / Swiney Way / Banks Road crossroads; whereby the furnessed flows from Scenario 1 demonstrate that the proposed development will not have a severe impact, and therefore no further analysis or mitigation is deemed necessary. This differs from the analysis presented as part of the TA, which had previously suggested that improvement schemes would be required to mitigate the impact of the proposed development at these locations.

4.2.4 Based on the information presented within this TN, it is not considered that the proposed development will result in any severe impact, and therefore the Appeal site should be considered acceptable in terms of transport and highways.

mode
transport planning

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

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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:



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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

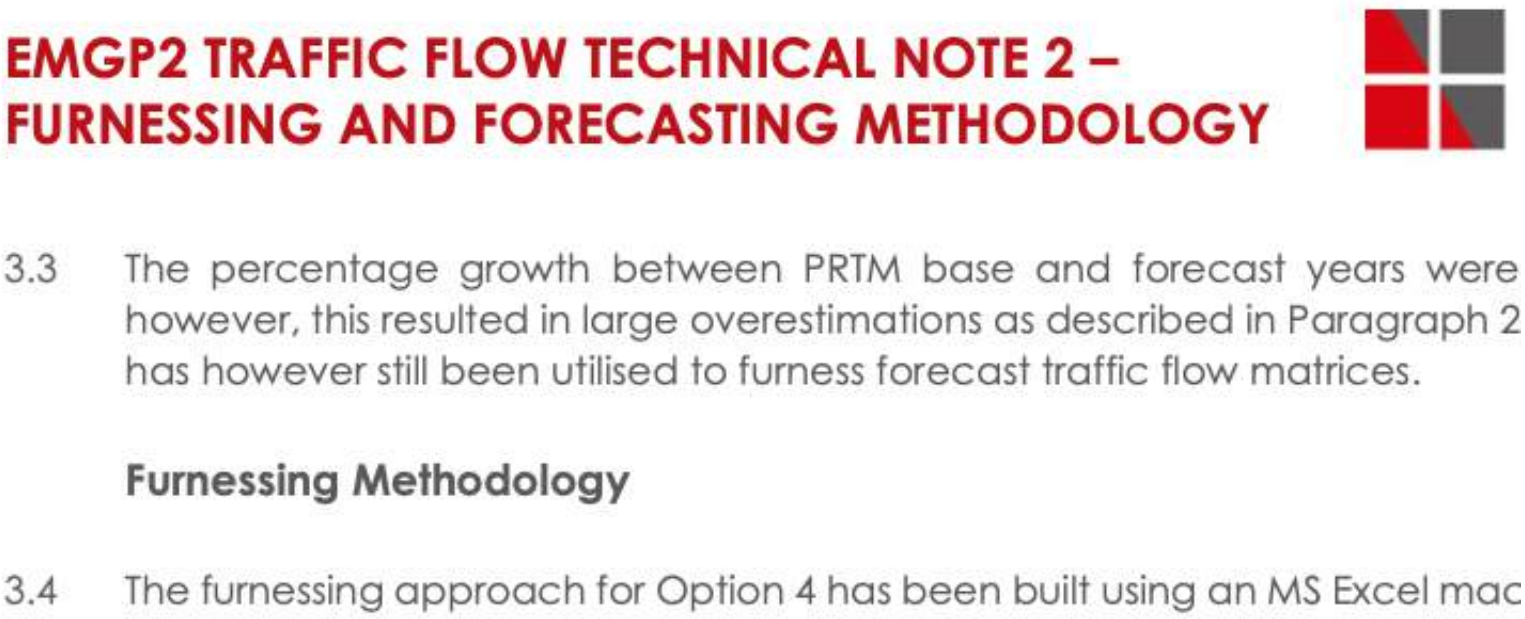
From: Patrick Magner [redacted]
Sent: 27 July 2026 16:29
To: Tom Boylan [redacted]
Cc: David Frisb [redacted] Josh Norris [redacted] Ben Fairgrieve [redacted] Matt Lee [redacted]
Subject: Re: Jan Witko Leave

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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:


EMGP2 TRAFFIC FLOW TECHNICAL NOTE 2 – FURNESSING AND FORECASTING METHODOLOGY

3.3 The percentage growth between PRTM base and forecast years were however, this resulted in large overestimations as described in Paragraph 2 has however still been utilised to furness forecast traffic flow matrices.

Furnessing Methodology

3.4 The furnessing approach for Option 4 has been built using an MS Excel mac

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 Working Spreadsheet

2025 MCC Data AM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	348	318	1	658	132
A52 E	220	2	182	538	0	81
Bostocks Lan	316	175	0	252	215	38
M1 S	0	494	146	0	324	261
A52 W	533	2	214	353	0	101
Bostocks Lan	148	87	51	282	45	0

2025 MCC Data PM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	279	348	1	423	136
A52 E	274	0	248	446	0	274
Bostocks Lan	241	160	0	167	215	65
M1 S	49	362	116	0	51	242
A52 W	833	2	209	252	0	101
Bostocks Lan	139	51	18	192	26	0

2026 MCC Data AM Growthed TEMPro 1.0168

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	354	323	1	669	134
A52 E	224	2	185	547	0	82
Bostocks Lan	321	178	0	256	219	39
M1 S	0	502	148	0	329	265
A52 W	542	2	218	359	0	103
Bostocks Lan	150	88	52	287	46	0

2026 MCC Data PM Growthed TEMPro 1.0164

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	284	354	1	430	138
A52 E	278	0	252	453	0	278
Bostocks Lan	245	163	0	170	219	66
M1 S	50	368	118	0	52	246
A52 W	847	2	212	256	0	103
Bostocks Lan	141	52	18	195	26	0

Absolute Difference Method

Systra Turning Counts: 2026 Reference Case AM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	377	469	0	411	106
A52 E	156	0	26	1209	0	1
Bostocks Lan	288	1	0	505	181	0
M1 S	0	827	173	0	642	592
A52 W	727	0	191	512	0	114
Bostocks Lan	93	0	0	308	0	0

Systra Turning Counts: 2026 Reference Case PM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	153	757	0	370	106
A52 E	168	0	103	981	0	10
Bostocks Lan	405	91	0	192	213	0
M1 S	0	560	16	0	719	636
A52 W	742	0	149	497	0	219
Bostocks Lan	144	12	0	268	0	0

Furnessed Data: 2026 Reference Case AM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N						
A52 E						
Bostocks Lan						
M1 S						
A52 W						
Bostocks Lan						

Use MCC Data Growthed to 2026

Furnessed Data: 2026 Reference Case PM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N						
A52 E						
Bostocks Lan						
M1 S						
A52 W						
Bostocks Lan						

Use MCC Data Growthed to 2026

Systra Turning Counts: 2041 Reference Case AM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	544	549	0	506	185
A52 E	190	0	28	1281	0	1
Bostocks Lan	280	1	0	532	96	0
M1 S	0	789	236	0	710	577
A52 W	681	0	210	680	0	71
Bostocks Lan	95	0	0	314	1	0

Systra Turning Counts: 2041 Reference Case PM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	295	793	0	411	76
A52 E	259	0	99	913	0	1
Bostocks Lan	384	79	0	256	182	1
M1 S	0	627	3	0	748	611
A52 W	753	0	151	517	0	188
Bostocks Lan	136	4	0	261	0	0

Furnessed Data: 2041 Reference Case AM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	521	404	1	765	214
A52 E	257	2	188	619	0	82
Bostocks Lan	314	178	0	283	134	39
M1 S	0	464	211	0	398	250
A52 W	495	2	236	527	0	60
Bostocks Lan	152	89	52	293	46	0

Furnessed Data: 2041 Reference Case PM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	425	390	1	471	108
A52 E	369	0	248	386	0	269
Bostocks Lan	224	150	0	236	188	67
M1 S	50	434	105	0	81	220
A52 W	857	2	215	276	0	71
Bostocks Lan	133	44	18	188	27	0

Systra Turning Counts: 2026 Do Something AM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	379	467	0	409	107
A52 E	161	0	27	1199	0	2
Bostocks Lan	291	5	0	508	178	0
M1 S	0	820	172	0	641	591
A52 W	727	0	190	516	0	114
Bostocks Lan	93	0	0	307	0	0

Systra Turning Counts: 2026 Do Something PM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	171	756	0	369	80
A52 E	177	0	93	965	0	7
Bostocks Lan	411	91	0	207	211	0
M1 S	0	565	15	0	711	618
A52 W	729	0	151	482	0	228
Bostocks Lan	144	13	0	265	0	0

Furnessed Data: 2026 Do Something AM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	355	322	1	667	136
A52 E	228	2	186	537	0	83
Bostocks Lan	325	182	0	260	215	39
M1 S	0	495	148	0	329	264
A52 W	542	2	216	363	0	103
Bostocks Lan	151	88	52	286	46	0

Furnessed Data: 2026 Do Something PM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	301	353	1	429	112
A52 E	287	0	242	437	0	275
Bostocks Lan	251	163	0	185	217	66
M1 S	50	372	117	0	44	227
A52 W	833	2	215	241	0	111
Bostocks Lan	142	53	18	192	26	0

Systra Turning Counts: 2041 Do Something AM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	552	542	0	509	185
A52 E	196	0	18	1278	0	0
Bostocks Lan	276	1	0	539	96	0
M1 S	0	790	235	0	712	578
A52 W	683	0	210	681	0	67
Bostocks Lan	93	0	0	316	1	0

Systra Turning Counts: 2041 Do Something PM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	310	790	0	410	78
A52 E	259	0	98	909	0	1
Bostocks Lan	380	83	0	261	180	1
M1 S	0	624	3	0	747	620
A52 W	748	0	153	513	0	198
Bostocks Lan	136	5	0	266	0	0

Furnessed Data: 2041 Do Something AM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	529	397	1	767	214
A52 E	264	2	178	616	0	82
Bostocks Lan	310	178	0	290	133	39
M1 S	0	465	210	0	399	252
A52 W	497	2	237	528	0	55
Bostocks Lan	151	89	52	295	46	0

Furnessed Data: 2041 Do Something PM

M1 J25 Interchange

PCU Total

M1 J25	M1 N	A52 E	Bostocks Lan	M1 S	A52 W	Bostocks Lane N
M1 N	0	440	387	1	470	109
A52 E	369	0	247	381	0	269
Bostocks Lan	220	154	0	239	185	67
M1 S	50	431	105	0	80	229
A52 W	852	2	216	272	0	82
Bostocks Lan	133	45	18	193	27	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	489	1815	401	0
B6003 N	295	0	41	418	0
A52 E	1762	5	0	467	0
B6003 S	594	215	287	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	419	1946	248	0
B6003 N	117	0	35	468	0
A52 E	1928	3	0	364	0
B6003 S	450	427	200	0	0
Garden Cent	0	0	0	0	0

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	573	1785	497	0
B6003 N	353	0	47	363	0
A52 E	1967	10	0	327	0
B6003 S	776	218	260	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	657	1988	359	0
B6003 N	109	0	48	467	0
A52 E	1889	1	0	365	0
B6003 S	540	491	206	0	0
Garden Cent	0	0	0	0	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	488	1805	419	0
B6003 N	285	0	41	428	0
A52 E	1750	5	0	477	0
B6003 S	636	228	326	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	409	1933	316	0
B6003 N	111	0	40	482	0
A52 E	1829	0	0	408	0
B6003 S	512	469	201	0	0
Garden Cent	0	0	0	0	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	568	1771	526	0
B6003 N	349	0	47	370	0
A52 E	1959	11	0	351	0
B6003 S	848	231	256	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	636	1969	429	0
B6003 N	112	0	48	476	0
A52 E	1866	1	0	373	0
B6003 S	565	497	209	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					

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	275	1494	705	5
B6003 N	303	0	107	213	2
A52 E	1571	80	0	120	3
B6003 S	650	235	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	502	1468	585	0
B6003 N	204	0	103	289	0
A52 E	978	80	0	268	0
B6003 S	610	372	261	0	1
Garden Cent	2	4	0	1	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	1514	627	5
B6003 N	236	0	101	278	2
A52 E	1354	74	0	270	3
B6003 S	511	244	253	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	255	1413	543	0
B6003 N	206	0	95	304	0
A52 E	918	80	0	310	0
B6003 S	582	351	256	0	1
Garden Cent	2	4	0	1	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	270	1480	733	5
B6003 N	299	0	107	220	2
A52 E	1563	80	0	144	3
B6003 S	722	248	183	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	481	1449	656	0
B6003 N	207	0	103	298	0
A52 E	955	80	0	276	0
B6003 S	635	379	264	0	1
Garden Cent	2	4	0	1	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

Systra Turning Counts: 2026 Reference Case AM

Bramcote Roundabout Junction

PCU Total					
A52 Bramcot A6007	A52 E	Town St	A52 W	B5010	
A6007	0	359	275	479	0
A52 E	449	0	80	1627	261
Town St	211	1	0	70	15
A52 W	475	1371	234	0	54
B5010	0	417	109	82	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	246	274	213	0
A52 E	569	0	62	1905	508
Town St	82	0	0	21	38
A52 W	345	1449	328	0	90
B5010	0	303	140	178	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					

Systra Turning Counts: 2041 Reference Case AM

Bramcote Roundabout Junction

PCU Total					
A52 Bramcot A6007	A52 E	Town St	A52 W	B5010	
A6007	0	322	329	366	1
A52 E	445	0	74	1756	337
Town St	155	1	0	90	15
A52 W	200	1538	289	0	62
B5010	0	449	135	133	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	263	281	188	1
A52 E	419	0	44	1878	704
Town St	42	0	0	18	26
A52 W	272	1533	362	0	102
B5010	1	321	140	186	0

Furnessed Data: 2041 Reference Case AM

Bramcote Roundabout Junction

PCU Total					
A52 Bramcot A6007	A52 E	Town St	A52 W	B5010	
A6007	0	212	147	80	3
A52 E	197	42	4	1224	282
Town St	81	36	0	216	60
A52 W	-25	1568	177	0	37
B5010	26	469	231	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	269	177	249	14
A52 E	103	59	-6	871	486
Town St	103	42	0	129	70
A52 W	275	1272	205	0	72
B5010	34	243	95	81	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	358	273	476	0
A52 E	458	0	80	1626	259
Town St	210	1	0	75	15
A52 W	482	1387	233	0	55
B5010	0	409	107	81	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	248	278	221	0
A52 E	577	0	70	1840	509
Town St	73	0	0	13	36
A52 W	329	1456	325	0	85
B5010	0	296	138	180	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	92	190	2
A52 E	210	42	10	1093	204
Town St	136	36	0	201	61
A52 W	258	1416	121	0	30
B5010	26	429	204	157	0

Furnessed Data: 2026 Do Something PM

Bramcote Roundabout Junction

PCU Total					
A52 Bramcot A6007	A52 E	Town St	A52 W	B5010	
A6007	0	255	175	282	13
A52 E	262	59	20	834	291
Town St	134	42	0	124	79
A52 W	332	1196	169	0	55
B5010	33	219	93	75	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	318	318	386	1
A52 E	448	0	76	1749	333
Town St	159	1	0	83	16
A52 W	201	1524	272	0	62
B5010	0	444	132	144	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	263	277	193	1
A52 E	421	0	44	1870	700
Town St	42	0	0	17	25
A52 W	272	1528	352	0	101
B5010	1	324	140	176	0

Furnessed Data: 2041 Do Something AM

Bramcote Roundabout Junction

PCU Total					
A52 Bramcot A6007	A52 E	Town St	A52 W	B5010	
A6007	0	209	137	101	3
A52 E	200	42	6	1216	277
Town St	86	36	0	209	61
A52 W	-24	1553	160	0	38
B5010	27	465	228	220	0

Furnessed Data: 2041 Do Something PM

Bramcote Roundabout Junction

PCU Total					
A52 Bramcot A6007	A52 E	Town St	A52 W	B5010	
A6007	0	270	173	254	14
A52 E	106	59	-6	863	483
Town St	103	42	0	128	69
A52 W	274	1268	195	0	71
B5010	34	247	95	71	0

2025 MCC Data AM

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

2026 MCC Data AM Growthed TEMPro 1.0085

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 AM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	1087	0
Toton East Site Access				
B6003 Staple	1209	0	0	
Toton West S	0	0	0	0

Systra Turning Counts: 2041 Reference Case AM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	980	0
Toton East Site Access				
B6003 Staple	1243	0	0	
Toton West S	0	0	0	0

Systra Turning Counts: 2026 Do Something AM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	1081	30
Toton East Site Access				
B6003 Staple	1137	0	9	
Toton West S	154	31	0	

Systra Turning Counts: 2041 Do Something AM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	1001	29
Toton East Site Access				
B6003 Staple	1187	0	8	
Toton West S	148	30	0	

2025 MCC Data PM

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 PM Growthed TEMPro 1.0081

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

Systra Turning Counts: 2026 Reference Case PM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	1159	0
Toton East Site Access				
B6003 Staple	1001	0	0	
Toton West S	0	0	0	0

Systra Turning Counts: 2041 Reference Case PM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	1126	0
Toton East Site Access				
B6003 Staple	1020	0	0	
Toton West S	0	0	0	0

Systra Turning Counts: 2026 Do Something PM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	1096	123
Toton East Site Access				
B6003 Staple	928	0	18	
Toton West S	45	11	0	

Systra Turning Counts: 2041 Do Something PM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	1110	113
Toton East Site Access				
B6003 Staple	1013	0	18	
Toton West S	44	11	0	

Absolute Difference Method

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

Furnessed Data: 2026 Reference Case AM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple				
Toton East Sit				
B6003 Staple	Use MCC Data Growthed to 2026			
Toton West S				

Furnessed Data: 2041 Reference Case AM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	883	0
Toton East Sit	0	0	0	0
B6003 Staple	852	0	0	0
Toton West S	0	0	0	0

Furnessed Data: 2026 Do Something AM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	983	30
Toton East Sit	0	0	0	0
B6003 Staple	746	0	0	9
Toton West S	154	0	31	0

Furnessed Data: 2041 Do Something AM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	904	29
Toton East Sit	0	0	0	0
B6003 Staple	796	0	0	8
Toton West S	148	0	30	0

Furnessed Data: 2026 Reference Case PM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple				
Toton East Sit				
B6003 Staple	Use MCC Data Growthed to 2026			
Toton West S				

Furnessed Data: 2041 Reference Case PM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	999	0
Toton East Sit	0	0	0	0
B6003 Staple	856	0	0	0
Toton West S	0	0	0	0

Furnessed Data: 2026 Do Something PM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	968	123
Toton East Sit	0	0	0	0
B6003 Staple	764	0	0	18
Toton West S	45	0	11	0

Furnessed Data: 2041 Do Something PM

PCU Total				
	B6003 Staple	Toton East Sit	B6003 Staple	Toton West Site Access
B6003 Staple	0	0	982	113
Toton East Sit	0	0	0	0
B6003 Staple	849	0	0	18
Toton West S	44	0	11	0

2025 MCC Data AM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	628	261	17
Swiney Way	386	0	50	64
Stapleford Ln	373	55	0	57
Banks Rd	52	172	76	0

2025 MCC Data PM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	468	382	22
Swiney Way	449	0	77	122
Stapleford Ln	337	44	0	79
Banks Rd	45	109	71	0

A Stapleford Ln (N)
B Swiney Way
C Stapleford Ln (S)
D Banks Rd

2026 MCC Data AM Growthed TEMPro 1.0085

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	633	263	17
Swiney Way	389	0	50	65
Stapleford Ln	376	55	0	57
Banks Rd	52	173	77	0

2026 MCC Data PM Growthed TEMPro 1.0081

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	472	385	22
Swiney Way	453	0	78	123
Stapleford Ln	340	44	0	80
Banks Rd	45	110	72	0

Absolute Difference Method

Systra Turning Counts: 2026 Reference Case AM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	505	516	13
Swiney Way	485	0	44	23
Stapleford Ln	649	20	0	32
Banks Rd	19	56	41	0

Systra Turning Counts: 2026 Reference Case PM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	506	608	0
Swiney Way	437	0	105	19
Stapleford Ln	511	34	0	46
Banks Rd	33	23	76	0

Furnessed Data: 2026 Reference Case AM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	Use MCC Data Growthed to 2026			
Swiney Way				
Stapleford Ln				
Banks Rd				

Furnessed Data: 2026 Reference Case PM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	Use MCC Data Growthed to 2026			
Swiney Way				
Stapleford Ln				
Banks Rd				

Systra Turning Counts: 2041 Reference Case AM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	364	392	24
Swiney Way	546	0	48	16
Stapleford Ln	671	25	0	80
Banks Rd	3	46	53	0

Systra Turning Counts: 2041 Reference Case PM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	533	586	5
Swiney Way	444	0	114	7
Stapleford Ln	472	43	0	58
Banks Rd	2	48	87	0

Furnessed Data: 2041 Reference Case AM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	492	139	29
Swiney Way	450	0	54	57
Stapleford Ln	398	61	0	105
Banks Rd	37	163	88	0

Furnessed Data: 2041 Reference Case PM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	499	363	27
Swiney Way	460	0	87	111
Stapleford Ln	301	53	0	92
Banks Rd	14	135	82	0

Systra Turning Counts: 2026 Do Something AM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	520	526	14
Swiney Way	470	0	52	26
Stapleford Ln	599	20	0	32
Banks Rd	18	59	41	0

Systra Turning Counts: 2026 Do Something PM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	503	592	0
Swiney Way	418	0	50	23
Stapleford Ln	482	34	0	47
Banks Rd	6	39	82	0

Furnessed Data: 2026 Do Something AM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	648	274	18
Swiney Way	375	0	58	67
Stapleford Ln	326	56	0	57
Banks Rd	52	176	77	0

Furnessed Data: 2026 Do Something PM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	469	369	22
Swiney Way	434	0	23	127
Stapleford Ln	311	44	0	80
Banks Rd	18	126	77	0

Systra Turning Counts: 2041 Do Something AM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	409	444	26
Swiney Way	541	0	55	17
Stapleford Ln	622	24	0	92
Banks Rd	4	32	68	0

Systra Turning Counts: 2041 Do Something PM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	527	584	2
Swiney Way	434	0	122	7
Stapleford Ln	468	45	0	61
Banks Rd	5	43	88	0

Furnessed Data: 2041 Do Something AM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	538	191	30
Swiney Way	446	0	61	59
Stapleford Ln	349	59	0	117
Banks Rd	38	149	104	0

Furnessed Data: 2041 Do Something PM

Swiney Way / Banks Road / Stapleford Ln (N) / Stapleford Ln (S)

PCU Total

	Stapleford Ln	Swiney Way	Stapleford Ln	Banks Rd
Stapleford Ln	0	494	362	24
Swiney Way	450	0	95	111
Stapleford Ln	296	55	0	94
Banks Rd	17	130	83	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	1087	0
P&R Access	0	0	0	0
Stapleford Ln	1099	110	0	0
Pevrill Site	0	0	0	0

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	1060	0
P&R Access	137	0	99	0
Stapleford Ln	1001	0	0	0
Pevrill Site	0	0	0	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				

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	980	18
P&R Access	0	0	0	0
Stapleford Ln	1152	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	1087	74
P&R Access	190	0	39	0
Stapleford Ln	1020	0	0	17
Pevrill Site	27	0	10	0

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	776	18
P&R Access	60	0	107	0
Stapleford Ln	907	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	993	74
P&R Access	232	0	6	0
Stapleford Ln	887	19	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	218	1111	0
P&R Access	0	0	0	0
Stapleford Ln	1191	100	0	0
Pevrill Site	0	0	0	0

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	1187	0
P&R Access	208	0	33	0
Stapleford Ln	973	0	0	0
Pevrill Site	0	0	0	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	231	907	0
P&R Access	60	0	107	0
Stapleford Ln	946	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	1092	0
P&R Access	250	0	-1	0
Stapleford Ln	841	19	0	0
Pevrill Site	0	0	0	0

Systra Turning Counts: 2041 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	198	1029	21
P&R Access	0	0	0	0
Stapleford Ln	1233	98	0	4
Pevrill Site	101	3	15	0

Systra Turning Counts: 2041 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	1172	76
P&R Access	192	0	45	2
Stapleford Ln	1046	0	0	10
Pevrill Site	30	0	6	0

Furnessed Data: 2041 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	211	825	21
P&R Access	60	0	107	0
Stapleford Ln	988	83	0	4
Pevrill Site	101	3	15	0

Furnessed Data: 2041 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	1078	76
P&R Access	234	0	11	2
Stapleford Ln	914	19	0	10
Pevrill Site	30	0	6	0

APPENDIX C

Systra EMGM Turning Flows

2026 Reference Case AM Peak

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	

Heavies

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	

Total

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	

PCU Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007	0	359	275	479	0
A52 E	449	0	80	1627	261
Town St	211	1	0	70	15
A52 W	475	1371	234	0	54
B5010	0	417	109	82	0

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	

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	

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	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N	0	377	469	7620	411	106
A52 E	156	0	26	1209	1271	1
Bostocks Lane S	288	1	0	505	181	0
M1 S	6129	827	173	0	642	592
A52 W	727	1514	191	512	0	114
Bostocks Lane N	93	0	0	308	0	0

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	

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	

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	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W	0	489	1815	401
B6003 N	295	0	41	418
A52 E	1762	5	0	467
B6003 S	594	215	287	0

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		425	461	13
Swiney Way	434		42	23
B6003 S	600	20		31
Banks Road	18	56	41	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		40	28	0
Swiney Way	25		1	0
B6003 S	25	0		1
Banks Road	0	0	0	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		465	489	13
Swiney Way	460		43	23
B6003 S	625	20		32
Banks Road	19	56	41	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N	0	505	516	13
Swiney Way	485	0	44	23
B6003 S	649	20	0	32
Banks Road	19	56	41	0

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	

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	

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	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N	0	200	1087	0
Park & Ride	0	0	0	0
B6003 S	1099	110	0	0
Land W of Toton Access	0	0	0	0

B6003 Stapleford Ln/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		949	n/a
B6003 S	1103		n/a
Toton W Access	n/a	n/a	

B6003 Stapleford Ln/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		69	n/a
B6003 S	53		n/a
Toton W Access	n/a	n/a	

B6003 Stapleford Ln/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		1018	n/a
B6003 S	1156		n/a
Toton W Access	n/a	n/a	

B6003 Stapleford Ln/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N	0	1087	0
B6003 S	1209	0	0
oton W Acce	0	0	0

2026 Reference Case PM Peak

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	

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	

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 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		496	591	0
Swiney Way	412		102	18
B6003 S	488	34		46
Banks Road	33	23	72	

B6003 Toton Lane/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	

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

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	

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	

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 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		5	8	0
Swiney Way	12		2	0
B6003 S	12	0		0
Banks Road	0	0	2	

B6003 Toton Lane/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	

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

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	

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	

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 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		501	599	0
Swiney Way	424		104	19
B6003 S	499	34		46
Banks Road	33	23	74	

B6003 Toton Lane/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	

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

PCU Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007	0	246	274	213	0
A52 E	569	0	62	1905	508
Town St	82	0	0	21	38
A52 W	345	1449	328	0	90
B5010	0	303	140	178	0

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N	0	153	757	5984	370	106
A52 E	168	0	103	981	1203	10
Bostocks Lane S	405	91	0	192	213	0
M1 S	6927	560	16	0	719	636
A52 W	742	1758	149	497	0	219
Bostocks Lane N	144	12	0	268	0	0

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W	0	419	1946	248
B6003 N	117	0	35	468
A52 E	1928	3	0	364
B6003 S	450	427	200	0

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N	0	506	608	0
Swiney Way	437	0	105	19
B6003 S	511	34	0	46
Banks Road	33	23	76	0

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N	0	0	1060	0
Park & Ride	137	0	99	0
B6003 S	1001	0	0	0
Land W of Toton Access	0	0	0	0

B6003 Stapleford Ln/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N	0	1159	0
B6003 S	1001	0	0
Toton W Acces	0	0	0

2026 Do Something AM

Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		314	209	410	0
A52 E	415		80	1262	237
Town St	143	1		56	13
A52 W	393	1091	195		53
B5010	0	372	80	80	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		343	313	3943	344	85
A52 E	155		27	924	967	2
Bostocks Lane S	186	5		403	157	0
M1 S	2905	578	153		530	253
A52 W	543	1238	187	476		35
Bostocks Lane N	91	0	0	148	0	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		409	1392	347
B6003 N	154		41	416
A52 E	1362	5		420
B6003 S	565	210	313	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		437	471	14
Swiney Way	420		49	25
B6003 S	553	20		31
Banks Road	18	58	41	

B6003 Toton Lane/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		218	970	n/a
Park & Ride	0		0	n/a
B6003 S	1089	100		n/a
Land W of Toton Access	n/a	n/a	n/a	

B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		940	30
B6003 S	1035		9
Toton W Access	154	31	

Heavies

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		22	32	33	0
A52 E	21		0	182	11
Town St	33	0		10	1
A52 W	44	148	19		1
B5010	0	19	14	1	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		18	77	1836	33	11
A52 E	3		0	137	157	0
Bostocks Lane S	53	0		53	10	0
M1 S	1615	121	10		55	169
A52 W	92	143	1	20		40
Bostocks Lane N	1	0	0	80	0	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		40	206	36
B6003 N	66		0	6
A52 E	194	0		28
B6003 S	36	9	7	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		42	27	0
Swiney Way	25		1	0
B6003 S	23	0		1
Banks Road	0	0	0	

B6003 Toton Lane/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	70	n/a
Park & Ride	0		0	n/a
B6003 S	51	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		70	0
B6003 S	51		0
Toton W Access	0	0	

Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		336	241	443	0
A52 E	436		80	1444	248
Town St	177	1		65	14
A52 W	438	1239	214		54
B5010	0	390	94	80	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		361	390	5779	376	96
A52 E	158		27	1062	1124	2
Bostocks Lane S	239	5		456	168	0
M1 S	4520	699	163		586	422
A52 W	635	1381	188	496		75
Bostocks Lane N	92	0	0	228	0	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		448	1599	383
B6003 N	220		41	422
A52 E	1556	5		448
B6003 S	601	219	319	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		478	499	14
Swiney Way	445		50	25
B6003 S	576	20		31
Banks Road	18	59	41	

B6003 Toton Lane/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		218	1041	n/a
Park & Ride	0		0	n/a
B6003 S	1140	100		n/a
Land W of Toton Access	n/a	n/a	n/a	

B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		1011	30
B6003 S	1086		9
Toton W Access	154	31	

PCU Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007	0	358	273	476	0
A52 E	458	0	80	1626	259
Town St	210	1	0	75	15
A52 W	482	1387	233	0	55
B5010	0	409	107	81	0

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N	0	379	467	7616	409	107
A52 E	161	0	27	1199	1282	2
Bostocks Lane S	291	5	0	508	178	0
M1 S	6135	820	172	0	641	591
A52 W	727	1525	190	516	0	114
Bostocks Lane N	93	0	0	307	0	0

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W	0	488	1805	419
B6003 N	285	0	41	428
A52 E	1750	5	0	477
B6003 S	636	228	326	0

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N	0	520	526	14
Swiney Way	470	0	52	26
B6003 S	599	20	0	32
Banks Road	18	59	41	0

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N	0	218	1111	0
Park & Ride	0	0	0	0
B6003 S	1191	100	0	0
Land W of Toton Access	0	0	0	0

B6003 Stapleford Ln/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N	0	1081	30
B6003 S	1137	0	9
Toton W Acces	154	31	0

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Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		237	260	217	0
A52 E	561		70	1632	495
Town St	43	0		12	25
A52 W	274	1300	306		79
B5010	0	294	132	179	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		165	669	3329	294	70
A52 E	163		93	941	1012	7
Bostocks Lane S	370	91		179	157	0
M1 S	4417	461	12		662	358
A52 W	620	1623	147	461		196
Bostocks Lane N	117	13	0	135	0	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		381	1706	309
B6003 N	109		40	459
A52 E	1615	0		407
B6003 S	491	450	195	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		493	572	0
Swiney Way	397		47	23
B6003 S	459	34		46
Banks Road	6	39	77	

B6003 Toton Lane/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1157	n/a
Park & Ride	208		33	n/a
B6003 S	927	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		1066	123
B6003 S	881		18
Toton W Access	45	11	

Heavies

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		5	9	2	0
A52 E	8		0	104	7
Town St	15	0		0	5
A52 W	28	78	10		3
B5010	0	1	3	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	7		0	12	100	0
Bostocks Lane S	21	0		14	27	0
M1 S	1258	52	2		25	130
A52 W	54	79	2	11		16
Bostocks Lane N	14	0	0	65	0	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		14	113	4
B6003 N	1		0	11
A52 E	107	0		0
B6003 S	10	10	3	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		5	10	0
Swiney Way	11		2	0
B6003 S	12	0		0
Banks Road	0	0	2	

B6003 Toton Lane/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	15	n/a
Park & Ride	0		0	n/a
B6003 S	23	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		15	0
B6003 S	23		0
Toton W Access	0	0	

Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		243	269	219	0
A52 E	569		70	1736	502
Town St	58	0		13	30
A52 W	301	1378	316		82
B5010	0	295	135	179	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		168	713	4651	332	75
A52 E	170		93	953	1112	7
Bostocks Lane S	390	91		193	184	0
M1 S	5674	513	13		686	488
A52 W	675	1702	149	472		212
Bostocks Lane N	130	13	0	200	0	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		395	1819	313
B6003 N	110		40	471
A52 E	1722	0		407
B6003 S	501	460	198	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		498	582	0
Swiney Way	408		49	23
B6003 S	471	34		46
Banks Road	6	39	80	

B6003 Toton Lane/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1172	n/a
Park & Ride	208		33	n/a
B6003 S	950	0		n/a
Land W of Toton Access	n/a	n/a	n/a	

B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		1081	123
B6003 S	905		18
Toton W Access	45	11	

PCU Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007	0	248	278	221	0
A52 E	577	0	70	1840	509
Town St	73	0	0	13	36
A52 W	329	1456	325	0	85
B5010	0	296	138	180	0

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N	0	171	756	5972	369	80
A52 E	177	0	93	965	1213	7
Bostocks Lane S	411	91	0	207	211	0
M1 S	6932	565	15	0	711	618
A52 W	729	1781	151	482	0	228
Bostocks Lane N	144	13	0	265	0	0

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W	0	409	1933	316
B6003 N	111	0	40	482
A52 E	1829	0	0	408
B6003 S	512	469	201	0

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N	0	503	592	0
Swiney Way	418	0	50	23
B6003 S	482	34	0	47
Banks Road	6	39	82	0

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N	0	0	1187	0
Park & Ride	208	0	33	0
B6003 S	973	0	0	0
Land W of Toton Access	0	0	0	0

B6003 Stapleford Ln/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N	0	1096	123
B6003 S	928	0	18
oton W Acces	45	11	0

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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	

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	

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 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		294	342	24
Swiney Way	496		45	16
B6003 S	613	25		78
Banks Road	3	45	53	

B6003 Toton Lane/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	

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

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	

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	

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 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		35	25	0
Swiney Way	25		1	0
B6003 S	29	0		1
Banks Road	0	0	0	

B6003 Toton Lane/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	

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

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	

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	

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 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		329	367	24
Swiney Way	521		46	16
B6003 S	642	25		79
Banks Road	3	46	53	

B6003 Toton Lane/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	

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

PCU Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007	0	322	329	366	1
A52 E	445	0	74	1756	337
Town St	155	1	0	90	15
A52 W	200	1538	289	0	62
B5010	0	449	135	133	0

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N	0	544	549	9114	506	185
A52 E	190	0	28	1281	1513	1
Bostocks Lane S	280	1	0	532	96	0
M1 S	6770	789	236	0	710	577
A52 W	681	1575	210	680	0	71
Bostocks Lane N	95	0	0	314	1	0

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W	0	573	1785	497
B6003 N	353	0	47	363
A52 E	1967	10	0	327
B6003 S	776	218	260	0

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N	0	364	392	24
Swiney Way	546	0	48	16
B6003 S	671	25	0	80
Banks Road	3	46	53	0

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N	0	189	980	18
Park & Ride	0	0	0	0
B6003 S	1152	91	0	6
Land W of Toton Access	99	0	26	0

B6003 Stapleford Ln/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N	0	980	0
B6003 S	1243	0	0
oton W Acce	0	0	0

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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	

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	

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 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		522	568	4
Swiney Way	422		111	7
B6003 S	446	42		57
Banks Road	2	48	82	

B6003 Toton Lane/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	

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

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	

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	

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 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		5	9	0
Swiney Way	11		2	0
B6003 S	13	0		0
Banks Road	0	0	2	

B6003 Toton Lane/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	

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

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	320	137	185	

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	

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 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		527	577	4
Swiney Way	433		113	7
B6003 S	459	42		58
Banks Road	2	48	84	

B6003 Toton Lane/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	

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

PCU Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007	0	263	281	188	1
A52 E	419	0	44	1878	704
Town St	42	0	0	18	26
A52 W	272	1533	362	0	102
B5010	1	321	140	186	0

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N	0	295	793	6428	411	76
A52 E	259	0	99	913	1214	1
Bostocks Lane S	384	79	0	258	182	1
M1 S	7696	627	3	0	748	611
A52 W	753	1928	151	517	0	188
Bostocks Lane N	136	4	0	261	0	0

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W	0	657	1988	359
B6003 N	109	0	48	467
A52 E	1889	1	0	365
B6003 S	540	491	206	0

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N	0	533	586	5
Swiney Way	444	0	114	7
B6003 S	472	43	0	58
Banks Road	2	48	87	0

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N	0	0	1087	74
Park & Ride	190	0	39	0
B6003 S	1020	0	0	17
Land W of Toton Access	27	0	10	0

B6003 Stapleford Ln/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N	0	1126	0
B6003 S	1020	0	0
oton W Acce	0	0	0

2041 Do Something AM

Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		291	248	368	0
A52 E	408		76	1487	306
Town St	107	1		67	13
A52 W	153	1247	221		60
B5010	0	404	102	142	

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		8	1
A52 W	24	139	26		1
B5010	0	20	15	1	

Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		304	283	377	0
A52 E	428		76	1618	319
Town St	133	1		75	14
A52 W	177	1385	246		61
B5010	0	424	117	143	

PCU Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007	0	318	318	386	1
A52 E	448	0	76	1749	333
Town St	159	1	0	83	16
A52 W	201	1524	272	0	62
B5010	0	444	132	144	0

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		432	373	5221	459	157
A52 E	183		18	1046	1260	0
Bostocks Lane S	167	1		341	84	0
M1 S	3257	513	188		697	294
A52 W	517	1314	206	615		26
Bostocks Lane N	92	0	0	160	1	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		60	85	1942	25	14
A52 E	7		0	116	124	0
Bostocks Lane S	55	0		99	6	0
M1 S	1758	138	24		7	142
A52 W	83	132	2	33		21
Bostocks Lane N	1	0	0	78	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		492	457	7163	484	171
A52 E	190		18	1162	1384	0
Bostocks Lane S	222	1		440	90	0
M1 S	5015	652	211		704	436
A52 W	600	1446	208	648		46
Bostocks Lane N	93	0	0	238	1	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N	0	552	542	9105	509	185
A52 E	196	0	18	1278	1509	0
Bostocks Lane S	276	1	0	539	96	0
M1 S	6772	790	235	0	712	578
A52 W	683	1578	210	681	0	67
Bostocks Lane N	93	0	0	316	1	0

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		409	1405	402
B6003 N	200		46	357
A52 E	1667	11		349
B6003 S	769	222	242	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		80	183	62
B6003 N	75		0	6
A52 E	146	0		1
B6003 S	39	5	7	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		489	1588	464
B6003 N	274		47	363
A52 E	1813	11		350
B6003 S	808	227	249	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W	0	568	1771	526
B6003 N	349	0	47	370
A52 E	1959	11	0	351
B6003 S	848	231	256	0

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		335	390	26
Swiney Way	498		49	17
B6003 S	569	23		90
Banks Road	4	31	68	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		37	27	0
Swiney Way	22		3	0
B6003 S	27	0		1
Banks Road	0	0	0	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		372	417	26
Swiney Way	520		52	17
B6003 S	596	23		91
Banks Road	4	32	68	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N	0	409	444	26
Swiney Way	541	0	55	17
B6003 S	622	24	0	92
Banks Road	4	32	68	0

B6003 Toton Lane/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		198	891	21
Park & Ride	0		0	0
B6003 S	1134	98		4
Land W of Toton Access	101	3	15	

B6003 Toton Lane/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	50	0		0
Land W of Toton Access	0	0	0	

B6003 Toton Lane/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		198	960	21
Park & Ride	0		0	0
B6003 S	1184	98		4
Land W of Toton Access	101	3	15	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N	0	198	1029	21
Park & Ride	0	0	0	0
B6003 S	1233	98	0	4
Land W of Toton Access	101	3	15	0

B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		864	29
B6003 S	1089		8
Toton W Access	148	30	

B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		68	0
B6003 S	49		0
Toton W Access	0	0	

B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		933	29
B6003 S	1138		8
Toton W Access	148	30	

B6003 Stapleford Ln/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N	0	1001	29
B6003 S	1187	0	8
Toton W Acces	148	30	0

2041 Do Something PM

Lights

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		257	257	189	1
A52 E	402		44	1681	684
Town St	21	0		16	15
A52 W	251	1360	330		95
B5010	0	322	134	175	

Heavies

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		3	10	2	0
A52 E	10		0	94	8
Town St	11	0		1	5
A52 W	10	84	11		3
B5010	0	1	3	1	

Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007		260	267	191	1
A52 E	411		44	1776	692
Town St	32	0		16	20
A52 W	261	1444	341		98
B5010	0	323	137	176	

PCU Total

A52 Bramcote Island	A6007	A52 E	Town St	A52 W	B5010
A6007	0	263	277	193	1
A52 E	421	0	44	1870	700
Town St	42	0	0	17	25
A52 W	272	1528	352	0	101
B5010	1	324	140	176	0

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		298	693	3629	330	64
A52 E	245		98	879	1042	1
Bostocks Lane S	337	82		217	121	1
M1 S	5206	494	2		684	408
A52 W	640	1768	148	491		169
Bostocks Lane N	111	5	0	152	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		6	48	1399	40	7
A52 E	7		0	15	86	0
Bostocks Lane S	22	0		22	29	0
M1 S	1237	65	0		31	106
A52 W	54	89	2	11		15
Bostocks Lane N	13	0	0	57	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N		304	742	5028	370	71
A52 E	252		98	894	1127	1
Bostocks Lane S	359	82		239	150	1
M1 S	6443	559	2		715	514
A52 W	694	1857	150	502		184
Bostocks Lane N	123	5	0	209	0	

M1 J25	M1 N	A52 E	Bostocks Lane S	M1 S	A52 W	Bostocks Lane N
M1 N	0	310	790	6427	410	78
A52 E	259	0	98	909	1213	1
Bostocks Lane S	380	83	0	261	180	1
M1 S	7680	624	3	0	747	620
A52 W	748	1945	153	513	0	198
Bostocks Lane N	136	5	0	266	0	0

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		531	1764	420
B6003 N	109		48	455
A52 E	1672	1		373
B6003 S	543	477	202	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		52	103	4
B6003 N	1		0	10
A52 E	97	0		0
B6003 S	11	10	3	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W		583	1867	425
B6003 N	111		48	465
A52 E	1769	1		373
B6003 S	554	487	206	

A52 Bardills Roundabout	A52 W	B6003 N	A52 E	B6003 S
A52 W	0	636	1969	429
B6003 N	112	0	48	476
A52 E	1866	1	0	373
B6003 S	565	497	209	0

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		517	566	2
Swiney Way	411		119	7
B6003 S	441	45		60
Banks Road	5	43	83	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		5	9	0
Swiney Way	11		2	0
B6003 S	13	0		0
Banks Road	0	0	2	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N		522	575	2
Swiney Way	422		121	7
B6003 S	455	45		60
Banks Road	5	43	85	

B6003 Stapleford Lane/Swiney Way/Banks Road	B6003 N	Swiney Way	B6003 S	Banks Road
B6003 N	0	527	584	2
Swiney Way	434	0	122	7
B6003 S	468	45	0	61
Banks Road	5	43	88	0

B6003 Toton Lane/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1143	76
Park & Ride	192		45	2
B6003 S	996	0		10
Land W of Toton Access	30	0	6	

B6003 Toton Lane/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	14	0
Park & Ride	0		0	0
B6003 S	25	0		0
Land W of Toton Access	0	0	0	

B6003 Toton Lane/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N		0	1158	76
Park & Ride	192		45	2
B6003 S	1021	0		10
Land W of Toton Access	30	0	6	

B6003 Toton Ln/P&R Access	B6003 N	Park & Ride	B6003 S	Land W of Toton Access
B6003 N	0	0	1172	76
Park & Ride	192	0	45	2
B6003 S	1046	0	0	10
Land W of Toton Access	30	0	6	0

B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		1081	113
B6003 S	962		18
Toton W Access	44	11	

B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		15	0
B6003 S	25		0
Toton W Access	0	0	

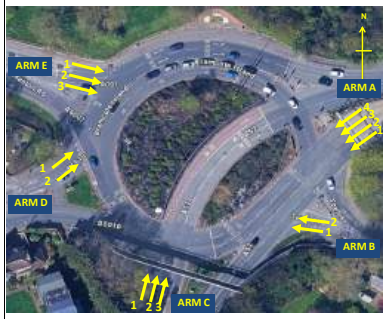
B6003 Stapleford Lane/Toton W Access/E Access	B6003 N	B6003 S	Toton W Access
B6003 N		1096	113
B6003 S	988		18
Toton W Access	44	11	

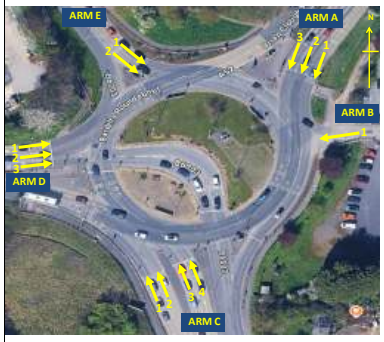
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B6003 N	0	1110	113
B6003 S	1013	0	18
Toton W Access	44	11	0

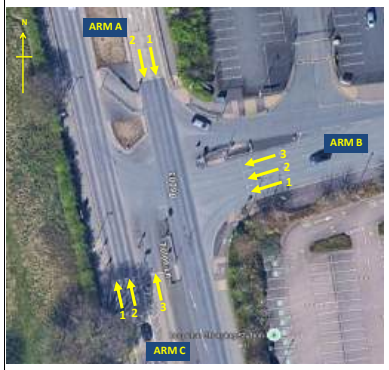
APPENDIX D

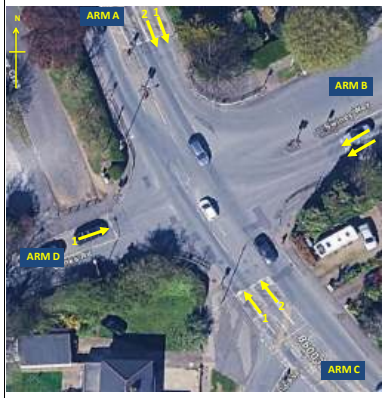
MCC Turning Flows

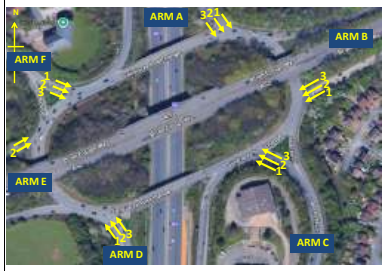
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LOCATION:		DAY:	LOCATION:		DAY:	LOCATION:		DAY:	LOCATION:		DAY:	LOCATION:		DAY:
A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007		THURSDAY	A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)		THURSDAY	B6003 (N) / SITE ACCESS / B6003 (S)		THURSDAY	B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD		THURSDAY	M1 SLIP ROADS (N) / A52 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / A52 (W) / BOSTOCKS		THURSDAY





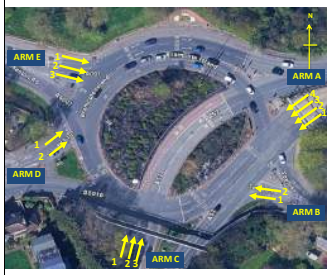






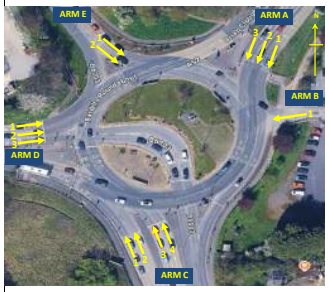
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TOTON		14936	TOTON		14936	TOTON		14936	TOTON		14936	TOTON		14936

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



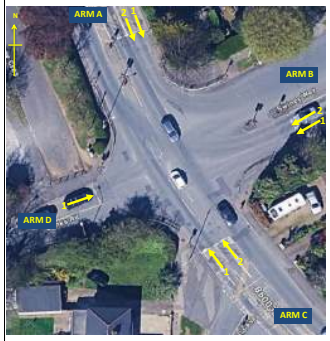
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TOTON		14936

SITE:		DATE:
3	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
B6003 (N) / SITE ACCESS / B6003 (S)		THURSDAY



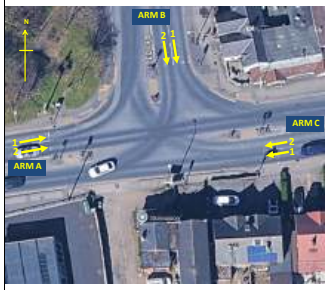
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TOTON		14936

SITE:		DATE:
4	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD		THURSDAY



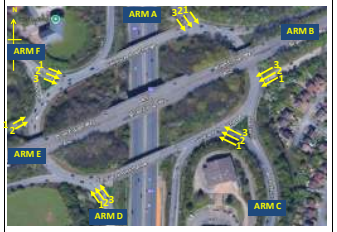
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TOTON		14936

SITE:		DATE:
5	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
A6005 (W) / B6003 / A6005 (E)		THURSDAY



JOB TITLE:		JOB NUMBER:
TOTON		14936

SITE:		DATE:
6	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
M1 SLIP ROADS (N) / A52 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / A52 (W) / BOSTOCKS		THURSDAY



JOB TITLE:		JOB NUMBER:
TOTON		14936

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007 **DAY:** THURSDAY

TIME	A TO A FROM AS2 (E) TO AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	0	0	0	0	4
07:15	8	0	0	0	0	0	0	8
07:30	9	0	1	0	1	0	0	11
07:45	6	0	0	0	0	0	0	6
H/TOT	26	1	1	0	1	0	0	29
08:00	10	1	0	0	0	0	0	11
08:15	9	0	0	0	0	0	0	9
08:30	5	0	0	0	0	0	0	5
08:45	13	1	1	0	0	0	0	15
H/TOT	37	2	1	0	0	0	0	40
09:00	10	3	0	0	0	0	0	13
09:15	13	0	0	0	0	0	0	13
09:30	17	2	0	0	0	0	0	19
09:45	13	1	0	0	0	0	0	14
H/TOT	53	6	0	0	0	0	0	59
P/TOT	116	9	2	0	1	0	0	128

TIME	A TO B FROM AS2 (E) TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	0	0	0	0	0	0	1
07:15	0	1	0	0	0	0	0	1
07:30	4	1	0	0	0	0	0	5
07:45	3	0	0	0	1	0	0	4
H/TOT	8	2	0	0	1	0	0	11
08:00	1	0	0	0	0	0	0	1
08:15	7	0	0	0	0	0	0	7
08:30	0	0	0	0	0	0	0	0
08:45	2	0	0	0	0	0	0	2
H/TOT	10	0	0	0	0	0	0	10
09:00	2	2	0	0	0	0	0	4
09:15	1	0	2	0	0	0	0	3
09:30	3	1	0	0	0	0	0	4
09:45	0	1	0	0	0	0	0	1
H/TOT	6	4	2	0	0	0	0	12
P/TOT	24	6	2	0	1	0	0	33

TIME	A TO C FROM AS2 (E) TO AS2 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	202	19	7	5	2	0	0	235
07:15	244	36	7	0	1	1	0	289
07:30	299	30	8	3	1	1	0	342
07:45	262	23	4	0	2	0	1	292
H/TOT	1007	108	26	8	6	2	1	1158
08:00	270	33	7	5	6	2	0	323
08:15	213	24	9	3	3	1	0	253
08:30	227	17	6	2	1	0	0	253
08:45	167	23	7	2	1	0	0	200
H/TOT	877	97	29	12	11	3	0	1029
09:00	147	25	13	6	3	1	0	195
09:15	173	38	9	9	3	0	0	232
09:30	169	21	11	4	2	1	0	208
09:45	136	24	16	7	2	0	0	185
H/TOT	625	108	49	26	10	2	0	820
P/TOT	2509	313	104	46	27	7	1	3007

TIME	A TO D FROM AS2 (E) TO BS010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	16	2	0	2	1	0	0	21
07:15	15	6	2	0	1	0	0	24
07:30	20	8	1	0	1	1	0	31
07:45	45	4	4	0	2	1	1	57
H/TOT	96	20	7	2	5	2	1	133
08:00	37	5	2	1	1	0	0	46
08:15	25	4	2	0	1	0	0	32
08:30	35	7	0	0	2	0	0	44
08:45	50	10	3	1	2	0	0	66
H/TOT	147	26	7	2	6	0	0	188
09:00	31	7	0	0	1	0	0	39
09:15	20	8	0	0	1	0	0	29
09:30	36	7	0	0	1	0	0	44
09:45	27	8	0	0	2	0	0	37
H/TOT	114	30	0	0	5	0	0	149
P/TOT	357	76	14	4	16	2	1	470

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007 **DAY:** THURSDAY

TIME	A TO A FROM AS2 (E) TO AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	0	0	0	0	0	0	9
16:15	14	0	0	0	0	0	0	14
16:30	4	0	0	0	0	0	0	4
16:45	12	1	0	0	0	0	0	13
H/TOT	39	1	0	0	0	0	0	40
17:00	10	0	1	0	1	0	0	12
17:15	13	0	0	0	0	0	0	13
17:30	11	1	0	0	0	0	0	12
17:45	18	1	0	0	0	0	0	19
H/TOT	52	2	1	0	1	0	0	56
18:00	6	1	0	0	0	0	0	7
18:15	16	0	0	0	0	0	0	16
18:30	8	0	0	0	0	0	0	8
18:45	16	0	0	0	0	0	0	16
H/TOT	46	1	0	0	0	0	0	47
P/TOT	137	4	1	0	1	0	0	143

TIME	A TO B FROM AS2 (E) TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1
16:15	2	2	0	0	0	0	0	4
16:30	2	0	0	0	0	0	0	2
16:45	5	0	0	0	0	0	0	5
H/TOT	10	2	0	0	0	0	0	12
17:00	3	0	0	0	0	0	0	3
17:15	3	0	0	0	0	0	0	3
17:30	1	0	0	0	0	1	0	2
17:45	3	0	0	0	0	0	0	3
H/TOT	10	0	0	0	0	1	0	11
18:00	2	0	0	0	0	0	0	2
18:15	3	0	0	0	0	0	0	3
18:30	2	0	0	0	0	0	0	2
18:45	3	0	0	0	0	0	0	3
H/TOT	10	0	0	0	0	0	0	10
P/TOT	30	2	0	0	0	1	0	33

TIME	A TO C FROM AS2 (E) TO AS2 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	168	40	6	2	0	1	0	217
16:15	191	27	5	2	2	1	0	228
16:30	226	31	5	1	2	1	0	266
16:45	207	12	0	2	1	3	0	225
H/TOT	792	110	16	7	5	6	0	936
17:00	233	14	3	1	2	2	0	255
17:15	190	16	2	4	1	0	0	213
17:30	205	10	2	1	0	1	0	219
17:45	160	9	4	2	2	0	0	177
H/TOT	788	49	11	8	5	3	0	864
18:00	166	6	1	1	3	0	0	177
18:15	183	9	3	2	0	0	0	197
18:30	177	8	1	1	1	0	0	188
18:45	168	6	1	1	2	0	0	178
H/TOT	694	29	6	5	6	0	0	740
P/TOT	2274	188	33	20	16	9	0	2540

TIME	A TO D FROM AS2 (E) TO BS010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	63	11	0	0	2	0	0	76
16:15	51	10	2	0	2	2	0	67
16:30	76	6	0	0	1	0	0	83
16:45	57	2	2	2	0	1	0	64
H/TOT	247	29	4	2	5	3	0	290
17:00	49	15	0	2	1	0	0	67
17:15	74	10	0	0	3	0	2	89
17:30	59	2	1	0	1	0	1	64
17:45	45	4	2	0	1	3	1	56
H/TOT	227	31	3	2	6	3	4	276
18:00	48	8	1	0	3	1	0	61
18:15	56	7	1	0	2	0	0	66
18:30	32	9	0	0	3	0	0	44
18:45	39	5	2	0	0	0	0	46
H/TOT	175	29	4	0	8	1	0	217
P/TOT	649	89	11	4	19	7	4	783

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / BS010 / A6007 **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / BS010 / A6007 **DAY:** THURSDAY

TIME	A TO E FROM A52 (E) TO A6007								B TO A FROM TOWN STREET TO A52 (E)								B TO B FROM TOWN STREET TO TOWN STREET								B TO C FROM TOWN STREET TO A52 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	11	6	0	0	0	0	1	18	3	0	0	0	0	0	0	3	07:00	0	0	0	0	0	0	0	0	33	8	0	0	0	0	0	41
07:15	31	3	2	1	0	0	0	37	5	0	0	0	0	0	0	5	07:15	0	0	0	0	0	0	0	0	38	2	0	0	0	0	0	40
07:30	43	6	1	1	0	0	0	51	8	0	0	0	0	0	0	8	07:30	0	0	0	0	0	0	0	0	65	1	0	0	0	0	0	66
07:45	36	6	1	0	1	0	0	44	8	1	0	0	0	0	0	9	07:45	0	0	0	0	0	0	0	0	52	4	1	0	0	0	0	57
H/TOT	121	21	4	2	1	0	1	150	24	1	0	0	0	0	0	25	H/TOT	0	0	0	0	0	0	0	0	188	15	1	0	0	0	0	204
08:00	32	6	1	1	0	0	0	40	6	0	0	0	0	0	0	6	08:00	0	0	0	0	0	0	0	0	41	4	1	0	0	0	0	46
08:15	38	10	1	1	0	0	0	50	12	1	0	0	0	0	0	13	08:15	0	0	0	0	0	0	0	0	37	5	1	0	0	0	0	43
08:30	45	4	1	0	0	0	0	50	8	0	0	0	0	0	0	8	08:30	0	0	0	0	0	0	0	0	43	3	1	0	1	0	0	48
08:45	38	4	5	1	0	0	0	48	8	1	0	0	0	0	0	9	08:45	0	0	0	0	0	0	0	0	43	10	0	0	0	0	0	53
H/TOT	153	24	8	3	0	0	0	188	34	2	0	0	0	0	0	36	H/TOT	0	0	0	0	0	0	0	0	164	22	3	0	1	0	0	190
09:00	35	8	7	0	0	0	0	50	4	1	0	0	0	0	0	5	09:00	0	0	0	0	0	0	0	0	28	0	1	0	0	0	0	29
09:15	39	5	2	0	0	0	0	46	8	2	0	0	0	0	0	10	09:15	0	0	0	0	0	0	0	0	14	3	1	0	0	0	0	18
09:30	22	5	3	2	0	0	0	32	5	1	0	0	0	0	0	6	09:30	0	0	0	0	0	0	0	0	20	5	2	0	0	0	0	27
09:45	26	8	2	0	0	0	0	36	12	0	0	0	0	0	0	12	09:45	0	0	0	0	0	0	0	0	23	3	1	0	0	0	0	27
H/TOT	122	26	14	2	0	0	0	164	29	4	0	0	0	0	0	33	H/TOT	0	0	0	0	0	0	0	0	85	11	5	0	0	0	0	101
P/TOT	396	71	26	7	1	0	1	502	87	7	0	0	0	0	0	94	P/TOT	0	0	0	0	0	0	0	0	437	48	9	0	1	0	0	495

TIME	A TO E FROM A52 (E) TO A6007								B TO A FROM TOWN STREET TO A52 (E)								B TO B FROM TOWN STREET TO TOWN STREET								B TO C FROM TOWN STREET TO A52 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	64	14	3	1	0	0	0	82	15	1	0	0	0	0	0	16	16:00	0	0	0	0	0	0	0	0	31	9	0	0	0	1	0	41
16:15	61	16	3	0	0	0	0	80	10	0	0	0	0	0	0	10	16:15	0	0	0	0	0	0	0	0	12	3	0	0	0	0	0	15
16:30	68	8	0	0	0	0	0	76	11	1	0	0	0	0	0	12	16:30	0	0	0	0	0	0	0	0	37	5	0	0	0	0	0	42
16:45	59	6	1	1	0	1	0	68	12	3	0	0	0	0	0	15	16:45	0	0	0	0	0	0	0	0	28	2	1	0	0	1	0	32
H/TOT	252	44	7	2	0	1	0	306	48	5	0	0	0	0	0	53	H/TOT	0	0	0	0	0	0	0	0	108	19	1	0	0	2	0	130
17:00	57	6	3	1	0	1	0	68	6	1	0	0	0	0	0	7	17:00	0	0	0	0	0	0	0	0	34	5	0	0	0	0	0	39
17:15	51	1	0	0	0	2	0	54	10	1	0	0	0	0	0	11	17:15	0	0	0	0	0	0	0	0	20	2	0	0	0	0	0	22
17:30	57	0	1	1	0	0	0	59	5	0	0	0	0	1	0	6	17:30	0	0	0	0	0	0	0	0	31	3	0	0	0	0	0	34
17:45	55	4	2	0	0	1	0	62	17	1	0	0	0	0	0	18	17:45	0	0	0	0	0	0	0	0	32	3	0	0	0	0	0	35
H/TOT	220	11	6	2	0	4	0	243	38	3	0	0	0	1	0	42	H/TOT	0	0	0	0	0	0	0	0	117	13	0	0	0	0	0	130
18:00	49	4	1	0	0	0	0	54	17	1	0	0	1	0	0	19	18:00	0	0	0	0	0	0	0	0	25	1	0	0	0	0	0	26
18:15	51	5	1	0	0	0	1	58	12	0	0	0	0	0	0	12	18:15	0	0	0	0	0	0	0	0	19	2	1	0	0	0	0	22
18:30	45	3	1	0	0	0	0	49	9	0	0	0	0	0	0	9	18:30	0	0	0	0	0	0	0	0	20	0	0	0	0	0	0	20
18:45	36	3	0	0	0	0	0	39	9	0	0	0	0	0	0	9	18:45	0	0	0	0	0	0	0	0	8	3	0	0	0	0	0	11
H/TOT	181	15	3	0	0	0	1	200	47	1	0	0	1	0	0	49	H/TOT	0	0	0	0	0	0	0	0	72	6	1	0	0	0	0	79
P/TOT	653	70	16	4	0	5	1	749	133	9	0	0	1	1	0	144	P/TOT	0	0	0	0	0	0	0	0	297	38	2	0	0	2	0	339

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

TIME	B TO D FROM TOWN STREET TO B5010								B TO E FROM TOWN STREET TO A6007								C TO A FROM A52 (S) TO A52 (E)								C TO B FROM A52 (S) TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	1	0	0	0	0	0	3	25	2	1	0	0	0	0	28	07:00	227	54	4	4	2	2	0	293	9	1	0	0	0	0	0	10
07:15	4	0	0	0	1	0	0	5	26	5	1	0	0	0	0	32	07:15	250	47	9	2	1	1	0	310	19	4	1	0	0	0	0	24
07:30	4	1	0	0	0	0	0	5	35	1	0	0	0	0	0	36	07:30	293	41	18	10	6	1	0	369	8	3	0	0	0	0	0	11
07:45	13	1	1	0	0	0	0	15	37	6	0	0	0	0	0	43	07:45	277	66	10	7	2	3	0	365	20	6	0	0	0	1	0	27
H/TOT	23	3	1	0	1	0	0	28	123	14	2	0	0	0	0	139	H/TOT	1047	208	41	23	11	7	0	1337	56	14	1	0	0	1	0	72
08:00	10	2	0	0	0	0	0	12	24	3	0	0	0	0	0	27	08:00	252	53	14	9	2	2	0	332	25	9	0	0	0	0	0	34
08:15	9	2	0	0	1	0	0	12	30	2	1	0	1	0	0	34	08:15	292	50	15	2	2	1	0	362	18	4	1	0	0	0	0	23
08:30	11	1	0	0	0	0	0	12	28	3	0	0	1	1	0	33	08:30	268	48	9	8	3	0	0	336	27	4	2	0	0	0	0	33
08:45	20	3	0	0	0	0	0	23	34	5	0	0	0	0	0	39	08:45	216	40	8	6	2	1	0	273	20	6	1	0	0	0	0	27
H/TOT	50	8	0	0	1	0	0	59	116	13	1	0	2	1	0	133	H/TOT	1028	191	46	25	9	4	0	1303	90	23	4	0	0	0	0	117
09:00	13	2	0	0	0	0	0	15	25	1	0	0	0	0	1	27	09:00	179	37	14	8	2	0	0	240	14	8	0	0	0	0	0	22
09:15	8	2	0	0	0	0	0	10	21	3	2	0	0	0	1	27	09:15	165	31	13	11	2	0	0	222	8	2	1	0	0	0	0	11
09:30	2	2	0	0	0	0	0	4	19	4	1	0	0	0	0	24	09:30	161	28	16	4	1	2	0	212	21	3	1	0	0	0	0	25
09:45	5	1	0	0	0	1	0	7	14	4	1	0	0	0	0	19	09:45	159	34	15	6	1	0	0	215	12	5	0	0	0	0	0	17
H/TOT	28	7	0	0	0	1	0	36	79	12	4	0	0	0	2	97	H/TOT	664	130	58	29	6	2	0	889	55	18	2	0	0	0	0	75
P/TOT	101	18	1	0	2	1	0	123	318	39	7	0	2	1	2	369	P/TOT	2739	529	145	77	26	13	0	3529	201	55	7	0	0	1	0	264

TIME	B TO D FROM TOWN STREET TO B5010								B TO E FROM TOWN STREET TO A6007								C TO A FROM A52 (S) TO A52 (E)								C TO B FROM A52 (S) TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	16	1	0	0	0	0	0	17	43	2	0	0	0	0	0	45	16:00	244	44	4	1	1	0	0	294	26	7	1	0	0	0	0	34
16:15	13	3	1	0	0	0	1	18	29	6	1	0	0	0	0	36	16:15	263	25	2	0	3	3	0	296	36	7	1	0	0	0	0	44
16:30	14	2	0	0	1	0	1	18	30	9	1	0	0	3	0	43	16:30	290	29	7	1	1	0	0	328	46	3	0	0	0	0	0	49
16:45	17	1	0	0	0	0	0	18	38	3	0	0	0	0	0	41	16:45	243	22	3	1	1	1	0	271	35	3	0	0	0	0	0	38
H/TOT	60	7	1	0	1	0	2	71	140	20	2	0	0	3	0	165	H/TOT	1040	120	16	3	6	4	0	1189	143	20	2	0	0	0	0	165
17:00	21	5	0	0	0	0	0	26	35	3	0	0	0	0	0	38	17:00	265	15	2	2	1	2	0	287	34	6	0	0	0	1	0	41
17:15	11	0	0	0	0	0	0	11	33	1	0	0	0	0	0	34	17:15	291	12	3	3	1	1	0	311	28	1	0	0	0	0	0	29
17:30	19	1	0	0	0	0	0	20	33	1	0	0	0	0	0	34	17:30	238	18	0	1	3	2	0	262	46	4	0	0	0	0	0	50
17:45	19	4	0	0	0	1	0	24	30	2	0	0	0	1	2	35	17:45	276	19	1	0	1	0	0	297	49	0	0	0	0	0	0	49
H/TOT	70	10	0	0	0	1	0	81	131	7	0	0	0	1	2	141	H/TOT	1070	64	6	6	6	5	0	1157	157	11	0	0	0	1	0	169
18:00	13	1	0	0	1	0	0	15	26	2	0	0	0	0	0	28	18:00	275	18	4	2	5	1	0	305	33	1	1	0	0	0	0	35
18:15	16	1	0	0	0	0	0	17	14	5	0	0	0	0	0	19	18:15	260	18	3	1	1	1	0	284	26	3	0	0	0	0	0	29
18:30	17	0	0	0	1	0	0	18	19	1	0	0	0	0	0	20	18:30	242	9	4	2	3	0	0	260	26	0	0	0	0	0	0	26
18:45	5	1	0	0	0	0	0	6	22	2	0	0	0	0	0	24	18:45	200	8	3	1	1	2	0	215	24	1	1	0	0	0	0	26
H/TOT	51	3	0	0	2	0	0	56	81	10	0	0	0	0	0	91	H/TOT	977	53	14	6	10	4	0	1064	109	5	2	0	0	0	0	116
P/TOT	181	20	1	0	3	1	2	208	352	37	2	0	0	4	2	397	P/TOT	3087	237	36	15	22	13	0	3410	409	36	4	0	0	1	0	450

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / BS010 / A6007 **DAY:** THURSDAY

TIME	C TO C FROM A52 (S) TO A52 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C TO D FROM A52 (S) TO BS010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	0	1	0	0	0	0	9
07:15	2	1	0	0	0	0	0	3
07:30	3	0	0	0	0	0	0	3
07:45	6	1	0	0	0	0	0	7
H/TOT	19	2	1	0	0	0	0	22
08:00	3	3	0	0	0	0	0	6
08:15	6	3	0	0	0	0	0	9
08:30	8	3	0	0	0	0	0	11
08:45	3	0	0	0	0	0	0	3
H/TOT	20	9	0	0	0	0	0	29
09:00	6	4	1	0	0	1	0	12
09:15	6	0	0	0	0	1	0	7
09:30	5	2	0	0	0	0	0	7
09:45	8	0	0	0	0	1	0	9
H/TOT	25	6	1	0	0	3	0	35
P/TOT	64	17	2	0	0	3	0	86

TIME	C TO E FROM A52 (S) TO A6007							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	40	9	3	3	0	0	0	55
07:15	52	17	2	0	0	0	0	71
07:30	61	14	4	1	0	0	0	80
07:45	52	15	2	2	0	2	0	73
H/TOT	205	55	11	6	0	2	0	279
08:00	49	10	2	2	0	0	0	63
08:15	49	8	2	0	0	1	0	60
08:30	33	7	5	1	0	0	0	46
08:45	42	11	7	0	0	0	0	60
H/TOT	173	36	16	3	0	1	0	229
09:00	43	8	4	4	0	0	0	59
09:15	26	7	4	7	0	0	0	44
09:30	18	7	3	4	0	0	0	32
09:45	38	6	1	3	1	0	0	49
H/TOT	125	28	12	18	1	0	0	184
P/TOT	503	119	39	27	1	3	0	692

TIME	D TO A FROM BS010 TO A52 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	57	10	2	0	2	0	0	71
07:15	53	15	3	1	3	1	2	78
07:30	100	16	4	0	2	1	1	124
07:45	96	16	3	0	2	0	3	120
H/TOT	306	57	12	1	9	2	6	393
08:00	94	10	10	0	2	1	0	117
08:15	94	12	4	0	2	1	0	113
08:30	70	12	4	0	1	0	2	89
08:45	66	12	2	1	2	0	2	85
H/TOT	324	46	20	1	7	2	4	404
09:00	70	9	2	0	1	0	0	82
09:15	28	6	3	1	2	1	0	41
09:30	43	11	1	1	2	0	0	58
09:45	22	9	1	0	2	0	0	34
H/TOT	163	35	7	2	7	1	0	215
P/TOT	793	138	39	4	23	5	10	1012

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	C TO C FROM A52 (S) TO A52 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	C TO D FROM A52 (S) TO BS010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	23	2	0	0	0	0	0	25
16:15	13	3	1	0	0	0	0	17
16:30	20	0	0	0	0	0	0	20
16:45	19	0	0	0	0	0	0	19
H/TOT	75	5	1	0	0	0	0	81
17:00	13	2	0	0	0	0	0	15
17:15	13	0	0	0	0	0	0	13
17:30	17	3	0	0	0	0	0	20
17:45	11	0	0	0	0	0	0	11
H/TOT	54	5	0	0	0	0	0	59
18:00	12	1	0	0	0	0	0	13
18:15	16	0	0	0	0	0	0	16
18:30	13	3	0	0	0	0	0	16
18:45	9	0	0	0	0	1	0	10
H/TOT	50	4	0	0	0	1	0	55
P/TOT	179	14	1	0	0	1	0	195

TIME	C TO E FROM A52 (S) TO A6007							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	54	12	6	5	1	0	0	78
16:15	70	12	3	2	0	0	0	87
16:30	64	12	1	0	0	1	0	78
16:45	64	8	0	0	0	2	0	74
H/TOT	252	44	10	7	1	3	0	317
17:00	64	10	4	1	0	1	0	80
17:15	70	9	1	0	0	2	0	82
17:30	75	3	1	2	0	1	0	82
17:45	79	5	0	3	0	0	0	87
H/TOT	288	27	6	6	0	4	0	331
18:00	78	6	1	3	0	0	0	88
18:15	60	3	0	2	0	1	0	66
18:30	51	7	0	1	0	2	0	61
18:45	48	8	2	1	0	0	0	59
H/TOT	237	24	3	7	0	3	0	274
P/TOT	777	95	19	20	1	10	0	922

TIME	D TO A FROM BS010 TO A52 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	36	3	1	0	4	0	0	44
16:15	39	4	0	0	1	0	0	44
16:30	41	2	0	0	1	1	0	45
16:45	48	1	1	0	1	0	0	51
H/TOT	164	10	2	0	7	1	0	184
17:00	47	7	1	0	2	0	0	57
17:15	54	0	0	1	0	0	0	55
17:30	46	2	1	0	3	0	0	52
17:45	43	4	0	0	2	0	0	49
H/TOT	190	13	2	1	7	0	0	213
18:00	50	4	1	0	1	0	0	56
18:15	29	2	0	0	2	1	1	35
18:30	32	3	1	0	1	0	1	38
18:45	36	3	1	0	3	0	0	43
H/TOT	147	12	3	0	7	1	2	172
P/TOT	501	35	7	1	21	2	2	569

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

AUTO SURVEYS LTD

D TO B — FROM B5010 TO TOWN STREET

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	0	0	0	0	0	0	3
07:15	7	3	0	0	0	0	0	10
07:30	23	2	0	0	1	0	0	26
07:45	46	5	1	0	1	0	0	53
H/TOT	79	10	1	0	2	0	0	92
08:00	38	9	1	0	0	0	0	48
08:15	52	4	1	0	0	0	0	57
08:30	57	5	1	0	0	0	0	63
08:45	28	2	0	0	1	0	0	31
H/TOT	175	20	3	0	1	0	0	199
09:00	15	3	1	0	0	0	0	19
09:15	14	3	0	0	0	0	0	17
09:30	10	1	0	0	0	0	0	11
09:45	15	2	0	0	1	0	0	18
H/TOT	54	9	1	0	1	0	0	65
P/TOT	308	39	5	0	4	0	0	356

D TO C — FROM B5010 TO A52 (S)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	6	1	0	0	0	0	0	7
07:15	7	1	0	0	0	0	0	8
07:30	23	4	0	0	0	0	1	28
07:45	29	4	0	0	0	0	0	33
H/TOT	65	10	0	0	0	0	1	76
08:00	45	3	0	0	0	0	0	48
08:15	43	0	0	0	1	0	0	44
08:30	31	0	0	0	0	0	0	31
08:45	24	4	1	1	0	0	0	30
H/TOT	143	7	1	1	1	0	0	153
09:00	12	4	0	0	0	0	0	16
09:15	15	0	0	0	0	0	0	15
09:30	16	0	0	0	0	0	0	16
09:45	8	2	0	0	0	0	0	10
H/TOT	51	6	0	0	0	0	0	57
P/TOT	259	23	1	1	1	0	1	286

D TO D — FROM B5010 TO B5010

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

D TO E — FROM B5010 TO A6007

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	7	1	1	0	0	0	0	9
07:15	5	0	0	0	0	0	0	5
07:30	5	0	0	0	0	0	0	5
07:45	3	1	0	0	0	0	0	4
H/TOT	20	2	1	0	0	0	0	23
08:00	4	1	0	0	0	0	0	5
08:15	5	1	0	0	0	0	0	6
08:30	6	0	0	0	0	0	0	6
08:45	6	1	1	0	0	0	0	8
H/TOT	21	3	1	0	0	0	0	25
09:00	4	0	0	0	0	0	0	4
09:15	2	3	0	0	0	0	0	5
09:30	2	2	0	0	0	0	0	4
09:45	8	2	0	0	0	0	0	10
H/TOT	16	7	0	0	0	0	0	23
P/TOT	57	12	2	0	0	0	0	71

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

AUTO SURVEYS LTD

D TO B — FROM B5010 TO TOWN STREET

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	18	2	0	0	1	0	0	21
16:15	13	1	0	0	0	0	0	14
16:30	14	2	0	0	0	0	0	16
16:45	20	2	0	0	0	0	0	22
H/TOT	65	7	0	0	1	0	0	73
17:00	27	0	0	0	1	0	0	28
17:15	14	2	0	0	0	0	0	16
17:30	22	3	0	0	0	0	0	25
17:45	21	2	0	0	0	0	0	23
H/TOT	84	7	0	0	1	0	0	92
18:00	4	0	0	0	0	0	0	4
18:15	16	2	0	0	1	0	0	19
18:30	12	0	0	0	0	0	0	12
18:45	17	1	0	0	1	0	0	19
H/TOT	49	3	0	0	2	0	0	54
P/TOT	198	17	0	0	4	0	0	219

D TO C — FROM B5010 TO A52 (S)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	2	0	0	0	0	0	11
16:15	10	2	0	0	0	0	0	12
16:30	15	4	0	0	0	0	0	19
16:45	7	1	1	0	0	0	0	9
H/TOT	41	9	1	0	0	0	0	51
17:00	20	1	0	0	0	0	0	21
17:15	20	2	0	0	0	1	0	23
17:30	14	0	0	0	0	0	0	14
17:45	13	1	0	0	0	0	0	14
H/TOT	67	4	0	0	0	1	0	72
18:00	3	1	0	0	0	0	0	4
18:15	16	0	0	0	0	0	0	16
18:30	17	0	0	0	0	0	0	17
18:45	9	0	0	0	0	0	0	9
H/TOT	45	1	0	0	0	0	0	46
P/TOT	153	14	1	0	0	1	0	169

D TO D — FROM B5010 TO B5010

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

D TO E — FROM B5010 TO A6007

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	7	0	0	0	0	0	0	7
16:15	4	1	0	0	0	0	0	5
16:30	5	0	0	0	0	0	0	5
16:45	10	3	0	1	0	0	0	14
H/TOT	26	4	0	1	0	0	0	31
17:00	14	0	0	0	0	0	0	14
17:15	5	0	0	0	0	0	0	5
17:30	5	1	0	0	0	0	0	6
17:45	8	0	0	0	0	0	0	8
H/TOT	32	1	0	0	0	0	0	33
18:00	4	0	0	0	0	0	0	4
18:15	4	0	0	0	0	0	0	4
18:30	9	0	0	0	0	0	0	9
18:45	8	0	0	0	0	0	0	8
H/TOT	25	0	0	0	0	0	0	25
P/TOT	83	5	0	1	0	0	0	89

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007 **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1 **DATE:** 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007 **DAY:** THURSDAY

TIME	E TO A FROM A6007 TO AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	68	15	2	0	0	1	0	86
07:15	71	19	5	2	0	0	1	98
07:30	75	12	12	0	0	1	1	101
07:45	69	7	4	0	0	0	0	80
H/TOT	283	53	23	2	0	2	2	365
08:00	42	8	1	1	0	0	0	52
08:15	41	7	3	1	0	0	0	52
08:30	47	10	6	2	0	1	0	66
08:45	46	8	4	0	0	1	0	59
H/TOT	176	33	14	4	0	2	0	229
09:00	69	8	7	2	0	0	0	86
09:15	46	8	2	0	1	0	0	57
09:30	70	9	2	1	0	1	0	83
09:45	53	7	5	1	0	1	0	67
H/TOT	238	32	16	4	1	2	0	293
P/TOT	697	118	53	10	1	6	2	887

TIME	E TO B FROM A6007 TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	25	6	2	0	0	0	0	33
07:15	24	10	0	0	0	0	0	34
07:30	27	4	2	2	0	0	0	35
07:45	22	2	0	0	0	0	0	24
H/TOT	98	22	4	2	0	0	0	126
08:00	15	9	0	0	0	0	0	24
08:15	19	4	1	0	0	0	0	24
08:30	13	5	0	0	0	0	0	18
08:45	16	9	0	0	0	0	0	25
H/TOT	63	27	1	0	0	0	0	91
09:00	37	6	0	0	0	0	0	43
09:15	20	7	1	0	0	0	0	28
09:30	20	6	1	0	0	0	0	27
09:45	24	5	0	0	1	0	0	30
H/TOT	101	24	2	0	1	0	0	128
P/TOT	262	73	7	2	1	0	0	345

TIME	E TO C FROM A6007 TO AS2 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	67	18	1	2	0	0	0	88
07:15	52	6	4	4	0	0	0	66
07:30	61	8	0	1	0	2	0	72
07:45	57	8	0	1	0	0	0	66
H/TOT	237	40	5	8	0	2	0	292
08:00	30	7	4	4	0	0	0	45
08:15	37	4	5	2	0	0	0	48
08:30	21	6	3	2	0	2	0	34
08:45	27	3	2	5	0	0	0	37
H/TOT	115	20	14	13	0	2	0	164
09:00	49	13	5	1	1	1	0	70
09:15	44	7	6	3	0	0	0	60
09:30	35	8	6	5	0	0	0	54
09:45	44	19	3	8	0	0	0	74
H/TOT	172	47	20	17	1	1	0	258
P/TOT	524	107	39	38	1	5	0	714

TIME	E TO D FROM A6007 TO BS010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	2	0	0	0	0	0	0	2
07:15	0	1	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1
H/TOT	2	2	0	0	0	0	0	4
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	1	0	0	0	0	0	0	1
08:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
09:00	1	0	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1
09:30	3	2	0	0	0	0	0	5
09:45	1	0	0	0	1	0	0	2
H/TOT	6	2	0	0	1	0	0	9
P/TOT	10	4	0	0	1	0	0	15

TIME	E TO A FROM A6007 TO AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	66	11	0	0	0	0	0	77
16:15	58	7	1	0	0	0	0	66
16:30	50	9	1	0	0	0	1	61
16:45	35	5	1	2	0	1	0	44
H/TOT	209	32	3	2	0	1	1	248
17:00	44	0	1	0	0	0	0	45
17:15	57	7	0	0	0	0	0	64
17:30	53	8	2	0	0	1	0	64
17:45	60	7	3	0	0	1	0	71
H/TOT	214	22	6	0	0	2	0	244
18:00	51	4	0	0	0	1	0	56
18:15	53	1	0	0	0	1	0	55
18:30	48	2	0	1	0	1	0	52
18:45	47	5	0	0	0	0	0	52
H/TOT	199	12	0	1	0	3	0	215
P/TOT	622	66	9	3	0	6	1	707

TIME	E TO B FROM A6007 TO TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	27	1	1	0	0	1	0	30
16:15	28	4	0	0	2	0	0	34
16:30	41	6	1	0	1	0	0	49
16:45	33	2	0	0	1	1	0	37
H/TOT	129	13	2	0	4	2	0	150
17:00	32	3	0	0	0	0	0	35
17:15	45	6	0	0	0	1	0	52
17:30	36	3	0	0	0	1	0	40
17:45	38	3	0	0	0	0	0	41
H/TOT	151	15	0	0	0	2	0	168
18:00	41	4	1	0	0	0	0	46
18:15	27	3	1	0	0	0	0	31
18:30	34	4	1	0	0	0	0	39
18:45	39	2	1	0	0	0	0	42
H/TOT	141	13	4	0	0	0	0	158
P/TOT	421	41	6	0	4	4	0	476

TIME	E TO C FROM A6007 TO AS2 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	55	18	1	3	0	0	0	77
16:15	79	4	1	0	0	2	0	86
16:30	88	7	1	1	0	1	0	98
16:45	77	7	2	5	0	0	0	91
H/TOT	299	36	5	9	0	3	0	352
17:00	54	7	2	5	0	0	0	68
17:15	57	2	2	1	0	1	0	63
17:30	51	12	0	4	0	0	0	67
17:45	55	2	1	0	0	0	0	58
H/TOT	217	23	5	10	0	1	0	256
18:00	60	5	2	1	0	1	0	69
18:15	48	4	0	1	0	0	0	53
18:30	34	3	0	1	0	0	0	38
18:45	35	4	1	0	0	1	0	41
H/TOT	177	16	3	3	0	2	0	201
P/TOT	693	75	13	22	0	6	0	809

TIME	E TO D FROM A6007 TO BS010							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	1	1	0	0	0	0	0	2
16:30	3	0	0	0	0	0	0	3
16:45	5	0	0	0	0	0	0	5
H/TOT	9	1	0	0	0	0	0	10
17:00	3	0	0	0	0	0	0	3
17:15	2	0	0	0	0	0	0	2
17:30	3	0	1	0	0	0	0	4
17:45	3	0	0	0	0	0	0	3
H/TOT	11	0	1	0	0	0	0	12
18:00	2	0	0	0	0	0	0	2
18:15	0	0	0	0	0	0	0	0
18:30	5	0	0	0	0	0	0	5
18:45	6	0	0	0	0	0	0	6
H/TOT	13	0	0	0	0	0	0	13
P/TOT	33	1	1	0	0	0	0	35

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1

DATE: 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / B5010 / A6007

DAY: THURSDAY

TIME	E TO E FROM A6007 TO A6007							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E TO E FROM A6007 TO A6007							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1

DATE: 06/11/2025

LOCATION: AS2 (E) / TOWN STREET / AS2 (S) / B5010 / A6007

DAY: THURSDAY

TIME	TO ARM A AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	358	80	8	4	4	3	0	457
07:15	387	81	17	5	4	2	3	499
07:30	485	69	35	10	9	3	2	613
07:45	456	90	17	7	4	3	3	580
H/TOT	1686	320	77	26	21	11	8	2149
08:00	404	72	25	10	4	3	0	518
08:15	448	70	22	3	4	2	0	549
08:30	398	70	19	10	4	1	2	504
08:45	349	62	15	7	4	2	2	441
H/TOT	1599	274	81	30	16	8	4	2012
09:00	332	58	23	10	3	0	0	426
09:15	260	47	18	12	5	1	0	343
09:30	296	51	19	6	3	3	0	378
09:45	259	51	21	7	3	1	0	342
H/TOT	1147	207	81	35	14	5	0	1489
P/TOT	4412	801	239	91	51	24	12	5650

TIME	FROM ARM A AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	233	28	7	7	3	0	1	279
07:15	298	46	11	1	2	1	0	359
07:30	375	45	11	4	3	2	0	440
07:45	352	33	9	0	6	1	2	403
H/TOT	1258	152	38	12	14	4	3	1481
08:00	350	45	10	7	7	2	0	421
08:15	292	38	12	4	4	1	0	351
08:30	312	28	7	2	3	0	0	352
08:45	270	38	16	4	3	0	0	331
H/TOT	1224	149	45	17	17	3	0	1455
09:00	225	45	20	6	4	1	0	301
09:15	246	51	13	9	4	0	0	323
09:30	247	36	14	6	3	1	0	307
09:45	202	42	18	7	4	0	0	273
H/TOT	920	174	65	28	15	2	0	1204
P/TOT	3402	475	148	57	46	9	3	4140

TIME	TO ARM B TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	7	2	0	0	0	0	47
07:15	50	18	1	0	0	0	0	69
07:30	62	10	2	2	1	0	0	77
07:45	91	13	1	0	2	1	0	108
H/TOT	241	48	6	2	3	1	0	301
08:00	79	27	1	0	0	0	0	107
08:15	96	12	3	0	0	0	0	111
08:30	97	14	3	0	0	0	0	114
08:45	66	17	1	0	1	0	0	85
H/TOT	338	70	8	0	1	0	0	417
09:00	68	19	1	0	0	0	0	88
09:15	43	12	4	0	0	0	0	59
09:30	54	11	2	0	0	0	0	67
09:45	51	13	0	0	2	0	0	66
H/TOT	216	55	7	0	2	0	0	280
P/TOT	795	173	21	2	6	1	0	998

TIME	TO ARM A AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	370	59	5	1	5	0	0	440
16:15	384	36	3	0	4	3	0	430
16:30	396	41	8	1	2	1	1	450
16:45	350	32	5	3	2	2	0	394
H/TOT	1500	168	21	5	13	6	1	1714
17:00	372	23	5	2	4	2	0	408
17:15	425	20	3	4	1	1	0	454
17:30	353	29	3	1	6	4	0	396
17:45	414	32	4	0	3	1	0	454
H/TOT	1564	104	15	7	14	8	0	1712
18:00	399	28	5	2	7	2	0	443
18:15	370	21	3	1	3	3	1	402
18:30	339	14	5	3	4	1	1	367
18:45	308	16	4	1	4	2	0	335
H/TOT	1416	79	17	7	18	8	2	1547
P/TOT	4480	351	53	19	45	22	3	4973

TIME	FROM ARM A AS2 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	305	65	9	3	2	1	0	385
16:15	319	55	10	2	4	3	0	393
16:30	376	45	5	1	3	1	0	431
16:45	340	21	3	5	1	5	0	375
H/TOT	1340	186	27	11	10	10	0	1584
17:00	352	35	7	4	4	3	0	405
17:15	331	27	2	4	4	2	2	372
17:30	333	13	4	2	1	2	1	356
17:45	281	18	8	2	3	4	1	317
H/TOT	1297	93	21	12	12	11	4	1450
18:00	271	19	3	1	6	1	0	301
18:15	309	21	5	2	2	0	1	340
18:30	264	20	2	1	4	0	0	291
18:45	262	14	3	1	2	0	0	282
H/TOT	1106	74	13	5	14	1	1	1214
P/TOT	3743	353	61	28	36	22	5	4248

TIME	TO ARM B TOWN STREET							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	72	10	2	0	1	1	0	86
16:15	79	14	1	0	2	0	0	96
16:30	103	11	1	0	1	0	0	116
16:45	93	7	0	0	1	1	0	102
H/TOT	347	42	4	0	5	2	0	400
17:00	96	9	0	0	1	1	0	107
17:15	90	9	0	0	0	1	0	100
17:30	105	10	0	0	0	2	0	117
17:45	111	5	0	0	0	0	0	116
H/TOT	402	33	0	0	1	4	0	440
18:00	80	5	2	0	0	0	0	87
18:15	72	8	1	0	1	0	0	82
18:30	74	4	1	0	0	0	0	79
18:45	83	4	2	0	1	0	0	90
H/TOT	309	21	6	0	2	0	0	338
P/TOT	1058	96	10	0	8	6	0	1178

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 **SITE:** 1

DAY: THURSDAY **LOCATION:** AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007

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

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

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
1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2

B TO A FROM SITE ACCESS TO A52 (N)								TIME	B TO B FROM SITE ACCESS TO SITE ACCESS							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
2	0	0	0	0	0	0	2	16:00	0	0	0	0	0	0	0	0
2	0	0	0	0	0	0	2	16:15	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	16:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	16:45	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17:15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18:15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18:45	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0
5	0	0	0	0	0	0	5	P/TOT	0	0	0	0	0	0	0	0

B TO C FROM SITE ACCESS TO B6003 (S)								TIME	B TO D FROM SITE ACCESS TO A52 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0	16:00	1	1	0	0	0	0	0	2
1	0	0	0	0	0	0	1	16:15	2	1	0	0	0	0	0	3
1	0	0	0	0	0	0	1	16:30	1	1	0	0	0	0	0	2
2	0	0	0	0	0	0	2	16:45	0	1	0	0	0	0	0	1
4	0	0	0	0	0	0	4	H/TOT	4	4	0	0	0	0	0	8
0	0	0	0	0	0	0	0	17:00	1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1	17:15	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	17:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	17:45	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	H/TOT	2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	18:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	18:15	2	0	0	0	0	0	0	2
0	0	0	0	0	0	0	0	18:30	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	18:45	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	H/TOT	2	0	0	0	0	0	0	2
5	1	0	0	0	0	0	6	P/TOT	8	4	0	0	0	0	0	12

B TO E FROM SITE ACCESS TO B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	0
0	1	0	0	0	1	0	2
1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
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	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

AUTO SURVEYS LTD

E TO A — FROM B6003 (N) TO A52 (N)

TIME	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

E TO B — FROM B6003 (N) TO SITE ACCESS

TIME	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

E TO C — FROM B6003 (N) TO B6003 (S)

TIME	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

E TO D — FROM B6003 (N) TO A52 (W)

TIME	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

AUTO SURVEYS LTD

E TO A — FROM B6003 (N) TO A52 (N)

TIME	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

E TO B — FROM B6003 (N) TO SITE ACCESS

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	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

E TO C — FROM B6003 (N) TO B6003 (S)

TIME	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

E TO D — FROM B6003 (N) TO A52 (W)

TIME	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: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

DAY: THURSDAY

TIME	E TO E FROM B6003 (N) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E TO E FROM B6003 (N) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

DATE: 06/11/2025

LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

DAY: THURSDAY

TIME	TO ARM A A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	288	66	9	6	2	2	0	373
07:15	318	65	13	6	2	1	0	405
07:30	379	60	20	8	5	1	0	473
07:45	366	88	14	9	2	7	0	486
H/TOT	1351	279	56	29	11	11	0	1737
08:00	336	75	16	11	2	1	0	441
08:15	356	63	20	2	2	2	0	445
08:30	350	64	14	8	2	0	0	438
08:45	291	69	18	7	3	1	0	389
H/TOT	1333	271	68	28	9	4	0	1713
09:00	225	45	17	13	1	1	0	302
09:15	210	41	18	16	2	2	0	289
09:30	201	38	19	8	1	1	0	268
09:45	221	47	17	9	3	2	0	299
H/TOT	857	171	71	46	7	6	0	1158
P/TOT	3541	721	195	103	27	21	0	4608

TIME	FROM ARM A A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	302	45	8	6	2	0	0	363
07:15	324	45	11	5	1	1	0	387
07:30	428	44	6	4	2	3	0	487
07:45	414	38	7	2	1	0	0	462
H/TOT	1468	172	32	17	6	4	0	1699
08:00	418	47	11	8	6	2	0	492
08:15	351	33	16	5	4	1	0	410
08:30	314	30	10	4	2	2	0	362
08:45	279	36	11	6	2	0	0	334
H/TOT	1362	146	48	23	14	5	0	1598
09:00	223	44	19	9	2	2	0	299
09:15	244	45	13	12	5	0	0	319
09:30	241	37	22	11	1	1	0	313
09:45	217	45	21	13	3	0	0	299
H/TOT	925	171	75	45	11	3	0	1230
P/TOT	3755	489	155	85	31	12	0	4527

TIME	TO ARM B SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	1	0	0	0	1
07:45	1	0	0	0	0	0	0	1
H/TOT	1	0	1	1	0	0	0	3
08:00	0	0	0	0	0	0	0	0
08:15	2	0	0	0	0	0	0	2
08:30	3	0	0	0	0	0	0	3
08:45	4	1	0	0	0	0	0	5
H/TOT	9	1	0	0	0	0	0	10
09:00	8	0	0	1	0	0	0	9
09:15	5	0	0	0	0	0	0	5
09:30	4	1	0	0	0	0	0	5
09:45	8	0	0	0	0	1	0	9
H/TOT	25	1	0	1	0	1	0	28
P/TOT	35	2	1	2	0	1	0	41

TIME	TO ARM A A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	357	68	11	4	1	0	0	441
16:15	389	44	5	2	3	2	1	446
16:30	403	46	10	1	1	2	0	463
16:45	380	31	3	2	1	2	0	419
H/TOT	1529	189	29	9	6	6	1	1769
17:00	370	32	6	2	2	5	0	417
17:15	404	24	4	5	0	3	0	440
17:30	386	27	2	1	3	2	0	421
17:45	416	23	0	3	1	0	0	443
H/TOT	1576	106	12	11	6	10	0	1721
18:00	409	27	6	5	5	1	0	453
18:15	350	24	2	4	1	3	0	384
18:30	340	19	5	3	2	2	0	371
18:45	270	17	6	3	1	2	0	299
H/TOT	1369	87	19	15	9	8	0	1507
P/TOT	4474	382	60	35	21	24	1	4997

TIME	FROM ARM A A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	257	71	8	7	0	3	0	346
16:15	275	34	6	0	2	2	0	319
16:30	362	49	6	4	2	2	0	425
16:45	314	20	4	5	1	3	0	347
H/TOT	1208	174	24	16	5	10	0	1437
17:00	367	26	5	6	2	3	0	409
17:15	264	22	4	6	1	1	0	298
17:30	303	23	3	4	0	1	0	334
17:45	247	17	4	2	2	0	0	272
H/TOT	1181	88	16	18	5	5	0	1313
18:00	271	15	2	2	3	0	0	293
18:15	251	13	5	3	0	0	0	272
18:30	233	11	2	2	0	0	0	248
18:45	237	12	0	1	3	0	0	253
H/TOT	992	51	9	8	6	0	0	1066
P/TOT	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

AUTO SURVEYS LTD

FROM ARM D A52 (W)								TIME	TO ARM E B6003 (N)								FROM ARM E B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
283	71	11	10	2	1	0	378	07:00	51	15	3	0	0	0	0	69	118	31	3	0	0	2	0	154
366	77	14	8	2	2	0	469	07:15	68	18	2	0	1	3	0	92	120	32	1	0	0	1	0	154
430	75	22	11	4	1	0	543	07:30	68	15	0	0	1	0	0	84	134	18	3	0	1	0	0	156
467	102	16	10	2	7	0	604	07:45	86	13	2	0	0	0	0	101	125	20	4	0	0	0	0	149
1546	325	63	39	10	11	0	1994	H/TOT	273	61	7	0	2	3	0	346	497	101	11	0	1	3	0	613
464	89	21	11	2	1	0	588	08:00	96	21	2	0	1	2	0	122	113	14	2	1	0	2	0	132
449	74	21	5	3	2	0	554	08:15	90	17	6	0	2	1	0	116	139	24	2	0	0	1	0	166
420	74	18	10	2	0	0	524	08:30	89	14	6	0	0	0	0	109	125	21	3	1	0	1	0	151
401	80	19	8	3	0	0	511	08:45	103	18	3	0	0	0	0	124	119	25	3	0	0	1	0	148
1734	317	79	34	10	3	0	2177	H/TOT	378	70	17	0	3	3	0	471	496	84	10	2	0	5	0	597
307	67	20	14	1	0	0	409	09:00	76	21	5	0	1	0	0	103	113	15	6	2	0	1	0	137
283	56	25	17	2	1	0	384	09:15	75	16	6	0	1	0	0	98	106	21	4	0	1	2	0	134
240	47	24	11	3	1	0	326	09:30	58	8	6	1	1	0	0	74	117	15	2	0	0	1	1	136
266	58	15	9	3	2	0	353	09:45	66	12	3	1	0	1	0	83	108	15	4	0	0	2	0	129
1096	228	84	51	9	4	0	1472	H/TOT	275	57	20	2	3	1	0	358	444	66	16	2	1	6	1	536
4376	870	226	124	29	18	0	5643	P/TOT	926	188	44	2	8	7	0	1175	1437	251	37	4	2	14	1	1746

FROM ARM D A52 (W)								TIME	TO ARM E B6003 (N)								FROM ARM E B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
418	81	13	4	1	0	0	517	16:00	140	30	5	0	0	2	0	177	119	21	1	0	0	0	0	141
489	72	6	6	3	1	0	577	16:15	167	23	4	0	0	2	0	196	111	17	2	0	2	1	1	134
473	56	10	1	1	2	0	543	16:30	145	15	0	0	1	1	0	162	152	25	0	1	0	0	0	178
486	40	4	3	1	2	0	536	16:45	180	17	3	0	1	0	0	201	151	18	4	0	1	0	0	174
1866	249	33	14	6	5	0	2173	H/TOT	632	85	12	0	2	5	0	736	533	81	7	1	3	1	1	627
414	49	7	2	2	2	0	476	17:00	130	13	1	0	0	3	0	147	132	11	3	0	1	2	1	150
533	39	7	6	0	2	0	587	17:15	146	18	2	0	0	0	1	167	125	9	1	0	0	0	0	135
431	37	2	1	3	0	0	474	17:30	160	6	0	0	0	0	0	166	175	9	0	0	0	0	0	184
515	39	5	3	0	2	0	564	17:45	150	14	2	0	0	1	0	167	102	7	1	0	0	0	0	110
1893	164	21	12	5	6	0	2101	H/TOT	586	51	5	0	0	4	1	647	534	36	5	0	1	2	1	579
473	42	6	5	5	1	0	532	18:00	142	12	0	0	0	0	0	154	110	9	3	0	0	1	0	123
455	40	5	5	1	1	0	507	18:15	150	11	4	0	0	0	0	165	106	1	1	0	0	3	1	112
374	22	4	3	2	2	0	407	18:30	116	14	1	0	1	0	0	132	106	10	0	0	0	1	1	118
296	20	7	4	1	2	0	330	18:45	106	9	1	0	0	1	0	117	94	6	1	0	0	1	0	102
1598	124	22	17	9	6	0	1776	H/TOT	514	46	6	0	1	1	0	568	416	26	5	0	0	6	2	455
5357	537	76	43	20	17	0	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: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	A TO B FROM B6003 (N) TO SWINEY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	46	10	1	0	0	1	0	58
07:15	74	16	2	1	0	1	0	94
07:30	64	11	1	0	0	0	0	76
07:45	112	18	1	1	0	1	0	133
H/TOT	296	55	5	2	0	3	0	361
08:00	109	10	4	0	0	1	0	124
08:15	134	14	2	1	0	0	0	151
08:30	159	11	2	0	0	1	0	173
08:45	146	15	4	1	0	0	0	166
H/TOT	548	50	12	2	0	2	0	614
09:00	101	10	2	0	0	0	0	113
09:15	114	14	3	0	0	0	0	131
09:30	96	8	5	0	0	0	0	109
09:45	107	8	1	1	1	0	0	118
H/TOT	418	40	11	1	1	0	0	471
P/TOT	1262	145	28	5	1	5	0	1446

TIME	A TO C FROM B6003 (N) TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	20	8	4	3	0	0	0	35
07:15	19	9	0	2	0	1	0	31
07:30	40	9	1	0	0	1	0	51
07:45	27	5	2	3	0	0	0	37
H/TOT	106	31	7	8	0	2	0	154
08:00	43	8	3	0	0	0	0	54
08:15	43	8	1	3	1	1	0	57
08:30	55	7	4	1	0	1	0	68
08:45	51	13	2	0	0	0	1	67
H/TOT	192	36	10	4	1	2	1	246
09:00	49	12	1	1	0	0	0	63
09:15	51	13	5	2	0	1	0	72
09:30	44	10	3	2	1	1	1	62
09:45	45	5	2	0	0	0	0	52
H/TOT	189	40	11	5	1	2	1	249
P/TOT	487	107	28	17	2	6	2	649

TIME	A TO D FROM B6003 (N) TO BANKS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	3	1	0	1	0	0	0	5
07:15	3	1	0	0	0	0	0	4
07:30	2	1	0	0	0	0	0	3
07:45	6	1	0	0	0	0	0	7
H/TOT	14	4	0	1	0	0	0	19
08:00	4	0	0	0	0	0	0	4
08:15	4	1	0	0	0	0	0	5
08:30	2	0	0	0	0	0	0	2
08:45	4	0	0	1	0	0	0	5
H/TOT	14	1	0	1	0	0	0	16
09:00	6	1	1	0	0	0	0	8
09:15	3	1	1	0	0	0	0	5
09:30	4	2	0	0	1	0	0	7
09:45	2	0	1	0	0	0	0	3
H/TOT	15	4	3	0	1	0	0	23
P/TOT	43	9	3	2	1	0	0	58

TIME	B TO A FROM SWINEY WAY TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	66	15	1	0	0	0	0	82
07:15	79	17	2	0	0	0	0	98
07:30	65	11	0	0	0	0	0	76
07:45	71	11	0	1	0	1	0	84
H/TOT	281	54	3	1	0	1	0	340
08:00	65	8	1	1	0	0	0	75
08:15	75	7	10	0	1	1	0	94
08:30	105	10	2	0	0	0	0	117
08:45	75	2	4	0	0	0	0	81
H/TOT	320	27	17	1	1	1	0	367
09:00	53	6	4	0	0	0	0	63
09:15	58	9	6	0	1	0	0	74
09:30	55	11	4	0	1	1	0	72
09:45	56	12	1	3	0	0	0	72
H/TOT	222	38	15	3	2	1	0	281
P/TOT	823	119	35	5	3	3	0	988

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	A TO B FROM B6003 (N) TO SWINEY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	83	6	0	0	0	0	0	89
16:15	91	16	1	3	0	0	0	111
16:30	105	11	1	0	1	1	0	119
16:45	127	14	1	0	0	0	0	142
H/TOT	406	47	3	3	1	1	0	461
17:00	78	11	3	0	0	2	0	94
17:15	107	9	3	2	0	0	0	121
17:30	131	9	0	0	0	0	0	140
17:45	91	9	2	0	0	1	0	103
H/TOT	407	38	8	2	0	3	0	458
18:00	82	8	2	0	0	0	0	92
18:15	100	13	5	1	0	0	0	119
18:30	84	4	1	0	0	0	0	89
18:45	63	3	1	1	0	0	0	68
H/TOT	329	28	9	2	0	0	0	368
P/TOT	1142	113	20	7	1	4	0	1287

TIME	A TO C FROM B6003 (N) TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	48	9	0	0	0	0	0	57
16:15	63	4	5	1	0	1	0	74
16:30	80	9	0	0	0	0	0	89
16:45	90	6	1	0	0	0	0	97
H/TOT	281	28	6	1	0	1	0	317
17:00	63	7	1	0	0	0	0	71
17:15	90	8	1	0	0	0	0	99
17:30	102	7	0	1	0	0	0	110
17:45	90	7	1	0	0	0	0	98
H/TOT	345	29	3	1	0	0	0	378
18:00	66	9	0	0	0	0	0	75
18:15	75	2	0	0	0	2	0	79
18:30	73	6	0	0	0	0	0	79
18:45	47	8	0	0	0	2	0	57
H/TOT	261	25	0	0	0	4	0	290
P/TOT	887	82	9	2	0	5	0	985

TIME	A TO D FROM B6003 (N) TO BANKS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	3	2	0	0	0	0	0	5
16:15	7	2	0	0	0	0	0	9
16:30	7	0	0	0	1	0	0	8
16:45	4	1	0	0	0	0	0	5
H/TOT	21	5	0	0	1	0	0	27
17:00	5	0	0	0	0	0	0	5
17:15	1	1	0	0	1	0	0	3
17:30	9	0	0	0	0	0	0	9
17:45	3	1	0	0	0	0	0	4
H/TOT	18	2	0	0	1	0	0	21
18:00	11	0	0	0	0	0	0	11
18:15	7	0	0	0	0	0	0	7
18:30	12	0	0	0	0	0	0	12
18:45	6	0	1	0	0	0	0	7
H/TOT	36	0	1	0	0	0	0	37
P/TOT	75	7	1	0	2	0	0	85

TIME	B TO A FROM SWINEY WAY TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	129	10	2	0	0	0	0	141
16:15	104	10	0	0	0	1	0	115
16:30	117	9	0	0	0	0	0	126
16:45	97	12	1	0	1	0	0	111
H/TOT	447	41	3	0	1	1	0	493
17:00	121	7	2	0	0	1	0	131
17:15	96	7	0	1	0	2	0	106
17:30	98	6	0	1	0	0	0	105
17:45	97	3	1	0	0	1	0	102
H/TOT	412	23	3	2	0	4	0	444
18:00	91	2	2	0	0	0	0	95
18:15	84	11	8	0	0	0	0	103
18:30	69	9	1	0	0	0	0	79
18:45	77	4	1	0	0	1	0	83
H/TOT	321	26	12	0	0	1	0	360
P/TOT	1180	90	18	2	1	6	0	1297

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	B TO C FROM SWINEY WAY TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	1	1	0	0	0	0	0	2
07:15	8	0	0	0	0	0	0	8
07:30	4	1	0	0	0	0	0	5
07:45	5	1	0	0	0	0	0	6
H/TOT	18	3	0	0	0	0	0	21
08:00	6	0	0	0	0	0	0	6
08:15	6	0	1	0	0	0	0	7
08:30	14	1	0	0	0	0	0	15
08:45	17	2	1	0	0	0	0	20
H/TOT	43	3	2	0	0	0	0	48
09:00	10	1	0	0	0	0	0	11
09:15	11	2	2	0	0	0	0	15
09:30	12	0	0	0	0	0	0	12
09:45	16	2	0	0	0	0	0	18
H/TOT	49	5	2	0	0	0	0	56
P/TOT	110	11	4	0	0	0	0	125

B TO D FROM SWINEY WAY TO BANKS ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
5	0	0	0	1	0	0	6
7	1	0	0	0	0	0	8
6	0	0	0	0	0	0	6
8	1	0	0	0	0	0	9
26	2	0	0	1	0	0	29
10	1	0	0	0	0	0	11
22	1	0	0	0	0	0	23
14	2	0	0	0	0	0	16
12	0	0	0	1	0	0	13
58	4	0	0	1	0	0	63
13	0	1	0	0	0	0	14
8	1	0	0	0	0	0	9
5	1	0	0	0	0	0	6
16	2	0	0	1	0	0	19
42	4	1	0	1	0	0	48
126	10	1	0	3	0	0	140

TIME	C TO A FROM B6003 (S) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	53	8	3	1	0	1	0	66
07:15	77	8	2	1	0	0	0	88
07:30	84	7	0	2	1	1	0	95
07:45	84	9	3	1	0	2	0	99
H/TOT	298	32	8	5	1	4	0	348
08:00	89	10	3	2	1	1	0	106
08:15	64	11	4	1	0	0	0	80
08:30	80	9	4	1	0	0	0	94
08:45	53	14	4	1	0	0	0	72
H/TOT	286	44	15	5	1	1	0	352
09:00	39	4	0	2	0	0	0	45
09:15	34	7	2	2	0	0	0	45
09:30	44	6	5	1	0	0	0	56
09:45	62	8	6	2	0	0	0	78
H/TOT	179	25	13	7	0	0	0	224
P/TOT	763	101	36	17	2	5	0	924

C TO B FROM B6003 (S) TO SWINEY WAY							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
9	2	0	0	0	0	0	11
5	3	0	0	0	0	0	8
10	2	1	0	0	0	0	13
7	3	0	0	0	0	0	10
31	10	1	0	0	0	0	42
9	1	0	0	1	0	0	11
14	0	0	0	0	0	0	14
16	2	0	0	0	0	0	18
10	1	0	0	0	0	0	11
49	4	0	0	1	0	0	54
14	1	0	0	0	0	0	15
7	2	0	1	0	0	0	10
16	4	1	0	0	0	0	21
19	5	1	0	0	0	0	25
56	12	2	1	0	0	0	71
136	26	3	1	1	0	0	167

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	B TO C FROM SWINEY WAY TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	22	1	0	0	0	1	0	24
16:15	21	1	0	0	0	0	0	22
16:30	14	1	0	0	0	0	0	15
16:45	19	0	0	0	0	0	0	19
H/TOT	76	3	0	0	0	1	0	80
17:00	15	4	0	0	1	0	0	20
17:15	16	2	1	0	0	0	1	20
17:30	18	2	0	0	0	0	0	20
17:45	15	0	0	0	0	0	0	15
H/TOT	64	8	1	0	1	0	1	75
18:00	18	0	0	0	1	0	0	19
18:15	20	2	0	0	0	0	0	22
18:30	14	0	0	0	0	0	0	14
18:45	9	0	0	0	0	0	1	10
H/TOT	61	2	0	0	1	0	1	65
P/TOT	201	13	1	0	2	1	2	220

B TO D FROM SWINEY WAY TO BANKS ROAD							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
38	0	0	0	0	0	0	38
22	2	0	0	1	0	0	25
23	0	0	0	0	0	1	24
35	2	0	0	0	0	0	37
118	4	0	0	1	0	1	124
23	1	0	0	0	0	2	26
22	4	0	0	0	0	1	27
36	2	0	0	0	0	1	39
30	0	0	0	0	0	0	30
111	7	0	0	0	0	4	122
24	3	0	0	0	0	2	29
15	1	0	0	0	0	1	17
13	0	0	0	0	0	0	13
18	1	0	0	0	0	0	19
70	5	0	0	0	0	3	78
299	16	0	0	1	0	8	324

TIME	C TO A FROM B6003 (S) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	94	15	0	1	0	1	0	111
16:15	91	13	0	0	0	1	1	106
16:30	90	15	1	1	0	1	0	108
16:45	92	17	3	0	0	0	0	112
H/TOT	367	60	4	2	0	3	1	437
17:00	67	7	1	1	0	2	0	78
17:15	92	5	0	0	0	0	0	97
17:30	86	5	1	0	0	2	0	94
17:45	58	5	0	0	1	0	0	64
H/TOT	303	22	2	1	1	4	0	333
18:00	66	6	0	0	0	1	0	73
18:15	49	3	0	1	0	0	0	53
18:30	62	8	1	0	0	1	0	72
18:45	45	7	0	0	0	0	0	52
H/TOT	222	24	1	1	0	2	0	250
P/TOT	892	106	7	4	1	9	1	1020

C TO B FROM B6003 (S) TO SWINEY WAY							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
14	3	0	0	0	0	0	17
14	1	0	0	0	0	0	15
16	0	1	0	0	0	0	17
13	0	1	0	0	0	0	14
57	4	2	0	0	0	0	63
12	0	0	0	0	0	0	12
11	1	0	0	0	0	0	12
12	0	0	0	0	0	0	12
7	1	0	0	0	0	0	8
42	2	0	0	0	0	0	44
17	0	1	0	0	0	0	18
10	1	0	0	0	0	0	11
8	0	0	0	0	0	0	8
13	0	0	0	0	0	0	13
48	1	1	0	0	0	0	50
147	7	3	0	0	0	0	157

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	C TO D FROM B6003 (S) TO BANKS ROAD								D TO A FROM BANKS ROAD TO B6003 (N)								D TO B FROM BANKS ROAD TO SWINEY WAY								D TO C FROM BANKS ROAD TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0	7	3	0	0	1	0	0	11	12	3	0	0	0	0	1	16	5	0	0	0	0	0	0	5
07:15	9	1	0	0	0	0	0	10	11	1	0	0	0	0	0	12	14	2	0	0	0	0	1	17	9	1	0	0	0	0	0	10
07:30	10	3	1	0	0	0	0	14	15	4	0	0	0	0	0	19	26	1	0	0	0	0	2	29	12	0	0	0	0	0	0	12
07:45	9	1	0	0	0	0	0	10	17	0	0	0	0	0	0	17	31	1	0	0	0	0	2	34	17	3	1	0	0	0	0	21
H/TOT	28	5	1	0	0	0	0	34	50	8	0	0	1	0	0	59	83	7	0	0	0	0	6	96	43	4	1	0	0	0	0	48
08:00	14	2	0	0	0	0	0	16	11	0	1	0	0	0	0	12	48	3	0	0	1	0	2	54	9	3	0	0	1	0	0	13
08:15	6	0	0	0	0	0	0	6	11	1	0	0	0	0	0	12	36	4	0	0	0	0	0	40	16	2	0	0	0	0	0	18
08:30	18	1	0	0	0	0	0	19	10	1	0	0	0	0	0	11	31	2	0	0	0	0	0	33	7	2	1	0	0	0	0	10
08:45	16	0	0	0	0	0	0	16	15	1	0	0	0	0	0	16	43	0	0	0	0	0	1	44	29	2	0	1	0	0	0	32
H/TOT	54	3	0	0	0	0	0	57	47	3	1	0	0	0	0	51	158	9	0	0	1	0	3	171	61	9	1	1	1	0	0	73
09:00	1	2	0	0	0	0	0	3	11	3	0	0	1	0	0	15	33	2	0	0	0	0	1	36	23	4	1	0	0	0	0	28
09:15	5	2	0	0	0	0	0	7	7	2	0	0	0	0	0	9	23	0	1	0	1	0	0	25	9	0	1	0	0	0	0	10
09:30	9	1	0	0	0	0	0	10	11	1	0	0	0	0	1	13	25	1	1	0	1	0	0	28	5	2	1	0	0	0	0	8
09:45	7	0	1	0	0	0	0	8	7	1	1	1	0	0	0	10	23	1	0	0	0	0	0	24	10	0	0	0	0	0	0	10
H/TOT	22	5	1	0	0	0	0	28	36	7	1	1	1	0	1	47	104	4	2	0	2	0	1	113	47	6	3	0	0	0	0	56
P/TOT	104	13	2	0	0	0	0	119	133	18	2	1	2	0	1	157	345	20	2	0	3	0	10	380	151	19	5	1	1	0	0	177

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	C TO D FROM B6003 (S) TO BANKS ROAD								D TO A FROM BANKS ROAD TO B6003 (N)								D TO B FROM BANKS ROAD TO SWINEY WAY								D TO C FROM BANKS ROAD TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	9	1	0	0	0	0	0	10	10	1	0	0	0	0	0	11	14	1	0	0	0	0	0	15	9	2	0	0	0	0	0	11
16:15	14	0	0	0	0	0	0	14	3	0	1	0	0	0	0	4	19	0	0	0	1	0	0	20	14	0	0	0	0	0	0	14
16:30	20	1	0	0	0	0	0	21	5	1	0	0	1	0	0	7	18	3	0	0	1	0	0	22	15	0	0	0	0	0	0	15
16:45	23	1	0	0	0	1	0	25	9	1	0	0	0	0	0	10	20	0	0	0	0	0	0	20	14	1	0	0	0	1	0	16
H/TOT	66	3	0	0	0	1	0	70	27	3	1	0	1	0	0	32	71	4	0	0	2	0	0	77	52	3	0	0	0	1	0	56
17:00	14	0	0	0	0	0	0	14	11	1	0	0	0	0	0	12	29	2	0	0	0	0	0	31	16	1	0	0	0	0	0	17
17:15	25	2	0	0	0	0	0	27	8	0	0	0	0	0	0	8	28	1	1	0	1	0	0	31	19	3	0	0	0	0	0	22
17:30	17	2	0	0	0	0	0	19	9	2	0	0	0	0	0	11	22	1	0	0	0	0	0	23	17	2	0	0	0	0	0	19
17:45	19	0	0	0	0	0	0	19	13	1	0	0	0	0	0	14	21	1	0	0	0	0	0	22	12	1	0	0	0	0	0	13
H/TOT	75	4	0	0	0	0	0	79	41	4	0	0	0	0	0	45	100	5	1	0	1	0	0	107	64	7	0	0	0	0	0	71
18:00	16	1	0	0	0	1	0	18	10	2	0	0	0	0	0	12	15	0	0	0	0	0	0	15	8	0	0	0	0	0	0	8
18:15	16	2	0	0	1	0	0	19	10	1	0	0	0	0	0	11	17	2	0	0	0	0	0	19	12	0	0	0	0	0	0	12
18:30	20	0	0	0	0	0	0	20	8	1	0	0	0	0	0	9	24	0	0	0	0	0	0	24	12	0	0	0	0	1	0	13
18:45	14	0	0	0	0	1	0	15	9	0	0	0	0	0	0	9	15	0	0	0	0	0	0	15	10	0	0	0	0	0	0	10
H/TOT	66	3	0	0	1	2	0	72	37	4	0	0	0	0	0	41	71	2	0	0	0	0	0	73	42	0	0	0	0	1	0	43
P/TOT	207	10	0	0	1	3	0	221	105	11	1	0	1	0	0	118	242	11	1	0	3	0	0	257	158	10	0	0	0	2	0	170

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	TO ARM A B6003 (N)								FROM ARM A B6003 (N)								TIME	TO ARM B SWINEY WAY								FROM ARM B SWINEY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	126	26	4	1	1	1	0	159	69	19	5	4	0	1	0	98	07:00	67	15	1	0	0	1	1	85	72	16	1	0	1	0	0	90
07:15	167	26	4	1	0	0	0	198	96	26	2	3	0	2	0	129	07:15	93	21	2	1	0	1	1	119	94	18	2	0	0	0	0	114
07:30	164	22	0	2	1	1	0	190	106	21	2	0	0	1	0	130	07:30	100	14	2	0	0	0	2	118	75	12	0	0	0	0	0	87
07:45	172	20	3	2	0	3	0	200	145	24	3	4	0	1	0	177	07:45	150	22	1	1	0	1	2	177	84	13	0	1	0	1	0	99
H/TOT	629	94	11	6	2	5	0	747	416	90	12	11	0	5	0	534	**H/TOT**	410	72	6	2	0	3	6	499	325	59	3	1	1	1	0	390
08:00	165	18	5	3	1	1	0	193	156	18	7	0	0	1	0	182	08:00	166	14	4	0	2	1	2	189	81	9	1	1	0	0	0	92
08:15	150	19	14	1	1	1	0	186	181	23	3	4	1	1	0	213	08:15	184	18	2	1	0	0	0	205	103	8	11	0	1	1	0	124
08:30	195	20	6	1	0	0	0	222	216	18	6	1	0	2	0	243	08:30	206	15	2	0	0	1	0	224	133	13	2	0	0	0	0	148
08:45	143	17	8	1	0	0	0	169	201	28	6	2	0	0	1	238	08:45	199	16	4	1	0	0	1	221	104	4	5	0	1	0	0	114
H/TOT	653	74	33	6	2	2	0	770	754	87	22	7	1	4	1	876	**H/TOT**	755	63	12	2	2	2	3	839	421	34	19	1	2	1	0	478
09:00	103	13	4	2	1	0	0	123	156	23	4	1	0	0	0	184	09:00	148	13	2	0	0	0	1	164	76	7	5	0	0	0	0	88
09:15	99	18	8	2	1	0	0	128	168	28	9	2	0	1	0	208	09:15	144	16	4	1	1	0	0	166	77	12	8	0	1	0	0	98
09:30	110	18	9	1	1	1	1	141	144	20	8	2	2	1	1	178	09:30	137	13	7	0	1	0	0	158	72	12	4	0	1	1	0	90
09:45	125	21	8	6	0	0	0	160	154	13	4	1	1	0	0	173	09:45	149	14	2	1	1	0	0	167	88	16	1	3	1	0	0	109
H/TOT	437	70	29	11	3	1	1	552	622	84	25	6	3	2	1	743	**H/TOT**	578	56	15	2	3	0	1	655	313	47	18	3	3	1	0	385
P/TOT	1719	238	73	23	7	8	1	2069	1792	261	59	24	4	11	2	2153	**P/TOT**	1743	191	33	6	5	5	10	1993	1059	140	40	5	6	3	0	1253

TIME	TO ARM A B6003 (N)								FROM ARM A B6003 (N)								TIME	TO ARM B SWINEY WAY								FROM ARM B SWINEY WAY							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	233	26	2	1	0	1	0	263	134	17	0	0	0	0	0	151	16:00	111	10	0	0	0	0	0	121	189	11	2	0	0	1	0	203
16:15	198	23	1	0	0	2	1	225	161	22	6	4	0	1	0	194	16:15	124	17	1	3	1	0	0	146	147	13	0	0	1	1	0	162
16:30	212	25	1	1	1	1	0	241	192	20	1	0	2	1	0	216	16:30	139	14	2	0	2	1	0	158	154	10	0	0	0	0	1	165
16:45	198	30	4	0	1	0	0	233	221	21	2	0	0	0	0	244	16:45	160	14	2	0	0	0	0	176	151	14	1	0	1	0	0	167
H/TOT	841	104	8	2	2	4	1	962	708	80	9	4	2	2	0	805	**H/TOT**	534	55	5	3	3	1	0	601	641	48	3	0	2	2	1	697
17:00	199	15	3	1	0	3	0	221	146	18	4	0	0	2	0	170	17:00	119	13	3	0	0	2	0	137	159	12	2	0	1	1	2	177
17:15	196	12	0	1	0	2	0	211	198	18	4	2	1	0	0	223	17:15	146	11	4	2	1	0	0	164	134	13	1	1	0	2	2	153
17:30	193	13	1	1	0	2	0	210	242	16	0	1	0	0	0	259	17:30	165	10	0	0	0	0	0	175	152	10	0	1	0	0	1	164
17:45	168	9	1	0	1	1	0	180	184	17	3	0	0	1	0	205	17:45	119	11	2	0	0	1	0	133	142	3	1	0	0	1	0	147
H/TOT	756	49	5	3	1	8	0	822	770	69	11	3	1	3	0	857	**H/TOT**	549	45	9	2	1	3	0	609	587	38	4	2	1	4	5	641
18:00	167	10	2	0	0	1	0	180	159	17	2	0	0	0	0	178	18:00	114	8	3	0	0	0	0	125	133	5	2	0	1	0	2	143
18:15	143	15	8	1	0	0	0	167	182	15	5	1	0	2	0	205	18:15	127	16	5	1	0	0	0	149	119	14	8	0	0	0	1	142
18:30	139	18	2	0	0	1	0	160	169	10	1	0	0	0	0	180	18:30	116	4	1	0	0	0	0	121	96	9	1	0	0	0	0	106
18:45	131	11	1	0	0	1	0	144	116	11	2	1	0	2	0	132	18:45	91	3	1	1	0	0	0	96	104	5	1	0	0	1	1	112
H/TOT	580	54	13	1	0	3	0	651	626	53	10	2	0	4	0	695	**H/TOT**	448	31	10	2	0	0	0	491	452	33	12	0	1	1	4	503
P/TOT	2177	207	26	6	3	15	1	2435	2104	202	30	9	3	9	0	2357	**P/TOT**	1531	131	24	7	4	4	0	1701	1680	119	19	2	4	7	10	1841

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

TIME	TO ARM C B6003 (S)								FROM ARM C B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	9	4	3	0	0	0	42	62	10	3	1	0	1	0	77
07:15	36	10	0	2	0	1	0	49	91	12	2	1	0	0	0	106
07:30	56	10	1	0	0	1	0	68	104	12	2	2	1	1	0	122
07:45	49	9	3	3	0	0	0	64	100	13	3	1	0	2	0	119
H/TOT	167	38	8	8	0	2	0	223	357	47	10	5	1	4	0	424
08:00	58	11	3	0	1	0	0	73	112	13	3	2	2	1	0	133
08:15	65	10	2	3	1	1	0	82	84	11	4	1	0	0	0	100
08:30	76	10	5	1	0	1	0	93	114	12	4	1	0	0	0	131
08:45	97	17	3	1	0	0	1	119	79	15	4	1	0	0	0	99
H/TOT	296	48	13	5	2	2	1	367	389	51	15	5	2	1	0	463
09:00	82	17	2	1	0	0	0	102	54	7	0	2	0	0	0	63
09:15	71	15	8	2	0	1	0	97	46	11	2	3	0	0	0	62
09:30	61	12	4	2	1	1	1	82	69	11	6	1	0	0	0	87
09:45	71	7	2	0	0	0	0	80	88	13	8	2	0	0	0	111
H/TOT	285	51	16	5	1	2	1	361	257	42	16	8	0	0	0	323
P/TOT	748	137	37	18	3	6	2	951	1003	140	41	18	3	5	0	1210

TIME	TO ARM D BANKS ROAD								FROM ARM D BANKS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	8	1	0	1	1	0	0	11	24	6	0	0	1	0	1	32
07:15	19	3	0	0	0	0	0	22	34	4	0	0	0	0	1	39
07:30	18	4	1	0	0	0	0	23	53	5	0	0	0	0	2	60
07:45	23	3	0	0	0	0	0	26	65	4	1	0	0	0	2	72
H/TOT	68	11	1	1	1	0	0	82	176	19	1	0	1	0	6	203
08:00	28	3	0	0	0	0	0	31	68	6	1	0	2	0	2	79
08:15	32	2	0	0	0	0	0	34	63	7	0	0	0	0	0	70
08:30	34	3	0	0	0	0	0	37	48	5	1	0	0	0	0	54
08:45	32	0	0	1	1	0	0	34	87	3	0	1	0	0	1	92
H/TOT	126	8	0	1	1	0	0	136	266	21	2	1	2	0	3	295
09:00	20	3	2	0	0	0	0	25	67	9	1	0	1	0	1	79
09:15	16	4	1	0	0	0	0	21	39	2	2	0	1	0	0	44
09:30	18	4	0	0	1	0	0	23	41	4	2	0	1	0	1	49
09:45	25	2	2	0	1	0	0	30	40	2	1	1	0	0	0	44
H/TOT	79	13	5	0	2	0	0	99	187	17	6	1	3	0	2	216
P/TOT	273	32	6	2	4	0	0	317	629	57	9	2	6	0	11	714

TIME	TO ARM C B6003 (S)								FROM ARM C B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	79	12	0	0	0	1	0	92	117	19	0	1	0	1	0	138
16:15	98	5	5	1	0	1	0	110	119	14	0	0	0	1	1	135
16:30	109	10	0	0	0	0	0	119	126	16	2	1	0	1	0	146
16:45	123	7	1	0	0	1	0	132	128	18	4	0	0	1	0	151
H/TOT	409	34	6	1	0	3	0	453	490	67	6	2	0	4	1	570
17:00	94	12	1	0	1	0	0	108	93	7	1	1	0	2	0	104
17:15	125	13	2	0	0	0	1	141	128	8	0	0	0	0	0	136
17:30	137	11	0	1	0	0	0	149	115	7	1	0	0	2	0	125
17:45	117	8	1	0	0	0	0	126	84	6	0	0	1	0	0	91
H/TOT	473	44	4	1	1	0	1	524	420	28	2	1	1	4	0	456
18:00	92	9	0	0	1	0	0	102	99	7	1	0	0	2	0	109
18:15	107	4	0	0	0	2	0	113	75	6	0	1	1	0	0	83
18:30	99	6	0	0	0	1	0	106	90	8	1	0	0	1	0	100
18:45	66	8	0	0	0	2	1	77	72	7	0	0	0	1	0	80
H/TOT	364	27	0	0	1	5	1	398	336	28	2	1	1	4	0	372
P/TOT	1246	105	10	2	2	8	2	1375	1246	123	10	4	2	12	1	1398

TIME	TO ARM D BANKS ROAD								FROM ARM D BANKS ROAD							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	50	3	0	0	0	0	0	53	33	4	0	0	0	0	0	37
16:15	43	4	0	0	1	0	0	48	36	0	1	0	1	0	0	38
16:30	50	1	0	0	1	0	1	53	38	4	0	0	2	0	0	44
16:45	62	4	0	0	0	1	0	67	43	2	0	0	0	1	0	46
H/TOT	205	12	0	0	2	1	1	221	150	10	1	0	3	1	0	165
17:00	42	1	0	0	0	0	2	45	56	4	0	0	0	0	0	60
17:15	48	7	0	0	1	0	1	57	55	4	1	0	1	0	0	61
17:30	62	4	0	0	0	0	1	67	48	5	0	0	0	0	0	53
17:45	52	1	0	0	0	0	0	53	46	3	0	0	0	0	0	49
H/TOT	204	13	0	0	1	0	4	222	205	16	1	0	1	0	0	223
18:00	51	4	0	0	0	1	2	58	33	2	0	0	0	0	0	35
18:15	38	3	0	0	1	0	1	43	39	3	0	0	0	0	0	42
18:30	45	0	0	0	0	0	0	45	44	1	0	0	0	1	0	46
18:45	38	1	1	0	0	1	0	41	34	0	0	0	0	0	0	34
H/TOT	172	8	1	0	1	2	3	187	150	6	0	0	0	1	0	157
P/TOT	581	33	1	0	4	3	8	630	505	32	2	0	4	2	0	545

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 4 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SWINEY WAY / B6003 (S) / BANKS ROAD **DAY:** THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

A TO A — FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B — FROM M1 SLIP ROADS (N) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	30	13	3	2	0	0	0	48
07:15	50	18	0	1	0	0	0	69
07:30	60	23	2	3	0	0	0	88
07:45	66	20	2	2	0	2	0	92
H/TOT	206	74	7	8	0	2	0	297
08:00	61	14	1	3	0	0	0	79
08:15	67	18	3	1	0	0	0	89
08:30	64	15	5	2	0	0	0	86
08:45	62	13	1	1	0	0	0	77
H/TOT	254	60	10	7	0	0	0	331
09:00	48	15	1	0	0	0	0	64
09:15	38	7	5	2	0	0	0	52
09:30	35	13	4	1	1	0	0	54
09:45	30	13	4	0	0	0	0	47
H/TOT	151	48	14	3	1	0	0	217
P/TOT	611	182	31	18	1	2	0	845

A TO C — FROM M1 SLIP ROADS (N) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	42	21	4	3	0	0	0	70
07:15	48	23	1	1	1	0	0	74
07:30	55	19	2	0	0	0	0	76
07:45	87	19	5	1	0	0	0	112
H/TOT	232	82	12	5	1	0	0	332
08:00	68	11	1	0	0	0	0	80
08:15	43	18	2	0	0	1	0	64
08:30	70	17	2	0	0	0	0	89
08:45	57	19	1	1	0	0	0	78
H/TOT	238	65	6	1	0	1	0	311
09:00	38	18	2	0	0	0	0	58
09:15	52	15	2	1	0	0	0	70
09:30	49	12	6	1	0	0	0	68
09:45	42	11	5	1	0	0	0	59
H/TOT	181	56	15	3	0	0	0	255
P/TOT	651	203	33	9	1	1	0	898

A TO D — FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	1	0	0	0	0	1	0
H/TOT	0	1	0	0	0	0	1	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	1	0	0	0	0	1	0

A TO E — FROM M1 SLIP ROADS (N) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	122	32	16	4	0	0	0	174
07:15	155	44	5	0	1	0	0	205
07:30	137	31	7	6	0	3	0	184
07:45	144	22	2	5	0	0	0	173
H/TOT	558	129	30	15	1	3	0	736
08:00	147	38	6	0	0	1	0	192
08:15	128	27	9	4	0	1	0	169
08:30	107	23	8	1	0	0	0	139
08:45	88	24	5	4	0	0	0	121
H/TOT	470	112	28	9	0	2	0	621
09:00	73	22	3	4	0	0	0	102
09:15	59	17	9	2	0	0	0	87
09:30	47	18	5	2	0	0	0	72
09:45	56	24	4	3	0	0	0	87
H/TOT	235	81	21	11	0	0	0	348
P/TOT	1263	322	79	35	1	5	0	1705

A TO F — FROM M1 SLIP ROADS (N) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	19	3	0	2	0	0	0	24
07:15	16	10	2	3	0	0	0	31
07:30	19	4	1	2	0	0	0	26
07:45	22	13	1	1	0	0	0	37
H/TOT	76	30	4	8	0	0	0	118
08:00	21	10	0	2	0	0	0	33
08:15	20	8	3	0	0	0	0	31
08:30	19	10	2	2	0	0	0	33
08:45	21	3	0	1	0	0	0	25
H/TOT	81	31	5	5	0	0	0	122
09:00	15	6	0	2	0	0	0	23
09:15	6	8	0	0	0	0	0	14
09:30	15	7	0	4	0	0	0	26
09:45	8	3	1	2	0	0	0	14
H/TOT	44	24	1	8	0	0	0	77
P/TOT	201	85	10	21	0	0	0	317

A TO A — FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	31	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

A TO B — FROM M1 SLIP ROADS (N) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	50	9	1	0	0	0	0	60
16:15	66	13	1	0	1	0	0	81
16:30	61	10	0	1	0	0	0	72
16:45	18	2	0	0	0	0	0	20
H/TOT	195	34	2	1	1	0	0	233
17:00	31	12	1	0	0	0	0	44
17:15	63	8	2	1	0	0	0	74
17:30	63	11	0	0	0	0	0	74
17:45	75	6	1	0	0	0	0	82
H/TOT	232	37	4	1	0	0	0	274
18:00	40	6	3	0	0	0	0	49
18:15	50	5	0	0	0	0	0	55
18:30	33	5	0	0	0	0	0	38
18:45	35	7	2	1	0	0	0	45
H/TOT	158	23	5	1	0	0	0	187
P/TOT	585	94	11	3	1	0	0	694

A TO C — FROM M1 SLIP ROADS (N) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	77	10	0	0	0	0	0	87
16:15	57	21	1	0	0	0	0	79
16:30	66	17	1	0	1	1	1	87
16:45	41	15	1	0	0	0	0	57
H/TOT	241	63	3	0	1	1	1	310
17:00	62	12	2	0	0	0	0	76
17:15	70	14	2	0	1	0	0	87
17:30	62	14	0	1	0	0	0	77
17:45	82	15	2	0	0	1	0	100
H/TOT	276	55	6	1	1	1	0	340
P/TOT	757	138	9	2	2	2	1	911

A TO D — FROM M1 SLIP ROADS (N) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	1	0	0	0	0	1	0
H/TOT	0	1	0	0	0	0	1	0
P/TOT	0	1	0	0	0	0	1	0

A TO E — FROM M1 SLIP ROADS (N) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	63	18	7	6	0	0	0	94
16:15	82	23	3	5	0	0	0	113
16:30	70	19	3	1	0	1	0	94
16:45	50	11	0	1	0	0	0	62
H/TOT	265	71	13	13	0	1	0	363
17:00	61	10	3	2	0	0	0	76
17:15	85	18	10	3	0	0	0	116
17:30	80	14	2	0	0	0	0	96
17:45	96	13	1	2	0	0	0	112
H/TOT	322	55	16	7	0	0	0	400
P/TOT	1263	322	79	35	1	5	0	1705

A TO F — FROM M1 SLIP ROADS (N) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	18	7	3	3	0	0	0	31
16:15	17	10	1	2	0	0	0	30
16:30	25	3	4	0	0	0	0	32
16:45	19	1	2	0	0	0	0	22
H/TOT	79	21	10	5	0	0	0	115
17:00	17	5	0	0	0	0	0	22
17:15	28	7	1	2	0	0	0	38
17:30	26	1	0	0	0	0	0	27
17:45	28	6	4	2	0	0	0	40
H/TOT	99	19	5	4	0	0	0	127
P/TOT	201	85	10	21	0	0	0	317

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

A TO A
FROM AS2 (E) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	40	15	1	0	0	0	0	56
07:15	45	8	1	2	0	0	0	56
07:30	61	10	1	2	0	0	0	74
07:45	53	12	1	1	0	0	0	67
H/TOT	199	45	4	5	0	0	0	253
08:00	51	7	0	0	0	0	0	58
08:15	53	4	1	0	0	0	0	58
08:30	40	12	0	1	0	0	0	53
08:45	34	5	2	2	1	0	0	44
H/TOT	178	28	3	3	1	0	0	213
09:00	28	9	3	1	0	0	0	41
09:15	33	5	1	4	0	0	0	43
09:30	24	12	2	3	0	0	0	41
09:45	34	8	3	2	0	0	0	45
H/TOT	119	32	9	10	0	0	0	170
P/TOT	496	105	16	18	1	0	0	636

A TO A
FROM AS2 (E) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	62	17	0	2	0	0	0	81
16:15	73	11	1	0	0	0	0	85
16:30	63	14	0	1	0	2	0	80
16:45	83	15	1	0	0	1	0	100
H/TOT	281	57	2	3	0	3	0	346
17:00	74	6	4	0	0	0	0	84
17:15	65	4	1	0	0	1	0	71
17:30	67	6	1	1	0	0	0	75
17:45	32	5	0	0	0	0	0	37
H/TOT	238	21	6	1	0	1	0	267
18:00	45	3	0	0	0	0	0	48
18:15	23	4	2	0	0	0	0	29
18:30	30	5	0	0	0	0	0	35
18:45	25	1	0	0	0	0	0	26
H/TOT	123	13	2	0	0	0	0	138
P/TOT	642	91	10	4	0	4	0	751

B TO B
FROM AS2 (E) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	1	0	0	0	0	0	1
H/TOT	0	1	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	1	0	0	0	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
P/TOT	2	1	1	0	0	0	0	4

B TO B
FROM AS2 (E) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	0	0	0	1

B TO C
FROM AS2 (E) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	18	3	0	0	0	0	0	21
07:15	22	4	0	0	0	0	0	26
07:30	27	3	0	1	0	0	0	31
07:45	35	5	0	1	0	0	0	41
H/TOT	102	15	0	2	0	0	0	119
08:00	52	3	1	0	0	0	0	56
08:15	38	3	1	0	0	0	0	42
08:30	36	5	0	0	0	0	0	41
08:45	30	5	2	1	0	0	0	38
H/TOT	156	16	4	1	0	0	0	177
09:00	21	8	2	0	0	0	0	31
09:15	33	5	2	0	0	0	0	40
09:30	30	6	2	0	0	0	0	38
09:45	28	5	2	0	0	0	0	35
H/TOT	112	24	8	0	0	0	0	144
P/TOT	370	55	12	3	0	0	0	460

B TO C
FROM AS2 (E) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	50	12	1	0	0	1	0	64
16:15	63	4	0	0	0	0	0	67
16:30	62	6	1	0	0	0	0	69
16:45	58	4	1	0	0	0	0	63
H/TOT	233	26	3	0	0	1	0	263
17:00	78	7	0	0	0	1	0	86
17:15	58	3	0	1	0	0	0	62
17:30	57	2	0	0	0	0	0	59
17:45	34	4	1	0	0	0	0	39
H/TOT	227	16	1	1	0	1	0	246
18:00	50	3	0	0	0	2	0	55
18:15	38	3	0	0	0	0	0	41
18:30	46	1	0	0	0	0	0	47
18:45	53	2	1	0	0	0	0	56
H/TOT	187	9	1	0	0	2	0	199
P/TOT	647	51	5	1	0	4	0	708

B TO D
FROM AS2 (E) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	107	28	5	1	0	1	0	142
07:15	119	28	3	4	0	0	0	154
07:30	124	22	4	2	0	0	0	152
07:45	125	20	2	2	0	0	0	149
H/TOT	475	98	14	9	0	1	0	597
08:00	121	12	4	6	1	0	0	144
08:15	97	12	4	4	0	0	0	117
08:30	92	20	8	2	1	0	0	123
08:45	83	19	5	6	0	0	0	113
H/TOT	393	63	21	18	2	0	0	497
09:00	76	8	5	5	0	0	0	94
09:15	77	11	5	3	0	0	0	96
09:30	62	18	10	10	0	0	0	100
09:45	60	24	8	7	0	0	0	99
H/TOT	275	61	28	25	0	0	0	389
P/TOT	1143	222	63	52	2	1	0	1483

B TO D
FROM AS2 (E) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	78	21	2	4	0	1	0	106
16:15	80	18	1	2	1	1	0	103
16:30	90	24	2	2	0	0	0	118
16:45	105	9	1	5	0	0	0	120
H/TOT	353	72	6	13	1	2	0	447
17:00	111	9	3	5	0	0	0	128
17:15	91	8	1	3	0	1	0	104
17:30	102	6	2	2	0	0	0	112
17:45	77	3	2	1	0	0	0	83
H/TOT	381	26	8	11	0	1	0	427
P/TOT	1106	125	17	30	1	3	0	1306

B TO E
FROM AS2 (E) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

B TO E
FROM AS2 (E) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	1	0	0	0	0	0	0	1
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	1	0	0	0	0	0	0	1

B TO F
FROM AS2 (E) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	8	1	0	0	1	0	0	10
07:15	10	1	0	1	0	0	0	12
07:30	26	0	1	0	0	0	0	27
07:45	25	1	0	0	0	0	0	26
H/TOT	69	3	1	1	1	0	0	75
08:00	17	2	0	0	0	0	0	19
08:15	19	2	0	0	0	0	0	21
08:30	16	2	1	0	0	0	0	19
08:45	21	0	0	0	0	0	0	21
H/TOT	73	6	1	0	0	0	0	80
09:00	19	1	0	0	0	0	0	20
09:15	11	1	0	1	0	0	0	13
09:30	15	1	1	1	0	0	0	18
09:45	15	1	0	1	0	0	0	17
H/TOT	60	4	1	3	0	0	0	68
P/TOT	202	13	3	4	1	0	0	223

B TO F
FROM AS2 (E) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	23	2	1	0	0	0	0	26
16:15	13	4	1	0	0	0	0	18
16:30	17	3	1	0	0	0	0	21
16:45	15	2	1	1	0	0	0	19
H/TOT	68	11	4	1	0	0	0	84
17:00	21	0	0	0	0	0	0	21
17:15	22	2	0	0	0	0	0	24
17:30	21	0	0	0	0	0	0	21
17:45	12	3	0	0	0	0	0	15
H/TOT	76	5	0	0	0	0	0	81
18:00	18	2	0	0	0	1	0	21
18:15	15	0	0	0	0	0	0	15
18:30	14	0	0	0	0	0	0	14
18:45	23	0	1	0	0	0	0	24
H/TOT	70	2	1	0	0	1	0	74
P/TOT	214	18	5	1	0	1	0	239

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

C TO A — FROM BOSTOCKS LANE (SE) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	61	32	0	0	0	0	0	93
07:15	56	15	0	0	0	0	0	71
07:30	32	8	1	0	0	0	0	41
07:45	49	3	3	0	0	0	0	55
H/TOT	198	58	4	0	0	0	0	260
08:00	46	13	0	0	0	0	0	59
08:15	87	27	5	0	2	0	0	121
08:30	47	7	3	1	0	0	0	58
08:45	47	16	0	1	1	0	0	65
H/TOT	227	63	8	2	3	0	0	303
09:00	41	14	0	0	0	0	0	55
09:15	41	20	1	0	0	0	0	62
09:30	39	15	4	0	0	0	0	58
09:45	25	8	3	0	1	0	0	35
H/TOT	146	55	8	0	1	0	0	210
P/TOT	571	176	20	2	4	0	0	773

C TO B — FROM BOSTOCKS LANE (SE) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	32	0	2	0	0	0	0	34
07:15	21	3	1	0	0	0	0	25
07:30	31	3	1	1	0	0	0	36
07:45	43	12	2	2	0	0	0	59
H/TOT	127	18	6	3	0	0	0	154
08:00	33	6	2	0	0	0	0	41
08:15	34	3	1	0	0	0	0	38
08:30	40	3	0	0	0	0	0	43
08:45	39	7	2	0	0	0	0	48
H/TOT	146	19	5	0	0	0	0	170
09:00	49	4	4	0	0	0	0	57
09:15	32	2	2	0	0	0	0	36
09:30	27	6	0	0	0	0	0	33
09:45	35	0	1	0	0	0	0	36
H/TOT	143	12	7	0	0	0	0	162
P/TOT	416	49	18	3	0	0	0	486

C TO C — FROM BOSTOCKS LANE (SE) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

C TO D — FROM BOSTOCKS LANE (SE) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	46	14	3	3	0	0	0	66
07:15	35	12	3	1	0	0	0	51
07:30	46	8	0	0	0	1	0	55
07:45	54	8	3	4	0	0	0	69
H/TOT	181	42	9	8	0	1	0	241
08:00	56	10	8	1	0	0	0	75
08:15	43	10	0	4	0	0	0	57
08:30	36	3	4	1	0	0	0	44
08:45	37	9	2	4	0	0	0	52
H/TOT	172	32	14	10	0	0	0	228
09:00	25	6	3	1	0	0	0	35
09:15	35	6	1	0	0	0	0	42
09:30	24	1	6	1	0	0	0	32
09:45	17	4	1	2	0	0	0	24
H/TOT	101	17	11	4	0	0	0	133
P/TOT	454	91	34	22	0	1	0	602

C TO E — FROM BOSTOCKS LANE (SE) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	45	3	0	0	0	0	0	48
07:15	62	8	0	0	0	0	0	70
07:30	60	7	0	0	0	0	0	67
07:45	35	2	1	0	0	0	0	38
H/TOT	202	20	1	0	0	0	0	223
08:00	44	4	0	0	0	0	0	48
08:15	38	1	0	0	0	0	0	39
08:30	37	4	1	0	1	0	0	43
08:45	69	8	2	1	0	0	0	80
H/TOT	188	17	3	1	1	0	0	210
09:00	75	9	2	0	0	1	0	87
09:15	59	8	0	2	0	0	0	69
09:30	39	5	1	0	0	0	0	45
09:45	39	4	4	1	0	1	0	49
H/TOT	212	26	7	3	0	2	0	250
P/TOT	602	63	11	4	1	2	0	683

C TO F — FROM BOSTOCKS LANE (SE) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	1	3	0	0	0	0	0	4
07:15	5	0	0	0	0	1	0	6
07:30	4	2	0	0	0	0	0	6
07:45	2	0	0	0	0	0	0	2
H/TOT	12	5	0	0	0	1	0	18
08:00	9	1	0	0	0	0	0	10
08:15	2	1	0	0	0	0	0	3
08:30	7	0	1	2	0	0	0	10
08:45	8	4	0	0	0	0	0	12
H/TOT	26	6	1	2	0	0	0	35
09:00	14	5	2	0	0	0	0	21
09:15	12	6	2	0	0	0	0	20
09:30	4	0	1	1	0	0	0	6
09:45	13	2	0	0	0	0	0	15
H/TOT	43	13	5	1	0	0	0	62
P/TOT	81	24	6	3	0	1	0	115

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

C TO A — FROM BOSTOCKS LANE (SE) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	58	15	5	0	0	0	0	78
16:15	51	15	0	0	0	1	0	67
16:30	65	22	2	0	0	0	0	89
16:45	75	17	0	0	0	0	0	92
H/TOT	249	69	7	0	0	1	0	326
17:00	38	7	0	0	0	0	0	45
17:15	58	6	0	0	0	0	0	74
17:30	61	14	0	0	1	1	0	77
17:45	34	8	0	0	1	0	0	43
H/TOT	201	35	0	0	2	1	0	239
18:00	22	4	0	0	0	1	0	27
18:15	35	7	0	0	0	1	0	43
18:30	24	8	0	0	0	0	0	32
18:45	23	10	1	0	0	0	0	34
H/TOT	104	29	1	0	0	2	0	136
P/TOT	554	133	8	0	2	4	0	701

C TO B — FROM BOSTOCKS LANE (SE) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	43	0	1	0	0	0	0	44
16:15	56	0	0	0	0	0	0	56
16:30	27	4	2	0	0	0	0	33
16:45	29	2	0	0	0	0	0	31
H/TOT	155	6	3	0	0	0	0	164
17:00	36	4	0	1	1	0	0	42
17:15	29	2	0	0	0	0	0	31
17:30	36	1	0	0	1	0	0	38
17:45	40	4	1	0	0	0	0	45
H/TOT	141	11	1	1	2	0	0	156
18:00	52	1	1	0	0	0	0	54
18:15	39	0	0	0	0	0	0	39
18:30	39	1	0	0	0	0	0	40
18:45	23	2	2	0	0	0	0	27
H/TOT	153	4	3	0	0	0	0	160
P/TOT	449	21	7	1	2	0	0	480

C TO C — FROM BOSTOCKS LANE (SE) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

C TO D — FROM BOSTOCKS LANE (SE) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	35	7	1	0	0	0	0	43
16:15	50	6	6	0	0	0	0	62
16:30	36	10	3	2	0	0	0	51
16:45	41	9	0	2	1	1	0	54
H/TOT	162	32	10	4	1	1	0	210
17:00	38	4	1	2	0	0	0	45
17:15	44	11	1	2	0	0	0	58
17:30	28	2	0	1	0	0	0	31
17:45	17	2	0	3	0	1	0	23
H/TOT	127	19	2	8	0	1	0	157
18:00	15	2	0	3	0	0	0	20
18:15	21	2	0	3	0	0	0	26
18:30	26	3	1	0	0	0	0	30
18:45	17	1	0	0	0	0	0	18
H/TOT	79	8	1	6	0	0	0	94
P/TOT	368	59	13	18	1	2	0	461

C TO E — FROM BOSTOCKS LANE (SE) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	41	2	0	0	0	0	0	43
16:15	62	5	0	0	0	0	0	67
16:30	55	1	0	0	0	0	0	56
16:45	48	3	1	0	0	1	0	53
H/TOT	206	11	1	0	0	1	0	219
17:00	60	1	1	0	0	0	0	62
17:15	50	1	0	0	0	0	0	51
17:30	61	0	0	0	0	1	0	62
17:45	38	1	0	0	0	0	0	39
H/TOT	209	3	1	0	0	1	0	214
18:00	52	3	0	0	0	0	0	55
18:15	55	4	1	0	0	0	0	60
18:30	47	1	0	0	0	0	0	48
18:45	34	2	0	0	0	0	0	36
H/TOT	188	10	1	0	0	0	0	199
P/TOT	603	24	3	0	0	2	0	632

C TO F — FROM BOSTOCKS LANE (SE) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	16	7	0	0	0	0	0	23
16:15	5	8	0	0	0	0	0	13
16:30	10	5	2	0	0	0	0	17
16:45	15	4	0	0	0	1	0	20
H/TOT	46	24	2	0	0	1	0	73
17:00	14	0	0	0	0	0	0	14
17:15	14	1	0	0	0	0	0	15
17:30	20	4	0	0	0	0	0	24
17:45	11	1	0	0	0	0	0	12
H/TOT	59	6	0	0	0	0	0	65
18:00	10	3	1	0	0	0	0	14
18:15	14	1	0	0	0	0	0	15
18:30	10	0	1	0	0	0	0	11
18:45	15	0	0	0	0	0	0	15
H/TOT	49	4	2	0	0	0	0	55
P/TOT	154	34	4	0	0	1	0	193

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SUP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SUP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SUP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SUP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SUP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SUP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

AUTO SURVEYS LTD

TIME	A TO A FROM M1 SUP ROADS (S) TO M1 SUP ROADS (N)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	1	0	0	0	0	1
H/TOT	0	0	1	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	1	1	0	0	0	0	0	2
H/TOT	1	1	0	0	0	0	0	2
P/TOT	1	1	1	0	0	0	0	3

TIME	B TO B FROM M1 SUP ROADS (S) TO AS2 (E)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	45	15	2	5	0	0	0	67
07:15	61	16	4	2	0	1	0	84
07:30	67	21	2	3	0	0	0	93
07:45	101	25	3	4	1	0	0	134
H/TOT	274	77	11	14	1	1	0	378
08:00	83	20	7	1	0	1	0	112
08:15	99	27	7	4	0	0	0	137
08:30	81	13	3	6	0	0	0	103
08:45	71	23	4	6	0	0	0	104
H/TOT	334	83	21	17	0	1	0	456
09:00	47	24	4	10	0	0	0	85
09:15	69	20	11	10	0	0	0	110
09:30	41	8	4	4	0	0	0	57
09:45	46	7	2	5	1	0	0	61
H/TOT	203	59	21	29	1	0	0	313
P/TOT	811	219	53	60	2	2	0	1147

TIME	C TO C FROM M1 SUP ROADS (S) TO BOSTOCKS LANE (SE)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	15	5	4	1	0	0	0	25
07:15	11	9	0	2	0	0	0	22
07:30	19	8	3	0	0	0	0	30
07:45	41	16	2	1	0	0	0	60
H/TOT	86	38	9	4	0	0	0	137
08:00	29	5	4	0	0	0	0	38
08:15	19	10	1	2	0	0	0	32
08:30	20	7	3	4	0	0	0	34
08:45	14	4	4	1	0	0	0	23
H/TOT	82	26	12	7	0	0	0	127
09:00	18	6	3	7	0	0	0	34
09:15	17	1	1	3	0	0	0	22
09:30	15	4	2	1	0	0	0	22
09:45	6	2	3	2	0	0	0	13
H/TOT	56	13	9	13	0	0	0	91
P/TOT	224	77	30	24	0	0	0	355

TIME	D TO D FROM M1 SUP ROADS (S) TO M1 SUP ROADS (S)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E TO E FROM M1 SUP ROADS (S) TO AS2 (W)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	44	16	7	1	0	0	0	68
07:15	46	16	5	2	0	0	0	69
07:30	69	18	4	3	0	0	0	94
07:45	81	26	5	5	0	0	0	117
H/TOT	240	76	21	11	0	0	0	348
08:00	69	19	6	4	0	0	0	98
08:15	57	10	2	1	0	0	0	70
08:30	51	6	1	1	0	0	0	59
08:45	55	11	2	6	0	0	0	74
H/TOT	232	46	11	12	0	0	0	301
09:00	52	10	4	6	0	0	0	72
09:15	61	15	3	2	0	0	0	81
09:30	36	15	3	0	0	0	0	54
09:45	26	14	4	3	0	0	0	47
H/TOT	175	54	14	11	0	0	0	254
P/TOT	647	176	46	34	0	0	0	903

TIME	F TO F FROM M1 SUP ROADS (S) TO BOSTOCKS LANE (NW)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	21	9	6	14	0	0	0	50
07:15	51	10	3	5	0	0	0	69
07:30	30	16	3	5	0	0	0	54
07:45	42	15	3	6	0	0	0	66
H/TOT	144	50	15	30	0	0	0	239
08:00	27	10	4	8	0	0	0	49
08:15	46	9	4	4	0	0	0	63
08:30	31	6	5	8	0	0	0	50
08:45	40	6	2	8	0	0	0	56
H/TOT	144	31	15	28	0	0	0	218
09:00	36	15	2	4	0	0	0	57
09:15	18	10	3	8	0	0	0	39
09:30	28	10	5	7	0	0	0	50
09:45	23	13	7	10	0	0	0	53
H/TOT	105	48	17	29	0	0	0	199
P/TOT	393	129	47	87	0	0	0	656

TIME	A TO A FROM M1 SUP ROADS (S) TO M1 SUP ROADS (N)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	1	0	0	0	0	0	0	1
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	7	3	1	0	0	0	0	11
H/TOT	8	3	1	0	0	0	0	12
17:00	3	2	1	0	1	0	0	7
17:15	1	2	1	1	0	0	0	5
17:30	8	6	0	2	0	0	0	16
17:45	4	3	3	1	0	0	0	11
H/TOT	16	13	5	4	1	0	0	39
18:00	3	1	0	0	0	0	0	4
18:15	2	1	0	0	0	0	0	3
18:30	1	0	1	1	0	0	0	3
18:45	0	1	0	0	0	0	0	1
H/TOT	6	3	1	1	0	0	0	11
P/TOT	30	19	7	5	1	0	0	62

TIME	B TO B FROM M1 SUP ROADS (S) TO AS2 (E)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	93	23	5	7	0	0	0	128
16:15	106	25	5	1	0	1	0	138
16:30	126	19	2	1	0	0	0	148
16:45	105	17	4	0	0	1	0	127
H/TOT	430	84	16	9	0	2	0	541
17:00	97	15	2	1	0	0	0	115
17:15	73	12	0	0	0	0	0	85
17:30	55	10	1	0	0	0	0	66
17:45	79	6	1	2	0	1	0	89
H/TOT	304	43	4	3	0	1	0	355
18:00	69	11	1	3	0	0	0	84
18:15	85	14	2	3	0	0	0	104
18:30	77	5	0	1	0	1	0	84
18:45	51	4	2	2	0	0	0	59
H/TOT	282	34	5	9	0	1	0	331
P/TOT	1016	161	25	21	0	4	0	1227

TIME	C TO C FROM M1 SUP ROADS (S) TO BOSTOCKS LANE (SE)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	24	14	1	0	1	0	0	40
16:15	31	4	2	0	0	0	0	37
16:30	27	5	2	1	0	0	0	35
16:45	23	8	0	0	0	0	0	31
H/TOT	105	31	5	1	1	0	0	143
17:00	27	5	0	0	0	0	0	32
17:15	22	5	0	0	0	0	0	27
17:30	20	2	0	0	0	0	0	22
17:45	33	2	0	0	0	0	0	35
H/TOT	102	14	0	0	0	0	0	116
18:00	22	5	0	1	0	0	0	28
18:15	34	5	0	0	0	0	0	39
18:30	27	3	1	2	0	0	0	33
18:45	12	1	2	0	0	0	0	15
H/TOT	95	14	3	3	0	0	0	115
P/TOT	302	59	8	4	1	0	0	374

TIME	D TO D FROM M1 SUP ROADS (S) TO M1 SUP ROADS (S)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

TIME	E TO E FROM M1 SUP ROADS (S) TO AS2 (W)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	15	8	1	1	0	0	0	25
16:15	20	4	2	1	0	1	0	28
16:30	18	8	0	1	1	0	0	28
16:45	12	2	1	1	0	0	0	16
H/TOT	65	22	4	4	1	1	0	97
17:00	13	5	0	1	0	0	0	19
17:15	11	1	0	1	0	0	0	13
17:30	6	0	1	0	0	0	0	7
17:45	8	1	0	0	0	0	0	9
H/TOT	38	7	1	2	0	0	0	48
18:00	6	0	0	0	0	0	0	6
18:15	5	0	1	0	0	0	0	6
18:30	13	3	0	1	0	0	0	17
18:45	14	1	0	0	0	0	0	15
H/TOT	38	4	1	1	0	0	0	44
P/TOT	141	33	6	7	1	1	0	189

TIME	F TO F FROM M1 SUP ROADS (S) TO BOSTOCKS LANE (NW)							
	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	45	23	2	5	0	0	0	75
16:15	49	22	6	1	0	0	0	78
16:30	46	17	2	6	0	0	0	71
16:45	49	25	2	3	0	1	0	80
H/TOT	189	87	12	15	0	1	0	304
17:00	33	14	2	6	0	0	0	55
17:15	36	8	2	7	0	0	0	53
17:30	32	7	3	3	0	0	0	45
17:45	46	6	2	5	0	0	0	59
H/TOT	147	35	9	21	0	0	0	212
18:00	35	6	2	3	0	0	0	46
18:15	36	5	5	5	0	0	0	51
18:30	51	9	0	5	0	0	0	65
18:45	24	4	3	2	0	0	0	33
H/TOT	146	24	10	15	0	0	0	195
P/TOT	482	146	31	51	0	1	0	711

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

AUTO SURVEYS LTD

E TO A — FROM AS2 (W) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	64	25	7	6	1	0	0	103
07:15	91	27	6	0	0	0	0	124
07:30	88	28	9	4	0	0	0	129
07:45	108	24	5	4	0	0	0	141
H/TOT	351	104	27	14	1	0	0	497
08:00	87	29	11	3	0	0	0	130
08:15	80	30	12	3	0	0	0	125
08:30	79	22	6	5	0	0	0	112
08:45	68	21	15	3	0	1	0	108
H/TOT	314	102	44	14	0	1	0	475
09:00	73	9	8	8	0	0	0	98
09:15	72	19	6	3	1	0	0	101
09:30	47	14	7	4	0	0	0	72
09:45	41	16	7	5	0	0	0	69
H/TOT	233	58	28	20	1	0	0	340
P/TOT	898	264	99	48	2	1	0	1312

E TO B — FROM AS2 (W) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	1	0	0	0	0	0	0	1
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
08:00	1	0	0	0	0	0	0	1
08:15	0	0	0	0	0	1	0	1
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	0	2
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	1	0	0	0	0	0	0	1
09:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	3	0	0	0	0	1	0	4

E TO C — FROM AS2 (W) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	22	5	0	0	0	0	0	27
07:15	23	4	1	0	1	0	0	29
07:30	42	5	0	0	0	0	0	47
07:45	41	6	2	0	1	0	0	50
H/TOT	128	20	3	0	2	0	0	153
08:00	42	4	1	0	1	0	0	48
08:15	37	2	3	0	0	0	0	42
08:30	41	9	0	0	0	0	0	50
08:45	52	7	3	2	0	0	0	64
H/TOT	172	22	7	2	1	0	0	204
09:00	45	5	2	1	0	0	0	53
09:15	26	5	0	0	0	0	0	31
09:30	31	3	4	0	0	0	0	38
09:45	31	8	0	0	0	0	0	39
H/TOT	133	21	6	1	0	0	0	161
P/TOT	433	63	16	3	3	0	0	518

E TO D — FROM AS2 (W) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	37	13	0	5	0	0	0	55
07:15	55	21	2	3	0	2	0	83
07:30	75	16	3	2	0	0	0	96
07:45	61	18	7	1	0	0	0	87
H/TOT	228	68	12	11	0	2	0	321
08:00	62	17	4	3	0	0	0	86
08:15	70	16	6	4	0	0	0	96
08:30	63	15	6	1	0	0	0	85
08:45	37	11	3	3	1	0	0	55
H/TOT	232	59	19	11	1	0	0	322
09:00	39	11	5	4	0	0	0	59
09:15	45	17	6	2	0	0	0	70
09:30	39	13	2	2	0	0	0	56
09:45	30	8	4	1	0	0	0	43
H/TOT	153	49	17	9	0	0	0	228
P/TOT	613	176	48	31	1	2	0	871

E TO E — FROM AS2 (W) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

E TO F — FROM AS2 (W) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	10	4	0	0	0	0	0	14
07:15	17	3	4	1	0	0	0	25
07:30	21	3	2	1	0	0	0	27
07:45	8	2	0	0	1	0	0	11
H/TOT	56	12	6	2	1	0	0	77
08:00	15	2	0	0	1	0	0	18
08:15	14	4	0	2	0	0	0	20
08:30	16	6	3	0	0	0	0	25
08:45	25	6	1	0	0	0	0	32
H/TOT	70	18	4	2	0	1	0	95
09:00	17	9	0	1	0	0	0	27
09:15	11	4	0	0	0	0	0	15
09:30	24	3	0	2	0	0	0	29
09:45	11	2	0	1	0	0	0	14
H/TOT	63	18	0	4	0	0	0	85
P/TOT	189	48	10	8	0	2	0	257

E TO A — FROM AS2 (W) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	131	28	8	1	0	2	0	170
16:15	151	33	1	5	0	1	0	191
16:30	135	32	6	3	0	0	0	176
16:45	166	29	1	2	0	2	0	200
H/TOT	583	122	16	11	0	5	0	737
17:00	183	26	0	1	0	0	0	210
17:15	186	13	1	2	0	0	0	202
17:30	176	23	0	2	2	0	0	203
17:45	179	22	0	3	1	1	0	206
H/TOT	724	84	1	8	3	1	0	821
18:00	180	29	4	7	1	1	0	222
18:15	172	26	7	8	1	0	0	214
18:30	98	9	2	6	0	0	0	115
18:45	56	3	2	3	0	0	0	64
H/TOT	506	67	15	24	2	1	0	615
P/TOT	1813	273	32	43	5	7	0	2173

E TO B — FROM AS2 (W) TO AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	1	0	0	0	0	0	0	1
16:30	0	0	0	0	0	0	0	0
16:45	1	0	0	0	0	0	0	1
H/TOT	2	0	0	0	0	0	0	2
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	1	0	0	0	0	0	0	1
17:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	1	0	0	0	0	0	0	1
18:45	1	0	0	0	0	0	0	1
H/TOT	3	0	0	0	0	0	0	3
P/TOT	7	0	0	0	0	0	0	7

E TO C — FROM AS2 (W) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	35	6	0	0	0	0	0	41
16:15	44	1	0	0	0	0	0	45
16:30	53	4	0	0	0	0	0	57
16:45	53	7	0	0	1	1	0	62
H/TOT	185	18	0	0	1	1	0	205
17:00	51	6	0	0	0	0	0	57
17:15	50	1	0	0	0	1	0	52
17:30	44	4	0	0	0	0	0	48
17:45	48	2	0	1	0	0	0	51
H/TOT	193	13	0	1	0	1	0	208
18:00	44	4	0	0	0	0	0	48
18:15	53	2	0	0	0	0	0	55
18:30	38	3	0	0	0	0	0	41
18:45	36	4	0	0	0	0	0	40
H/TOT	171	13	0	0	0	0	0	184
P/TOT	549	44	0	1	1	2	0	597

E TO D — FROM AS2 (W) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	24	16	3	2	0	0	0	45
16:15	56	18	0	0	0	0	0	74
16:30	65	16	2	1	0	0	0	84
16:45	34	9	1	0	0	0	0	44
H/TOT	179	59	6	3	0	0	0	247
17:00	43	6	2	1	0	0	0	52
17:15	58	12	1	4	0	0	0	75
17:30	56	9	1	1	0	0	0	67
17:45	40	2	2	1	0	0	0	45
H/TOT	197	29	6	7	0	0	0	219
18:00	25	3	1	2	0	0	0	31
18:15	27	1	0	3	0	0	0	31
18:30	17	1	1	1	0	0	0	20
18:45	10	3	0	1	0	0	0	14
H/TOT	79	8	2	7	0	0	0	96
P/TOT	455	96	14	17	0	0	0	582

E TO E — FROM AS2 (W) TO AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

E TO F — FROM AS2 (W) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	10	4	1	1	0	0	0	16
16:15	13	4	0	0	0	1	0	18
16:30	19	2	2	0	0	0	0	23
16:45	22	1	1	0	0	0	0	24
H/TOT	64	11	4	1	0	1	0	81
17:00	12	1	1	1	0	0	0	15
17:15	20	1	0	1	0	0	0	22
17:30	22	3	2	1	0	0	0	28
17:45	24	2	1	1	0	0	0	28
H/TOT	78	7	4	4	0	0	0	93
18:00	25	1	0	1	0	0	0	27
18:15	22	3	0	2	0	0	0	27
18:30	17	1	1	0	0	0	0	19
18:45	18	2	0	0	0	0	0	20
H/TOT	82	7	1	3	0	0	0	93
P/TOT	224	25	9	8	0	1	0	267

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / A52 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / A52 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

A TO A — FROM BOSTOCKS LANE (NW) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	20	9	3	1	0	0	0	33
07:15	28	6	2	4	0	0	0	40
07:30	31	9	4	3	0	0	0	47
07:45	20	3	1	1	0	0	0	25
H/TOT	99	27	10	9	0	0	0	145
08:00	29	9	0	1	0	0	0	39
08:15	18	6	1	0	0	0	0	25
08:30	15	4	4	3	0	0	0	26
08:45	21	11	5	3	0	1	0	41
H/TOT	83	30	10	7	0	1	0	131
09:00	21	8	1	6	0	0	0	36
09:15	15	6	1	2	0	0	0	24
09:30	23	6	1	1	0	0	0	31
09:45	15	2	1	2	0	0	0	20
H/TOT	74	22	4	11	0	0	0	111
P/TOT	256	79	24	27	0	1	0	387

A TO B — FROM BOSTOCKS LANE (NW) TO A52 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	11	3	0	0	0	0	0	14
07:15	22	3	1	1	0	0	0	27
07:30	16	4	1	1	0	0	0	22
07:45	13	2	0	0	0	0	0	15
H/TOT	62	12	2	2	0	0	0	78
08:00	13	1	1	0	0	0	0	15
08:15	16	0	1	0	0	0	0	17
08:30	30	3	0	0	0	0	0	33
08:45	17	1	0	1	0	0	0	19
H/TOT	76	5	2	1	0	0	0	84
09:00	24	5	3	0	0	0	0	32
09:15	16	1	1	0	0	0	0	18
09:30	20	0	0	0	0	0	0	20
09:45	20	4	0	0	0	1	0	25
H/TOT	80	10	4	0	0	1	0	95
P/TOT	218	27	8	3	0	1	0	257

A TO C — FROM BOSTOCKS LANE (NW) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	5	3	0	0	0	1	0	9
07:15	4	2	0	0	0	0	0	6
07:30	4	1	0	0	0	0	0	5
07:45	5	0	0	0	0	0	0	5
H/TOT	18	6	0	0	0	1	0	25
08:00	4	0	1	0	0	0	0	5
08:15	7	1	0	0	0	0	0	8
08:30	11	1	0	0	0	0	0	12
08:45	15	4	3	0	0	0	0	22
H/TOT	37	6	4	0	0	0	0	47
09:00	13	0	0	0	0	0	0	13
09:15	11	5	0	0	0	0	0	16
09:30	10	3	2	0	0	0	0	15
09:45	8	4	1	0	0	0	0	13
H/TOT	42	12	3	0	0	0	0	57
P/TOT	97	24	7	0	0	1	0	129

A TO D — FROM BOSTOCKS LANE (NW) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	66	26	8	5	0	0	0	105
07:15	41	25	7	9	0	0	0	82
07:30	48	15	3	10	0	1	0	77
07:45	30	16	1	5	0	0	0	52
H/TOT	185	82	19	29	0	1	0	316
08:00	47	17	5	4	0	0	0	73
08:15	29	12	4	5	0	0	0	50
08:30	32	15	7	9	0	0	0	63
08:45	23	13	8	5	0	0	0	49
H/TOT	131	57	24	23	0	0	0	235
09:00	23	10	9	8	0	0	0	50
09:15	26	12	4	14	0	0	0	56
09:30	21	9	4	5	1	0	0	40
09:45	21	10	7	16	0	0	0	54
H/TOT	91	41	24	43	1	0	0	200
P/TOT	407	180	67	95	1	1	0	751

A TO E — FROM BOSTOCKS LANE (NW) TO A52 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	7	2	2	0	0	0	0	11
07:15	7	1	0	2	0	0	0	10
07:30	7	1	1	1	0	0	0	10
07:45	5	1	0	0	0	0	0	6
H/TOT	26	5	3	3	0	0	0	37
08:00	8	0	1	0	0	0	0	9
08:15	5	0	1	1	1	0	0	8
08:30	5	1	1	0	0	0	0	7
08:45	11	1	2	0	0	0	0	14
H/TOT	29	2	5	1	1	0	0	38
09:00	5	2	2	0	0	0	0	9
09:15	5	7	0	0	0	0	0	12
09:30	9	4	1	0	0	0	0	14
09:45	7	1	1	0	0	0	0	9
H/TOT	26	14	4	0	0	0	0	44
P/TOT	81	21	12	4	1	0	0	119

A TO F — FROM BOSTOCKS LANE (NW) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	0	0	0	0	0	0	0	0
09:15	0	0	0	0	0	0	0	0
09:30	0	0	0	0	0	0	0	0
09:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

B TO A — FROM BOSTOCKS LANE (NW) TO M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	42	16	0	0	0	0	0	58
16:15	20	6	1	0	0	0	0	27
16:30	29	9	6	0	0	0	0	44
16:45	19	8	0	2	0	1	0	30
H/TOT	110	39	7	2	0	1	0	159
17:00	32	2	0	2	0	0	0	36
17:15	33	6	0	1	0	0	0	40
17:30	18	3	1	0	0	0	0	22
17:45	32	3	1	0	0	0	0	36
H/TOT	115	14	2	3	0	0	0	134
18:00	28	3	0	0	0	0	0	31
18:15	32	6	0	2	0	0	0	40
18:30	21	1	0	0	0	0	0	22
18:45	15	1	0	0	0	0	0	16
H/TOT	96	11	0	2	0	0	0	109
P/TOT	321	64	9	7	0	1	0	402

B TO B — FROM BOSTOCKS LANE (NW) TO A52 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	20	1	0	0	0	0	0	21
16:15	9	0	0	0	0	0	0	9
16:30	24	1	0	0	0	0	0	25
16:45	14	1	0	0	0	0	0	15
H/TOT	67	3	0	0	0	0	0	70
17:00	8	1	0	0	0	0	0	9
17:15	19	0	0	0	0	0	0	19
17:30	10	0	1	0	0	0	0	11
17:45	9	2	0	0	0	0	0	11
H/TOT	46	3	1	0	0	0	0	50
18:00	10	3	0	0	0	0	0	13
18:15	14	1	0	0	0	0	0	15
18:30	13	0	1	0	0	0	0	14
18:45	9	1	0	0	0	0	0	10
H/TOT	46	5	1	0	0	0	0	52
P/TOT	159	11	2	0	0	0	0	172

B TO C — FROM BOSTOCKS LANE (NW) TO BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	9	2	0	0	0	0	0	11
16:15	9	1	0	0	0	0	0	10
16:30	2	0	0	0	0	0	0	2
16:45	6	2	0	0	0	0	0	8
H/TOT	26	5	0	0	0	0	0	31
17:00	3	1	0	0	0	0	0	4
17:15	4	1	0	0	0	0	0	5
17:30	7	1	0	0	0	0	0	8
17:45	1	0	0	0	0	0	0	1
H/TOT	15	3	0	0	0	0	0	18
18:00	3	1	0	0	0	0	0	4
18:15	5	0	0	0	0	0	0	5
18:30	6	0	0	0	0	0	0	6
18:45	7	1	0	0	0	0	0	8
H/TOT	21	2	0	0	0	0	0	23
P/TOT	62	10	0	0	0	0	0	72

B TO D — FROM BOSTOCKS LANE (NW) TO M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	30	11	2	3	0	0	0	46
16:15	31	12	2	5	0	0	0	50
16:30	22	11	0	3	0	0	0	36
16:45	40	3	0	3	0	0	0	46
H/TOT	123	37	4	14	0	0	0	178
17:00	39	7	1	6	0	0	0	53
17:15	45	3	1	1	0	1	0	51
17:30	27	2	0	5	0	0	0	34
17:45	27	7	0	3	0	0	0	37
H/TOT	138	19	2	15	0	1	0	175
18:00	52	5	0	2	0	0	0	59
18:15	35	11	0	3	0	0	0	49
18:30	35	7	0	4	0	0	0	46
18:45	28	4	0	2	0	1	0	35
H/TOT	150	27	0	11	0	1	0	189
P/TOT	411	83	6	40	0	2	0	542

B TO E — FROM BOSTOCKS LANE (NW) TO A52 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	7	2	1	1	0	0	0	11
16:15	7	1	3	0	0	0	0	11
16:30	7	1	0	0	0	0	0	8
16:45	8	0	0	0	0	0	0	8
H/TOT	29	4	4	1	0	0	0	38
17:00	7	0	0	0	0	0	0	7
17:15	5	1	0	0	0	0	0	6
17:30	3	1	0	0	0	0	0	4
17:45	7	2	0	0	0	0	0	9
H/TOT	22	4	0	0	0	0	0	26
18:00	14	2	0	0	0	0	0	16
18:15	6	1	0	0	0	0	0	7
18:30	5	0	0	0	0	0	0	5
18:45	5	2	0	0	0	0	0	7
H/TOT	30	5	0	0	0	0	0	35
P/TOT	81	13	4	1	0	0	0	99

B TO F — FROM BOSTOCKS LANE (NW) TO BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	0	0	0	0	0	0	0	0

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

AUTO SURVEYS LTD

TO ARM A — M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	185	81	11	7	1	0	0	285
07:15	220	56	9	6	0	0	0	291
07:30	212	55	15	9	0	0	0	291
07:45	230	42	11	6	0	0	0	289
H/TOT	847	234	46	28	1	0	0	1156
08:00	213	58	11	4	0	0	0	286
08:15	238	67	19	3	2	0	0	329
08:30	181	45	13	10	0	0	0	249
08:45	170	53	22	9	2	2	0	258
H/TOT	802	223	65	26	4	2	0	1122
09:00	163	40	12	15	0	0	0	230
09:15	161	50	9	9	1	0	0	230
09:30	133	47	14	8	0	0	0	202
09:45	116	31	14	9	1	0	0	171
H/TOT	573	168	49	41	2	0	0	833
P/TOT	2222	625	160	95	7	2	0	3111

FROM ARM A — M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	213	69	23	11	0	0	0	316
07:15	269	95	8	5	2	0	0	379
07:30	271	77	12	11	0	3	0	374
07:45	319	74	10	9	0	2	0	414
H/TOT	1072	315	53	36	2	5	0	1483
08:00	297	73	8	5	0	1	0	384
08:15	258	71	17	5	0	2	0	353
08:30	260	65	17	5	0	0	0	347
08:45	228	60	7	7	0	0	0	302
H/TOT	1043	269	49	22	0	3	0	1386
09:00	174	61	6	6	0	0	0	247
09:15	155	47	16	5	0	0	0	223
09:30	146	50	15	8	1	0	0	220
09:45	136	51	14	6	0	0	0	207
H/TOT	611	209	51	25	1	0	0	897
P/TOT	2726	793	153	83	3	8	0	3766

TO ARM B — AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	118	31	7	7	0	0	0	163
07:15	155	40	6	4	0	1	0	206
07:30	174	51	6	8	0	0	0	239
07:45	223	60	7	8	1	2	0	301
H/TOT	670	182	26	27	1	3	0	909
08:00	191	41	11	4	0	1	0	248
08:15	216	48	13	5	0	1	0	283
08:30	215	34	8	8	0	0	0	265
08:45	189	44	7	8	0	0	0	248
H/TOT	811	167	39	25	0	2	0	1044
09:00	168	48	12	10	0	0	0	238
09:15	155	30	19	12	0	0	0	216
09:30	125	27	8	5	1	0	0	166
09:45	132	24	7	5	1	1	0	170
H/TOT	580	129	46	32	2	1	0	790
P/TOT	2061	478	111	84	3	6	0	2743

FROM ARM B — AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	173	47	6	1	1	1	0	229
07:15	196	41	4	7	0	0	0	248
07:30	238	35	6	5	0	0	0	284
07:45	238	39	3	4	0	0	0	284
H/TOT	845	162	19	17	1	1	0	1045
08:00	241	24	5	6	1	0	0	277
08:15	207	21	7	4	0	0	0	239
08:30	184	19	9	3	1	0	0	236
08:45	168	29	9	9	1	0	0	216
H/TOT	800	113	30	22	3	0	0	968
09:00	144	26	10	6	0	0	0	186
09:15	154	22	8	8	0	0	0	192
09:30	132	37	15	14	0	0	0	198
09:45	138	36	13	10	0	0	0	197
H/TOT	568	121	46	38	0	0	0	773
P/TOT	2213	396	95	77	4	1	0	2786

TO ARM C — BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	102	37	8	4	0	1	0	152
07:15	108	42	2	3	2	0	0	157
07:30	147	36	5	1	0	0	0	189
07:45	209	45	9	3	1	0	0	268
H/TOT	566	161	24	11	3	1	0	766
08:00	195	23	8	0	1	0	0	227
08:15	144	34	7	2	0	1	0	188
08:30	178	39	5	4	0	0	0	226
08:45	168	39	13	5	0	0	0	225
H/TOT	685	135	33	11	1	1	0	866
09:00	135	37	9	8	0	0	0	189
09:15	139	31	5	4	0	0	0	179
09:30	135	28	16	2	0	0	0	181
09:45	115	30	11	3	0	0	0	159
H/TOT	524	126	41	17	0	0	0	708
P/TOT	1775	422	98	39	4	2	0	2340

FROM ARM C — BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	185	52	5	3	0	0	0	245
07:15	179	38	4	1	0	1	0	223
07:30	173	28	2	1	0	1	0	205
07:45	183	25	9	6	0	0	0	223
H/TOT	720	143	20	11	0	2	0	896
08:00	188	34	10	1	0	0	0	233
08:15	204	42	6	4	2	0	0	258
08:30	167	17	9	4	1	0	0	198
08:45	200	44	6	6	1	0	0	257
H/TOT	759	137	31	15	4	0	0	946
09:00	204	38	11	1	0	1	0	255
09:15	179	42	6	2	0	0	0	229
09:30	133	27	12	2	0	0	0	174
09:45	129	16	9	3	1	1	0	159
H/TOT	645	123	38	8	1	2	0	817
P/TOT	2124	403	89	34	5	4	0	2659

TO ARM A — M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	294	76	13	3	0	2	0	388
16:15	295	65	3	5	0	2	0	370
16:30	292	77	14	4	0	2	0	389
16:45	350	72	3	4	0	4	0	433
H/TOT	1231	290	33	16	0	10	0	1580
17:00	330	43	5	3	1	0	0	382
17:15	353	31	3	4	0	1	0	392
17:30	330	52	2	5	3	1	0	393
17:45	281	41	4	4	2	1	0	333
H/TOT	1294	167	14	16	6	3	0	1500
18:00	278	40	4	7	1	2	0	332
18:15	264	44	9	10	1	1	0	329
18:30	174	23	3	7	0	0	0	207
18:45	119	16	3	3	0	0	0	141
H/TOT	835	123	19	27	2	3	0	1009
P/TOT	3360	580	66	59	8	16	0	4089

FROM ARM A — M1 SLIP ROADS (N)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	208	44	11	9	0	0	0	272
16:15	222	67	6	7	1	0	0	303
16:30	222	49	8	2	1	2	1	285
16:45	128	29	3	1	0	0	0	161
H/TOT	780	189	28	19	2	2	1	1021
17:00	171	39	6	2	0	0	0	218
17:15	246	47	15	6	1	0	0	315
17:30	231	40	2	1	0	0	0	274
17:45	281	41	8	4	0	1	0	335
H/TOT	929	167	31	13	1	1	0	1142
18:00	207	22	6	2	1	0	0	238
18:15	230	27	2	0	0	1	0	260
18:30	173	15	2	1	0	0	0	191
18:45	141	21	3	5	0	0	0	170
H/TOT	751	85	13	8	1	1	0	859
P/TOT	2460	441	72	40	4	4	1	3022

TO ARM B — AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	206	33	7	7	0	0	0	253
16:15	238	38	6	1	1	1	0	285
16:30	238	34	4	2	0	0	0	278
16:45	167	22	4	0	0	1	0	194
H/TOT	849	127	21	10	1	2	0	1010
17:00	173	32	3	2	1	0	0	211
17:15	184	22	2	1	0	0	0	209
17:30	165	22	2	0	1	0	0	190
17:45	203	18	3	2	0	1	0	227
H/TOT	725	94	10	5	2	1	0	837
18:00	172	21	5	3	0	0	0	201
18:15	189	20	2	3	0	0	0	214
18:30	163	11	1	1	0	1	0	177
18:45	119	14	6	3	0	0	0	142
H/TOT	643	66	14	10	0	1	0	734
P/TOT	2217	287	45	25	3	4	0	2581

FROM ARM B — AS2 (E)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	213	52	4	6	0	2	0	277
16:15	229	37	3	2	1	1	0	273
16:30	232	47	4	3	0	2	0	288
16:45	261	30	4	6	0	1	0	302
H/TOT	935	166	15	17	1	6	0	1140
17:00	284	22	7	5	0	1	0	319
17:15	236	17	2	4	0	2	0	261
17:30	247	14	3	3	0	0	0	267
17:45	155	15	3	1	0	0	0	174
H/TOT	922	68	15	13	0	3	0	1021
18:00	169	18	1	1	0	3	0	192
18:15	138	11	3	3	0	0	0	155
18:30	140	15	1	2	0	0	0	158
18:45	131	7	2	0	0	0	0	140
H/TOT	578	51	7	6	0	3	0	845
P/TOT	2435	285	37	36	1	12	0	2806

TO ARM C — BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	195	44	2	0	1	1	0	243
16:15	204	31	3	0	0	0	0	238
16:30	210	32	4	1	1	1	0	250
16:45	181	36	2	0	1	1	0	221
H/TOT	790	143	11	1	3	3	1	952
17:00	221	31	2	0	0	1	0	255
17:15	204	24	2	1	1	1	0	233
17:30	190	23	0	1	0	0	0	214
17:45	198	23	3	1	0	1	0	226
H/TOT	813	101	7	3	1	3	0	928
18:00	190	21	0	1	0	2	0	214
18:15	199	15	0	0	0	0	0	214
18:30	176	11	1	3	0	0	0	191
18:45	149	11	3	0	0	0	0	163
H/TOT	714	58	4	4	0	2	0	782
P/TOT	2317	302	22	8	4	8	1	2662

FROM ARM C — BOSTOCKS LANE (SE)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	193	31	7	6	0	0	0	231
16:15	224	34	6	0	0	1	0	265
16:30	193	42	9	2	0	0	0	246
16:45	208	35	1	2	1	3	0	250
H/TOT	818	142	23	4	1	4	0	992
17:00	186	16	2	3	1	0	0	208
17:15	205	21	1	2	0	0	0	229
17:30	206	21	0	1	2	2	0	232
17:45	140	16	1	3	1	1	0	162
H/TOT	737	74	4	9	4	3	0	831
18:00	151	13	2	3	0	1	0	170
18:15	164	14	1	3	0	1	0	183
18:30	146	13	2	0	0	0	0	161
18:45	112	15	3	0	0	0	0	130
H/TOT	573	55	8	6	0	2	0	644
P/TOT	2128	271	35	19	5	9	0	2467

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 6 **DATE:** 06/11/2025

LOCATION: M1 SLIP ROADS (N) / AS2 (E) / BOSTOCKS LANE (SE) / M1 SLIP ROADS (S) / AS2 (W) / BOSTOCKS LANE (NW) **DAY:** THURSDAY

TO ARM D — M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	256	81	16	14	0	1	0	368
07:15	250	86	15	17	0	2	0	370
07:30	293	61	10	14	0	2	0	380
07:45	270	62	13	12	0	0	0	357
H/TOT	1069	290	54	57	0	5	0	1475
08:00	286	56	21	14	1	0	0	378
08:15	239	50	14	17	0	0	0	320
08:30	223	53	25	13	1	0	0	315
08:45	180	53	18	18	1	0	0	270
H/TOT	928	212	78	62	3	0	0	1283
09:00	163	35	22	18	0	0	0	238
09:15	183	46	16	19	0	0	0	264
09:30	146	41	22	18	1	0	0	228
09:45	128	46	20	26	0	0	0	220
H/TOT	620	168	80	81	1	0	0	950
4	2617	670	212	200	4	5	0	3708

FROM ARM D — M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	125	45	19	21	0	0	0	210
07:15	169	51	12	11	0	1	0	244
07:30	185	63	12	11	0	0	0	271
07:45	265	82	14	16	1	0	0	378
H/TOT	744	241	57	59	1	1	0	1103
08:00	208	54	21	13	0	1	0	297
08:15	221	56	14	11	0	0	0	302
08:30	183	32	12	19	0	0	0	246
08:45	180	44	12	21	0	0	0	257
H/TOT	792	186	59	64	0	1	0	1102
09:00	153	55	13	27	0	0	0	248
09:15	165	46	18	23	0	0	0	252
09:30	120	37	14	12	0	0	0	183
09:45	102	37	16	20	1	0	0	176
H/TOT	540	175	61	82	1	0	0	859
4	2076	602	177	205	2	2	0	3064

TO ARM E — AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	218	53	25	5	0	0	0	301
07:15	270	69	10	4	1	0	0	354
07:30	273	57	12	10	0	3	0	355
07:45	265	51	8	10	0	0	0	334
H/TOT	1026	230	55	29	1	3	0	1344
08:00	268	61	13	4	0	1	0	347
08:15	228	38	12	6	1	1	0	286
08:30	200	34	11	2	1	0	0	248
08:45	223	44	11	11	0	0	0	289
H/TOT	919	177	47	23	2	2	0	1170
09:00	205	43	11	10	0	1	0	270
09:15	184	47	12	6	0	0	0	249
09:30	131	42	10	2	0	0	0	185
09:45	128	43	13	7	0	1	0	192
H/TOT	648	175	46	25	0	2	0	896
P/TOT	2593	582	148	77	3	7	0	3410

FROM ARM E — AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	133	47	7	11	1	0	0	199
07:15	187	55	13	4	1	2	0	262
07:30	226	52	14	7	0	0	0	299
07:45	218	50	14	5	1	1	0	289
H/TOT	764	204	48	27	3	3	0	1049
08:00	207	52	16	6	1	1	0	283
08:15	201	52	21	9	0	1	0	284
08:30	199	52	15	6	0	0	0	272
08:45	182	45	22	8	1	1	0	259
H/TOT	789	201	74	29	2	3	0	1098
09:00	174	34	15	14	0	0	0	237
09:15	154	45	12	5	1	0	0	217
09:30	142	33	13	8	0	0	0	196
09:45	113	34	11	7	0	0	0	165
H/TOT	583	146	51	34	1	0	0	815
P/TOT	2136	551	173	90	6	6	0	2962

TO ARM F — BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	59	20	6	16	1	0	0	102
07:15	99	24	9	10	0	1	0	143
07:30	100	25	7	8	0	0	0	140
07:45	99	31	4	7	0	1	0	142
H/TOT	357	100	26	41	1	2	0	527
08:00	89	25	4	10	0	1	0	129
08:15	101	24	7	6	0	0	0	138
08:30	89	24	12	12	0	0	0	137
08:45	115	19	3	9	0	0	0	146
H/TOT	394	92	26	37	0	1	0	550
09:00	101	36	4	7	0	0	0	148
09:15	58	29	5	9	0	0	0	101
09:30	86	21	7	15	0	0	0	129
09:45	70	21	8	14	0	0	0	113
H/TOT	315	107	24	45	0	0	0	491
P/TOT	1066	299	76	123	1	3	0	1568

FROM ARM F — BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
07:00	109	43	13	6	0	1	0	172
07:15	102	37	10	16	0	0	0	165
07:30	106	30	9	15	0	1	0	161
07:45	73	22	2	6	0	0	0	103
H/TOT	390	132	34	43	0	2	0	601
08:00	101	27	8	5	0	0	0	141
08:15	75	19	7	6	1	0	0	108
08:30	93	24	12	12	0	0	0	141
08:45	87	30	18	9	0	1	0	145
H/TOT	356	100	45	32	1	1	0	535
09:00	86	25	15	14	0	0	0	140
09:15	73	31	6	16	0	0	0	126
09:30	83	22	8	6	1	0	0	120
09:45	71	21	10	18	0	1	0	121
H/TOT	313	99	39	54	1	1	0	507
4	1059	331	118	129	2	4	0	1643

TO ARM D — M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	167	55	8	9	0	1	0	240
16:15	217	54	9	7	1	1	0	289
16:30	213	61	7	8	0	0	0	289
16:45	220	30	2	10	1	1	0	264
H/TOT	817	200	26	34	2	3	0	1082
17:00	231	26	7	14	0	0	0	278
17:15	238	34	4	10	0	2	0	288
17:30	213	19	3	9	0	0	0	244
17:45	161	15	4	8	0	1	0	189
H/TOT	843	94	18	41	0	3	0	999
18:00	146	20	2	8	0	0	0	176
18:15	145	18	1	12	0	0	0	176
18:30	128	20	3	7	0	0	0	158
18:45	85	12	0	3	0	1	0	101
H/TOT	504	70	6	30	0	1	0	611
P/TOT	2164	364	50	105	2	7	0	2692

FROM ARM D — M1 SLIP ROADS (S)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	178	68	9	13	1	0	0	269
16:15	206	55	15	3	0	2	0	281
16:30	217	49	6	9	1	0	0	282
16:45	196	55	8	4	0	2	0	265
H/TOT	797	227	38	29	2	4	0	1097
17:00	173	41	5	8	1	0	0	228
17:15	143	28	3	9	0	0	0	183
17:30	121	25	5	5	0	0	0	156
17:45	170	18	6	8	0	1	0	203
H/TOT	607	112	19	30	1	1	0	770
18:00	135	23	3	7	0	0	0	168
18:15	162	25	8	8	0	0	0	203
18:30	169	20	2	10	0	1	0	202
18:45	101	11	7	4	0	0	0	123
H/TOT	567	79	20	29	0	1	0	696
P/TOT	1971	418	77	88	3	6	0	2563

TO ARM E — AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	126	30	9	8	0	0	0	173
16:15	171	33	8	6	0	1	0	219
16:30	150	29	3	2	1	1	0	186
16:45	118	16	2	2	0	1	0	139
H/TOT	565	108	22	18	1	3	0	717
17:00	141	16	4	3	0	0	0	164
17:15	151	21	10	4	0	0	0	186
17:30	150	15	3	0	0	1	0	169
17:45	149	17	1	2	0	0	0	169
H/TOT	591	69	18	9	0	1	0	688
18:00	153	12	2	1	1	0	0	169
18:15	154	18	4	0	0	0	0	176
18:30	134	9	2	1	0	0	0	146
18:45	113	15	0	2	0	0	0	130
H/TOT	554	54	8	4	1	0	0	621
P/TOT	1710	231	48	31	2	4	0	2026

FROM ARM E — AS2 (W)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	200	54	12	4	0	2	0	272
16:15	265	56	1	5	0	2	0	329
16:30	272	54	10	4	0	0	0	340
16:45	276	46	3	2	1	3	0	331
H/TOT	1013	210	26	15	1	7	0	1272
17:00	290	39	3	3	0	0	0	335
17:15	314	27	2	7	0	1	0	351
17:30	299	39	3	4	2	0	0	347
17:45	291	28	3	6	1	1	0	330
H/TOT	1194	133	11	20	3	2	0	1363
18:00	274	37	5	10	1	1	0	328
18:15	275	32	7	13	1	0	0	328
18:30	171	14	4	7	0	0	0	196
18:45	121	12	2	4	0	0	0	139
H/TOT	841	95	18	34	2	1	0	991
P/TOT	3048	438	55	69	6	10	0	3626

TO ARM F — BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	112	43	7	9	0	0	0	171
16:15	97	48	8	3	0	1	0	157
16:30	117	30	11	6	0	0	0	164
16:45	120	33	6	4	0	2	0	165
H/TOT	446	154	32	22	0	3	0	657
17:00	97	20	3	7	0	0	0	127
17:15	130	19	3	10	0	0	0	152
17:30	121	15	5	4	0	0	0	145
17:45	121	18	7	8	0	0	0	154
H/TOT	469	72	18	29	0	0	0	578
18:00	104	13	4	5	0	1	0	127
18:15	110	13	5	7	0	1	0	136
18:30	104	11	2	5	0	0	0	122
18:45	85	7	5	4	0	0	0	101
H/TOT	403	44	16	21	0	2	0	486
P/TOT	1308	270	66	72	0	5	0	1721

FROM ARM F — BOSTOCKS LANE (NW)

TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	108	32	3	4	0	0	0	147
16:15	76	20	6	5	0	0	0	107
16:30	84	22	6	3	0	0	0	115
16:45	87	14	0	5	0	1	0	107
H/TOT	355	88	15	17	0	1	0	476
17:00	89	11	1	8	0	0	0	109
17:15	106	11	1	2	0	1	0	121
17:30	65	7	2	5	0	0	0	79
17:45	76	14	1	3	0	0	0	94
H/TOT	336	43	5	18	0	1	0	403
18:00	107	14	0	2	0	0	0	123
18:15	92	19	0	5	0	0	0	116
18:30	80	8	1	4	0	0	0	93
18:45	64	9	0	2	0	1	0	76
H/TOT	343	50	1	13	0	1	0	408
P/TOT	1034	181	21	48	0	3	0	1287

APPENDIX E

Controller Plans and Signal Specifications

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)

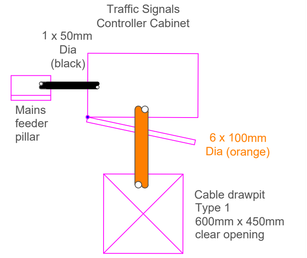
Stream 0

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

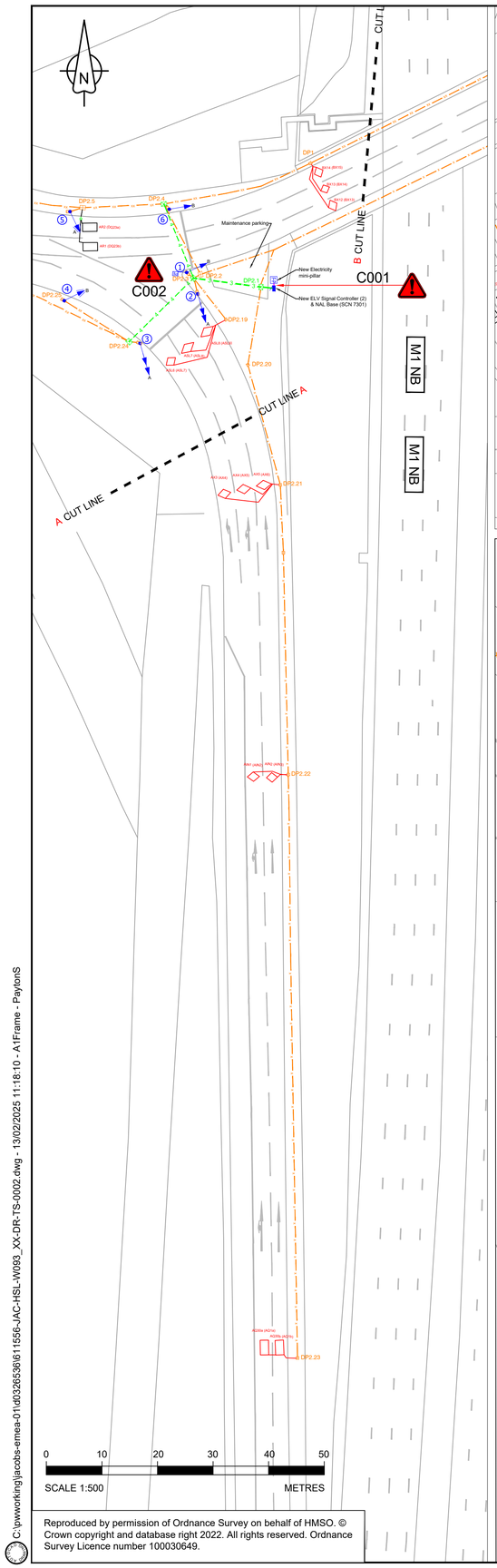
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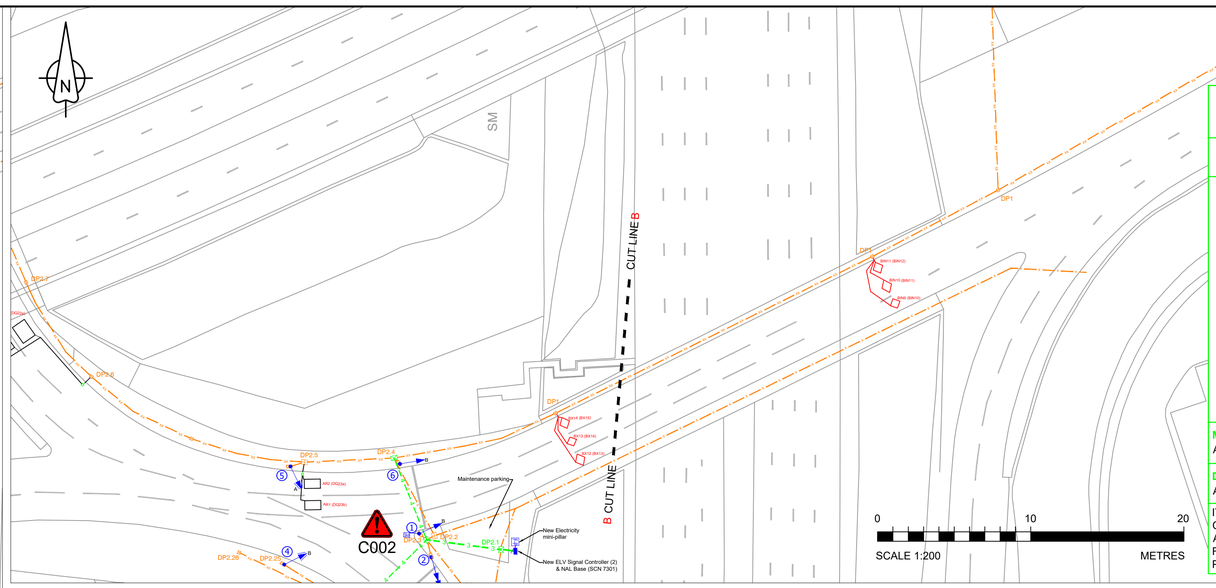
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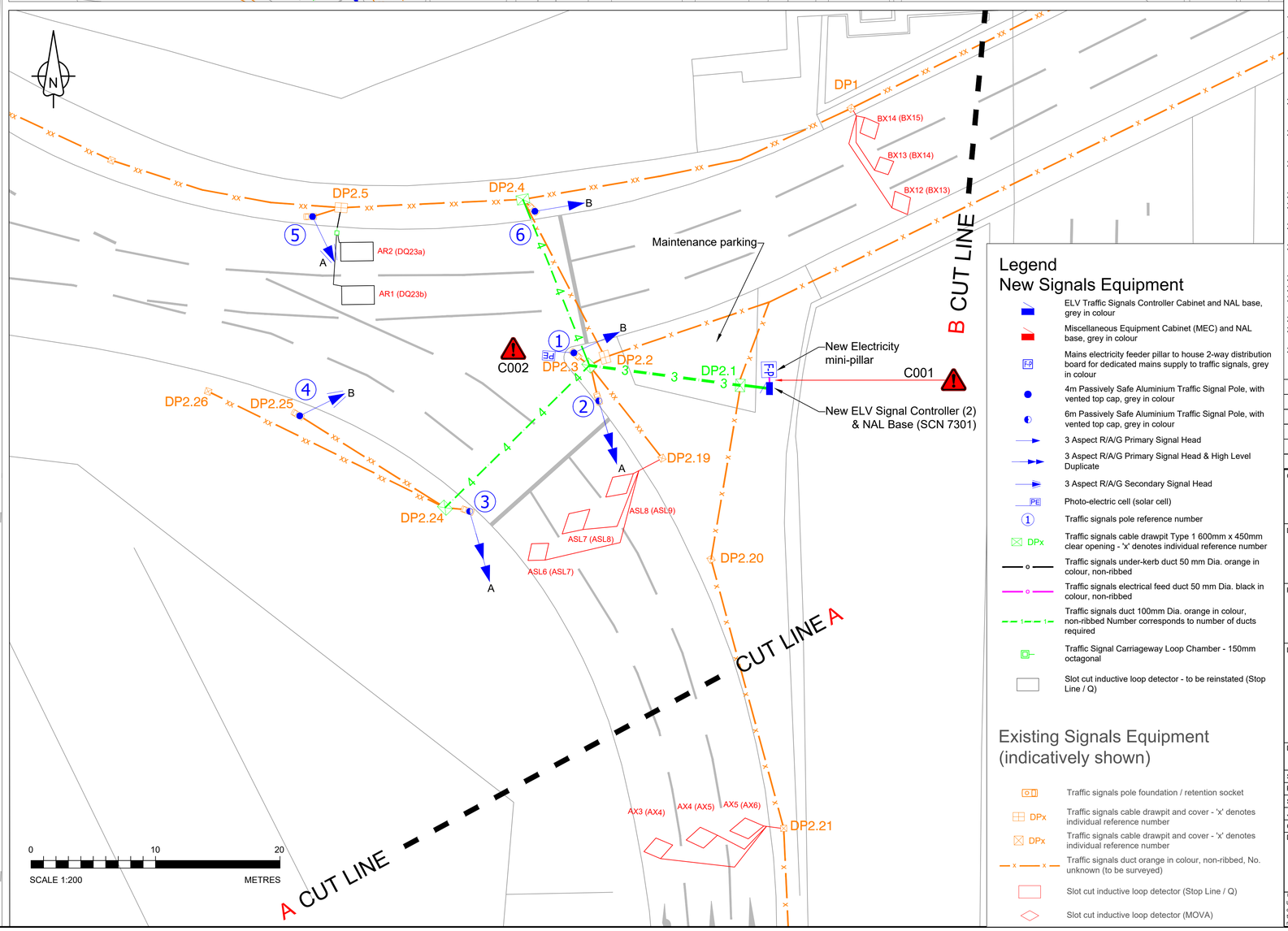
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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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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

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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)
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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.
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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.
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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 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

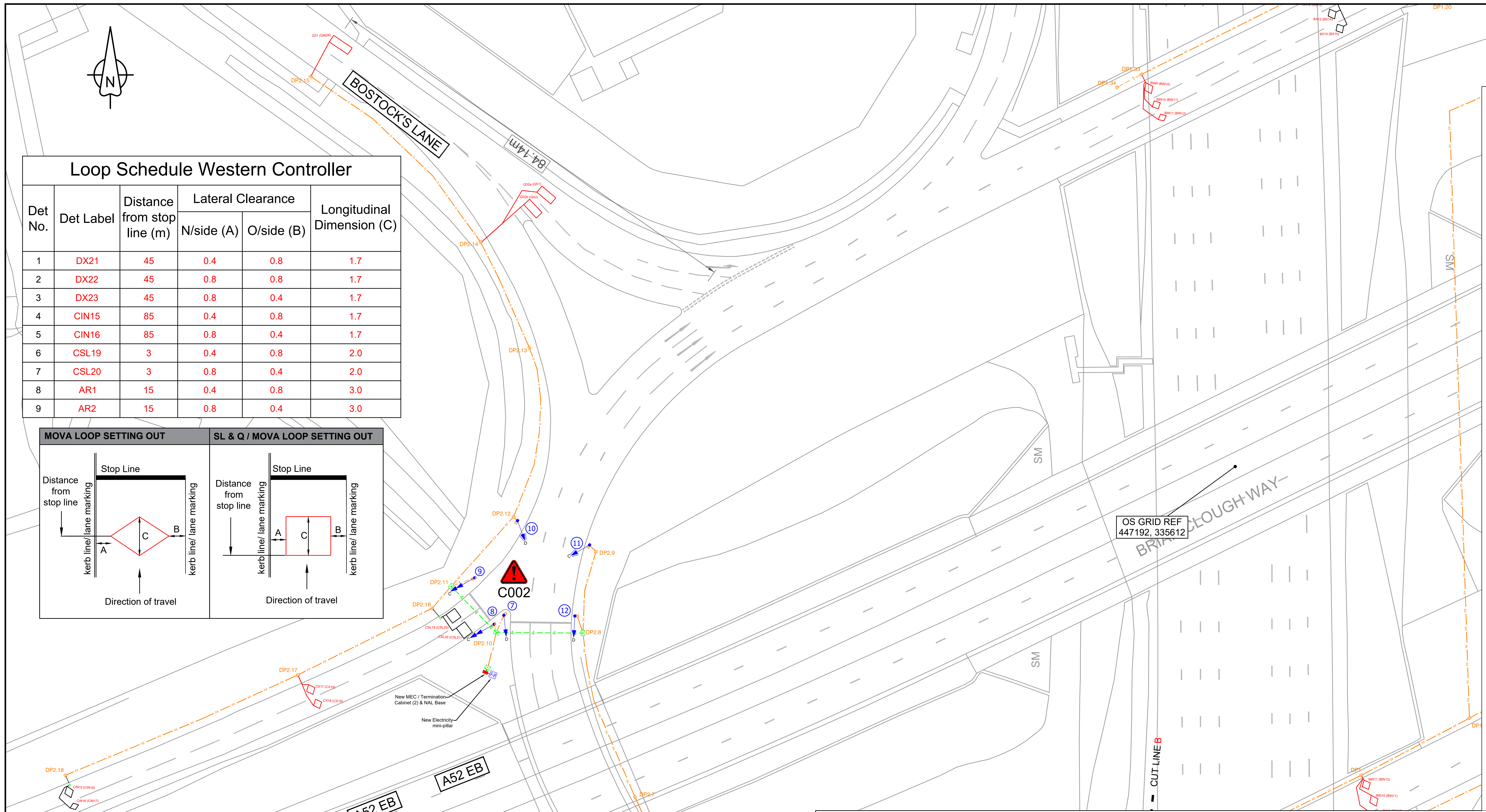
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Loop Schedule Western Controller

Det No.	Det Label	Distance from stop line (m)	Lateral Clearance N/side (A)	Lateral Clearance O/side (B)	Longitudinal Dimension (C)
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



0 10 20 30 40 50
SCALE 1:500 METRES

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SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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- C006 Potential for broken ground to contain hazardous material (asbestos).
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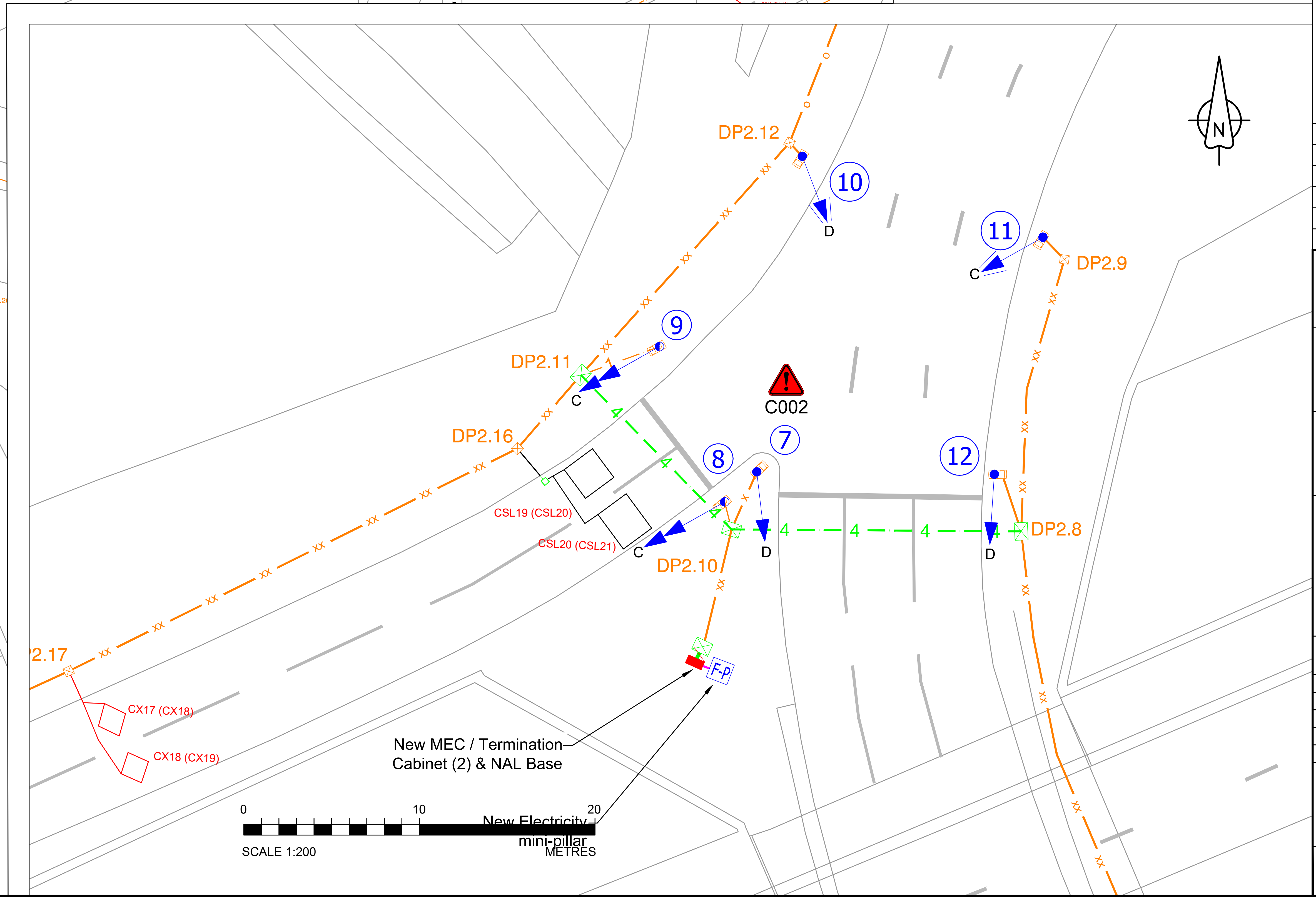
MAINTENANCE/CLEANING

As Above

DECOMMISSIONING/DEMOLITION

As Above

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0 10 20
SCALE 1:200 METRES

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)

Notes:

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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

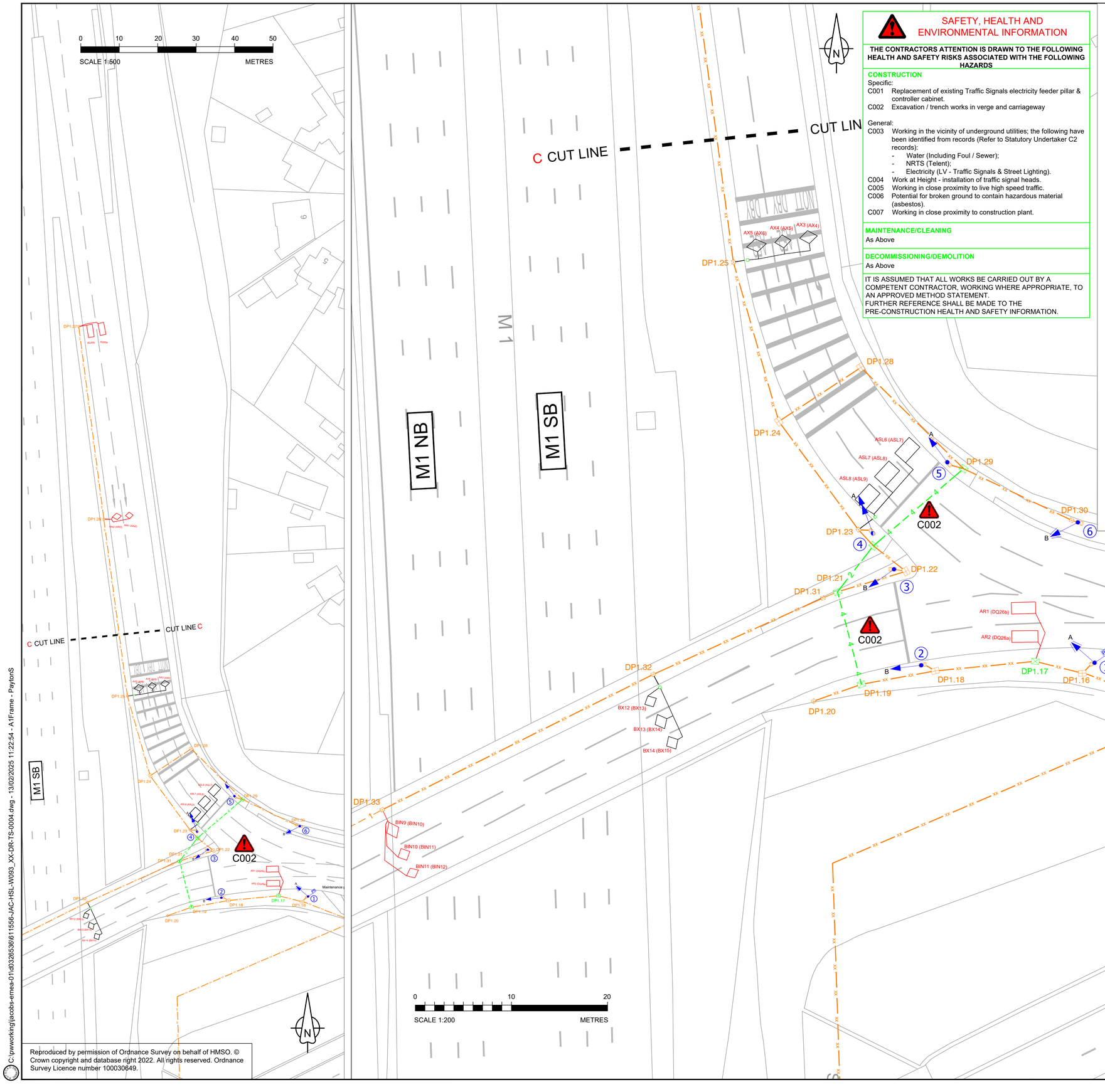
Drawing title
M1 J25 SIGNALS RENEWAL MDP
SDF-CE-WO093
TRAFFIC SIGNALS
SHEET 3 OF 5

Drawing status
A5 - ACCEPTED - CONSTRUCTION

State Code	Construction
Project Stage	3D Passport Stage 3
Scale	DO NOT SCALE
Jacobs No.	SDFCE101
Client no.	611556
Rev	C03

Drawing number
PIN | Originator | Volume
611556 - JAC - HSL -
Location | Type | Role | Number
W093_XX -DR-TS- 0003

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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

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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
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- Slot cut inductive loop detector (Stop Line / Q)
- Slot cut inductive loop detector (MOVA)

Notes:

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2. Drawing to be printed in colour.
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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

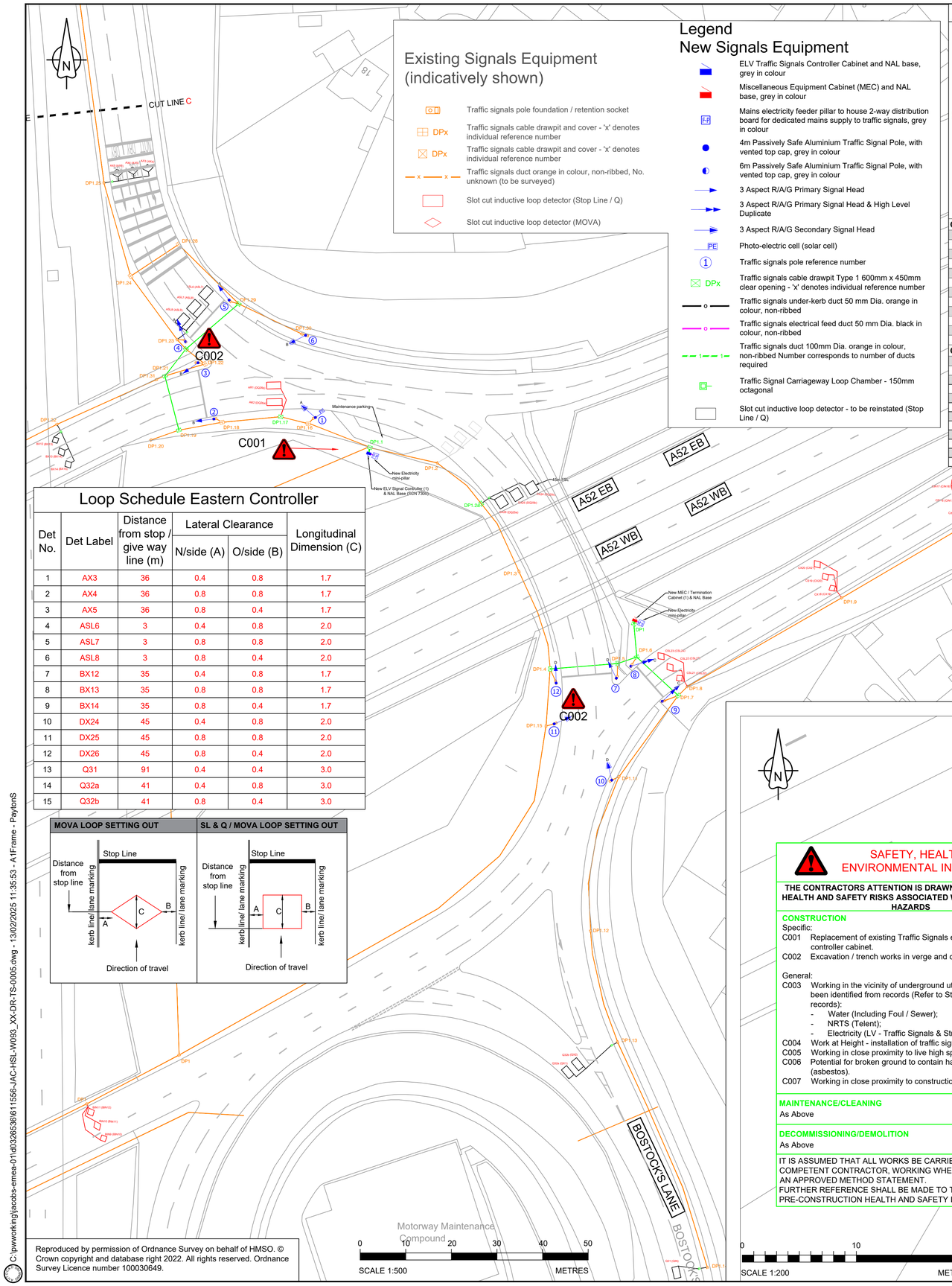
State Code	Construction		
Project Stage	3D Passport Stage 3		
Scale		DO NOT SCALE	
Jacobs No.	SDFCE101	Rev	C03
Client no.	611556		

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
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Loop Schedule Eastern Controller

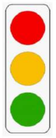
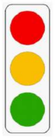
Det No.	Det Label	Distance from stop / give way line (m)	Lateral Clearance N/side (A)	Lateral Clearance O/side (B)	Longitudinal Dimension (C)
1	AX3	36	0.4	0.8	1.7
2	AX4	36	0.8	0.8	1.7
3	AX5	36	0.8	0.4	1.7
4	ASL6	3	0.4	0.8	2.0
5	ASL7	3	0.8	0.8	2.0
6	ASL8	3	0.8	0.4	2.0
7	BX12	35	0.4	0.8	1.7
8	BX13	35	0.8	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

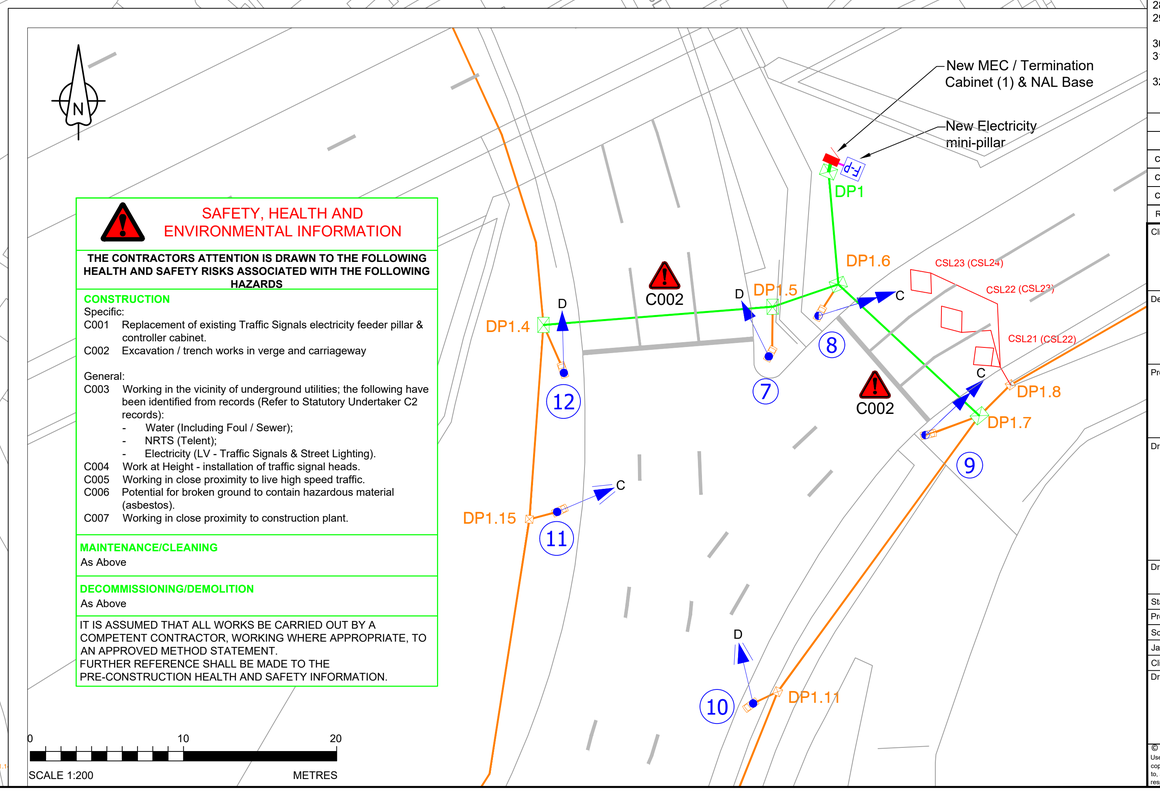
MOVA LOOP SETTING OUT

SL & Q / MOVA LOOP SETTING OUT

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Pole Schedule & Setting Out Details

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
		FSL = From stop line FOK = From Front of kerb BOF = Back of Footway	P = Primary Hoods S = Secondary Hoods T = Tunnel Hoods C = Cut Away Hoods R = Red Aspect A = Amber Aspect G = Green Aspect			
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		
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11	4m Aluminium Passively Safe - 114Ø RS	Existing RS to be reused	S - RAG		C	
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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

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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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.

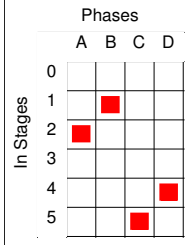
- ☑ Reds
- ☑ Ambers
- ☐ Switched Signs
- ☐

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
Engineer : P M ROUSE
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 :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

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 : EPR578
Engineer : P M ROUSE
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 Greer	Min Ped Cl	Extensior	Maximums A	B	C	D	E	F	G	H	Pre-timec
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.	Phase	Min. Green Min.	Min. Green Max.
A	7	12	Q		
B	7	12	R		
C	7	12	S		
D	7	12	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		

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			
	For Unlatched demands precede the name with a #. Conditioning MUST be used to specify unlatched demands.							
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	

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
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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)

Plan No. 3

Copy From

Plan Specifics

Influence Set 3

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)

Plan No. 4

Copy From

Plan Specifics

Influence Set 4

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

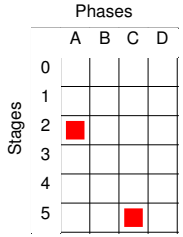
	Minutes	Seconds
Min	0	0
Max	255	59

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 name

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 ☐

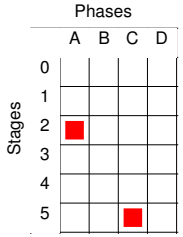
If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

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 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

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

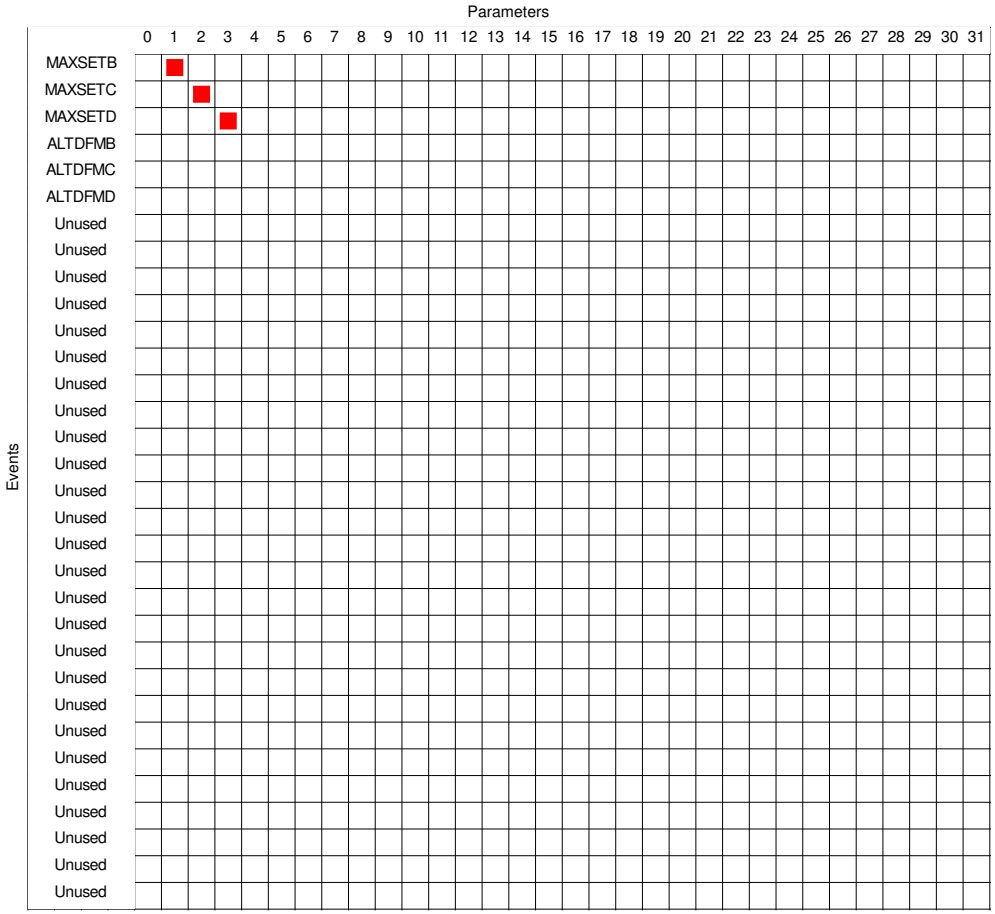
MTC - Time Switch Parameters

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

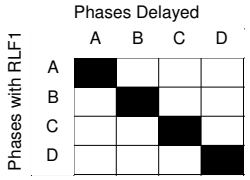
LMU Sensor Load Types

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



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	☑

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.

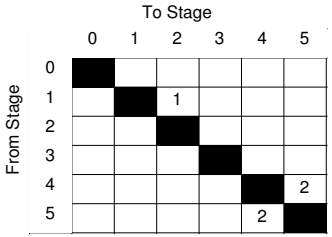
Detectors Associated with All Red Extension Units

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 : 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								
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

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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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.

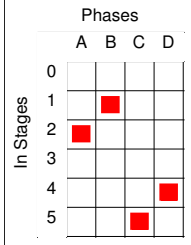
☑ Reds ☑ Ambers
☐ Switched Signs ☐

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 Greer	Min Ped Cl	Extensior	Maximums A	B	C	D	E	F	G	H	Pre-timec
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)

Plan No. 1

Copy From

Plan Specifics

Influence Set 1

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)

Plan No. 2

Copy From

Plan Specifics

Influence Set 2

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)

Plan No. 3

Copy From

Plan Specifics

Influence Set 3

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)

Plan No. 4

Copy From

Plan Specifics

Influence Set 4

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

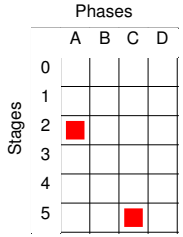
	Minutes	Seconds
Min	0	0
Max	255	59

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 ☐

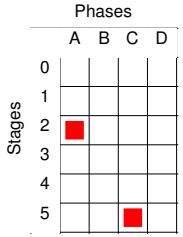
If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

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 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

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

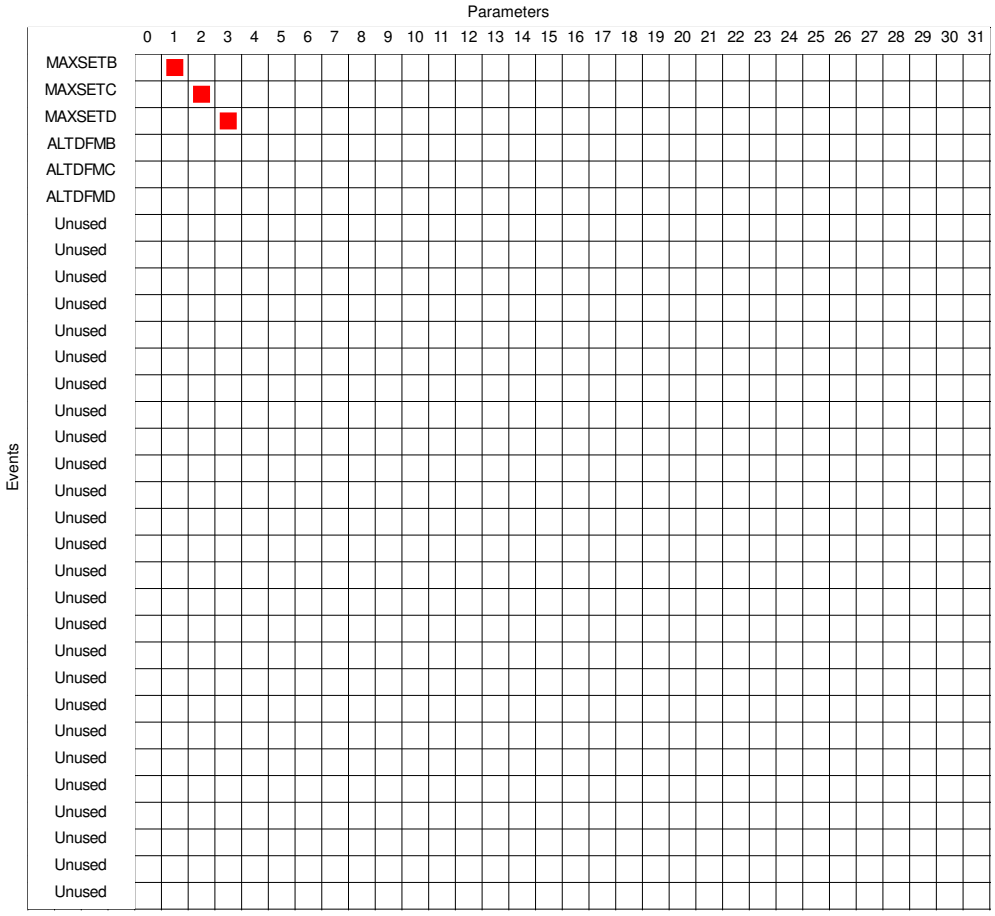
MTC - Time Switch Parameters

	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.

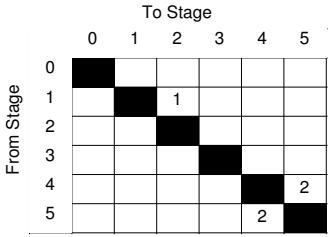
Detectors Associated with All Red Extension Units

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

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

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					

Last Modified 17/07/2025, Issue 1.0.1 Form Ref: 6 (1)

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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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.:

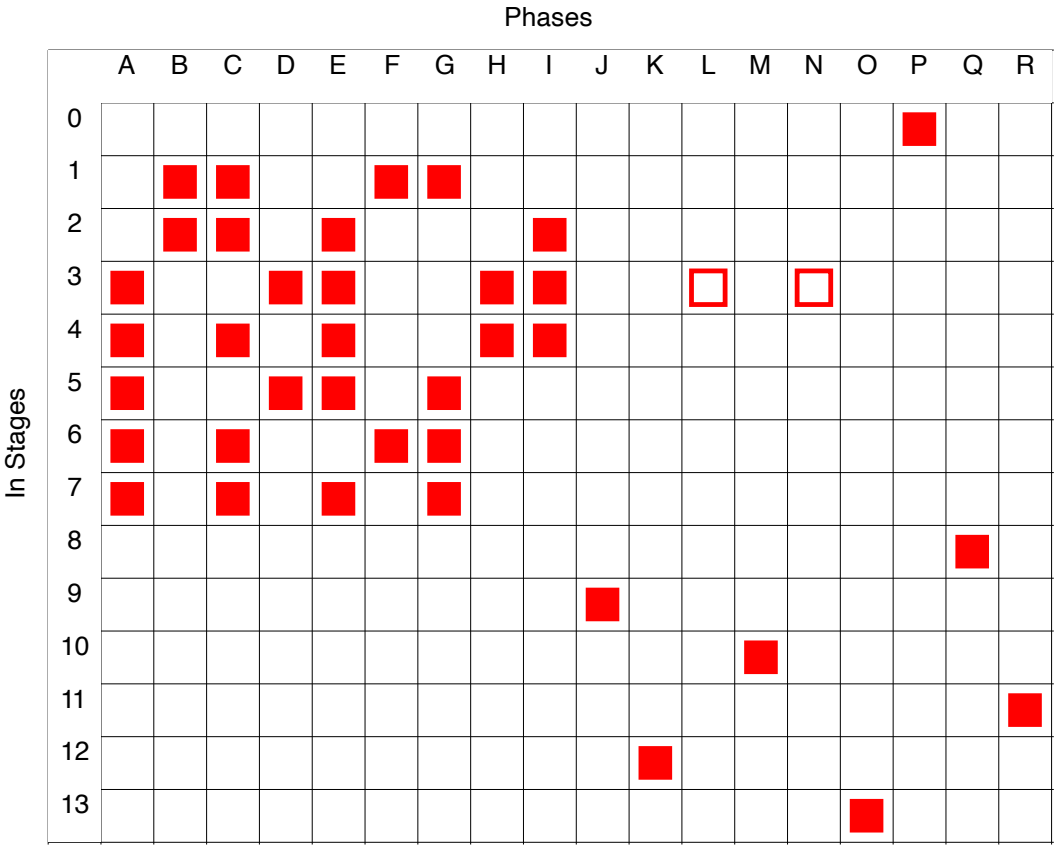
- [x] Reds
- [ ] Switched Signs
- [x] Ambers
- [ ] Ignore Reds and Ambers during Fault

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



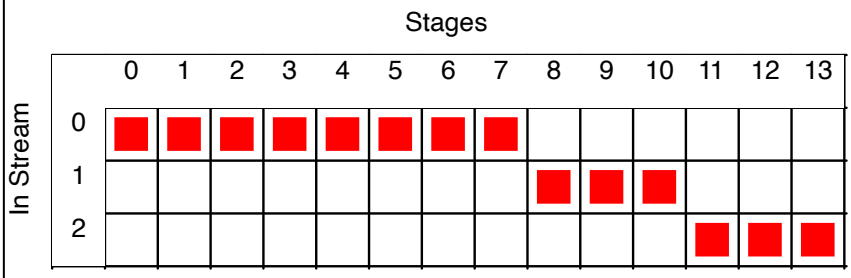
Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

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
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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.

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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.

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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			

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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
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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
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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
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Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

VA Demand and Extend Definitions

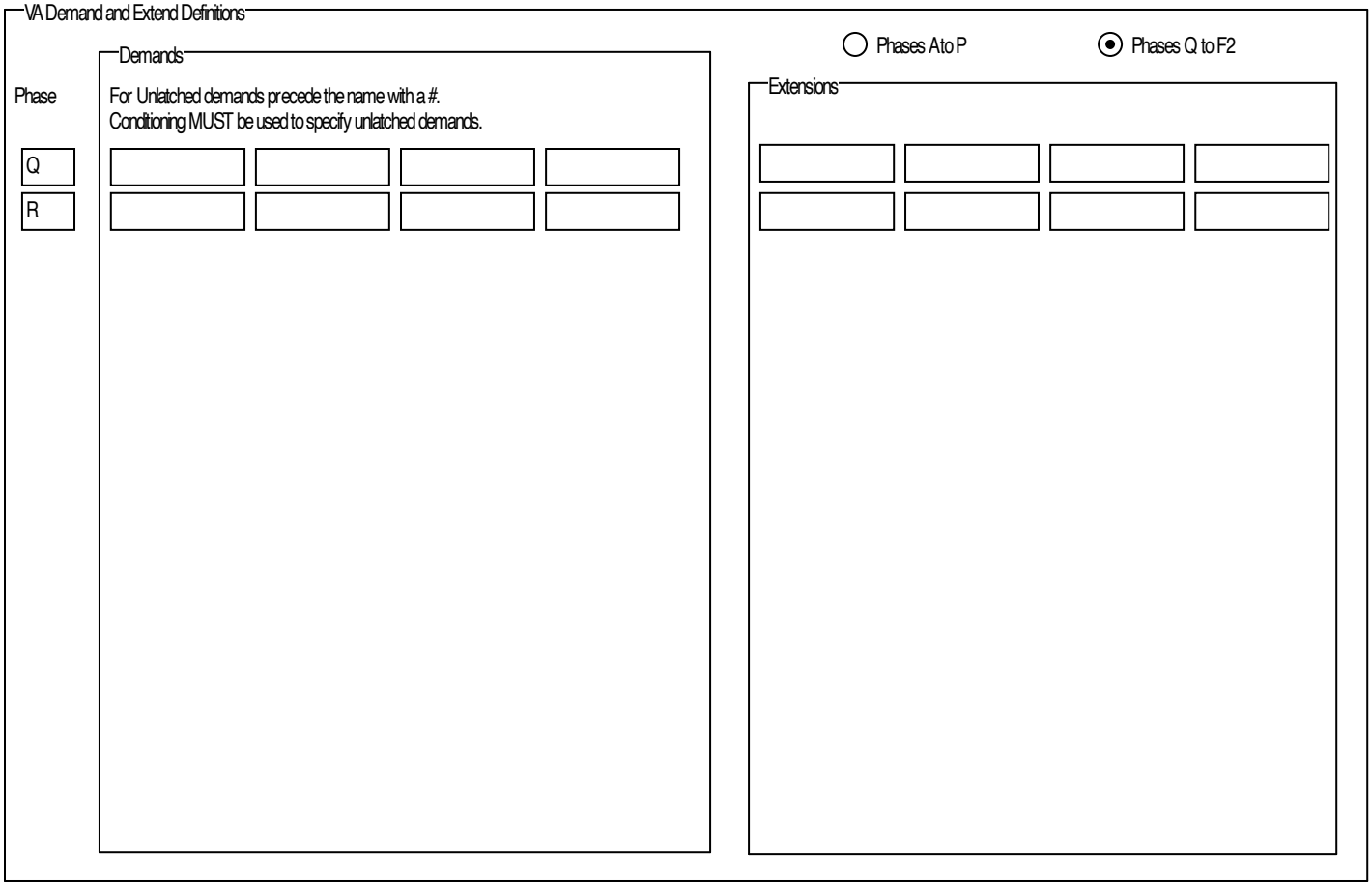
VA Demand and Extend Definitions

(●) 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



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
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Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Phase - On Crossing and Kerbside Detector Definitions

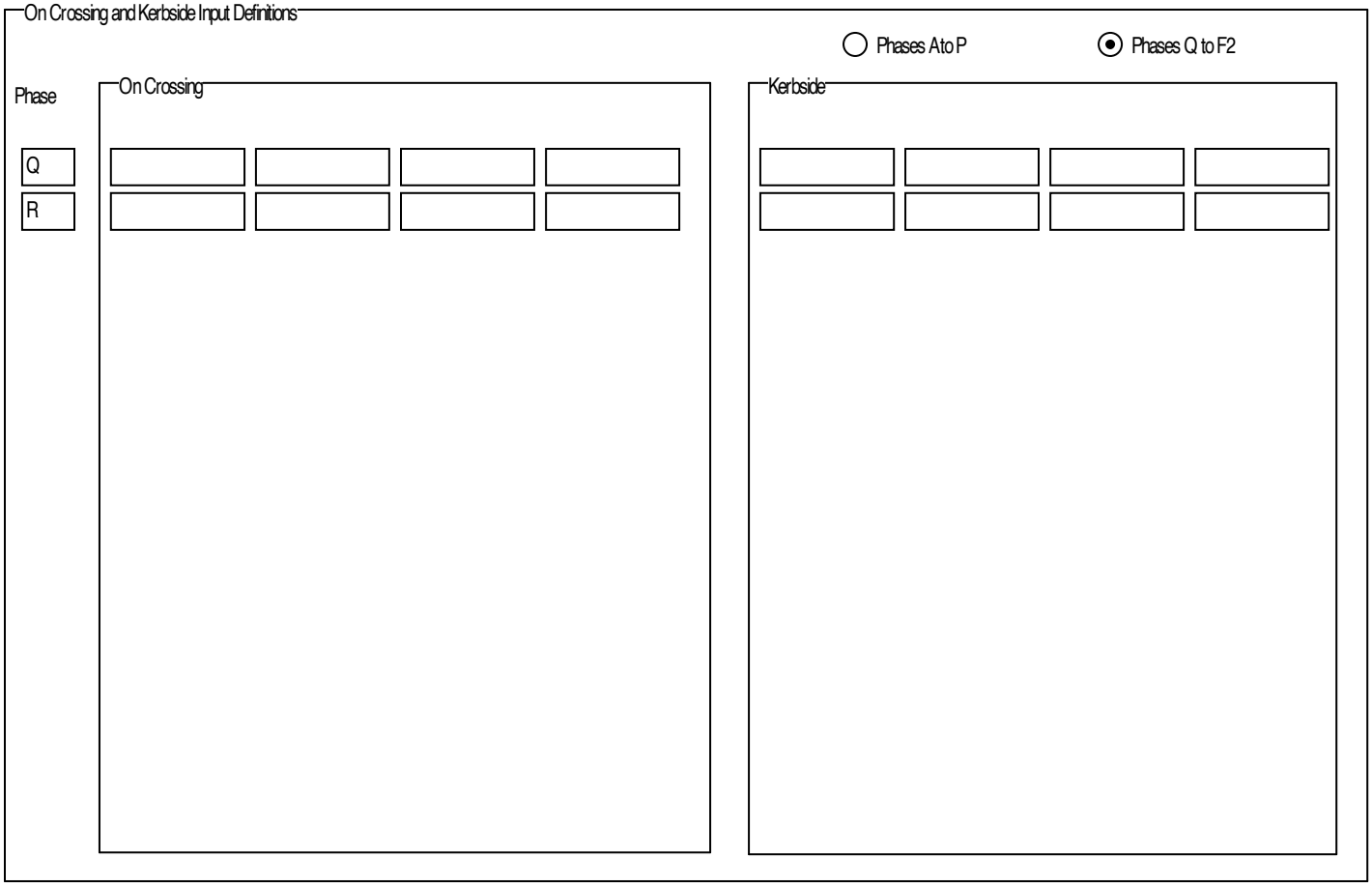
On Crossing and Kerbside Input Definitions

(●) 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	Handset Range Limits Min	Handset Range Limits Max
(PAR n 0) VA Gap Change		0	0							
(PAR n 1) VA Max Change		0	0							
(PAR n 2) FVP Change		0	0						0	0
(PAR n 3) UTC Change		0	0							
(PAR n 4) Local Link Change		0	0							

Pelican Intergreen times

(PIT n 0) Veh Red/Ped Flash Green		0	0						0	0
(PIT n 1) Veh Flash Amber/Ped Flash Green		0	0						0	0
(PIT n 2) Veh Flash Amber/Ped red		0	0						0	0
(PIT n 3) Veh Flash Amber/Ped Red Quiescent		0	0						0	0

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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

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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

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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

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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

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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
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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)

Plan No. 2

Copy From

Plan Specifics

Influence Set 2

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)

Plan No. 3

Copy From

Plan Specifics

Influence Set 3

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

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 : 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

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
Time Only	23:00:02

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)

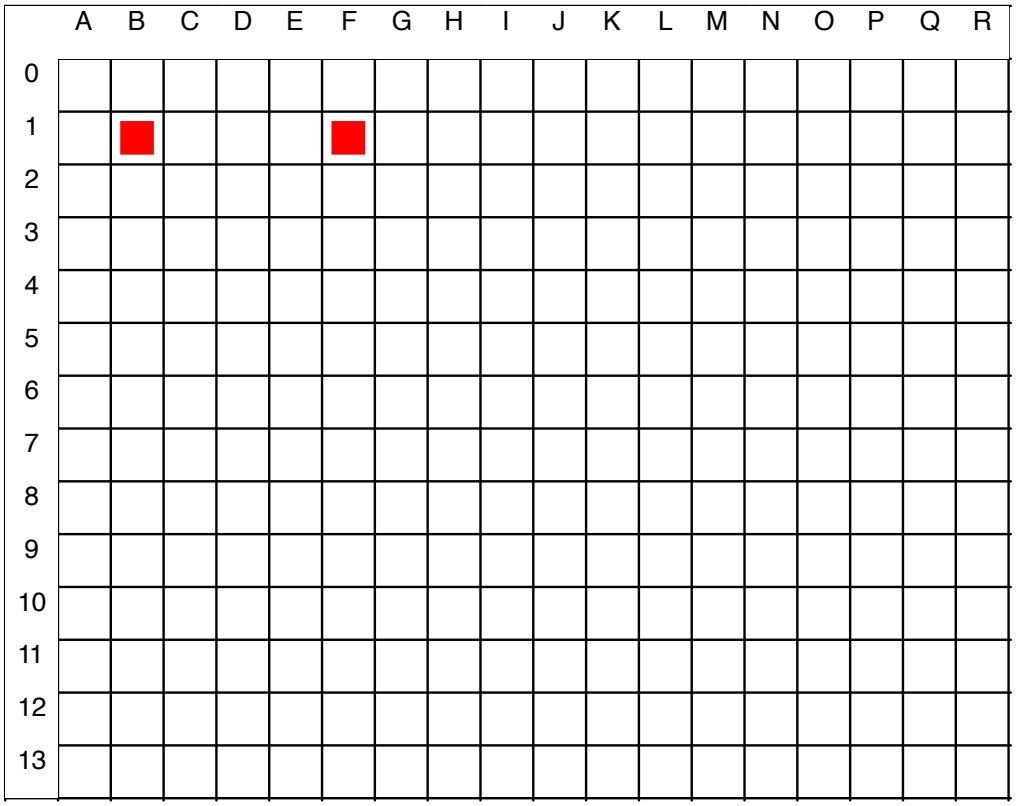
UTC Demand Dependent Forces

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



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

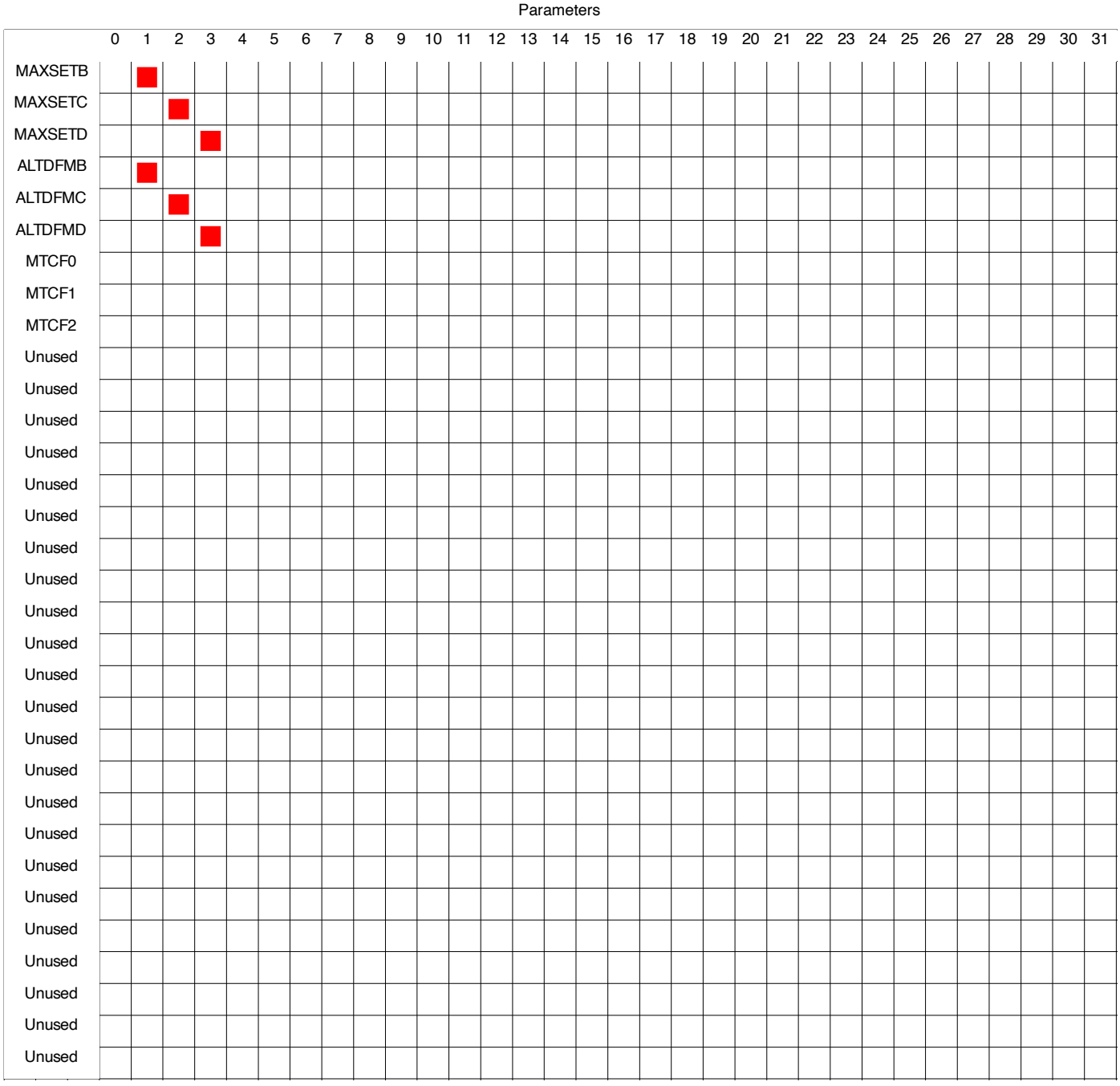
MTC - Time Switch Parameters

	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
Engineer : P M ROUSE / NICK RULE / SK/PJ
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]	[ ]	[ ]	[ ]	[ ]

Works Order : E83071
EM Number : J31311
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)

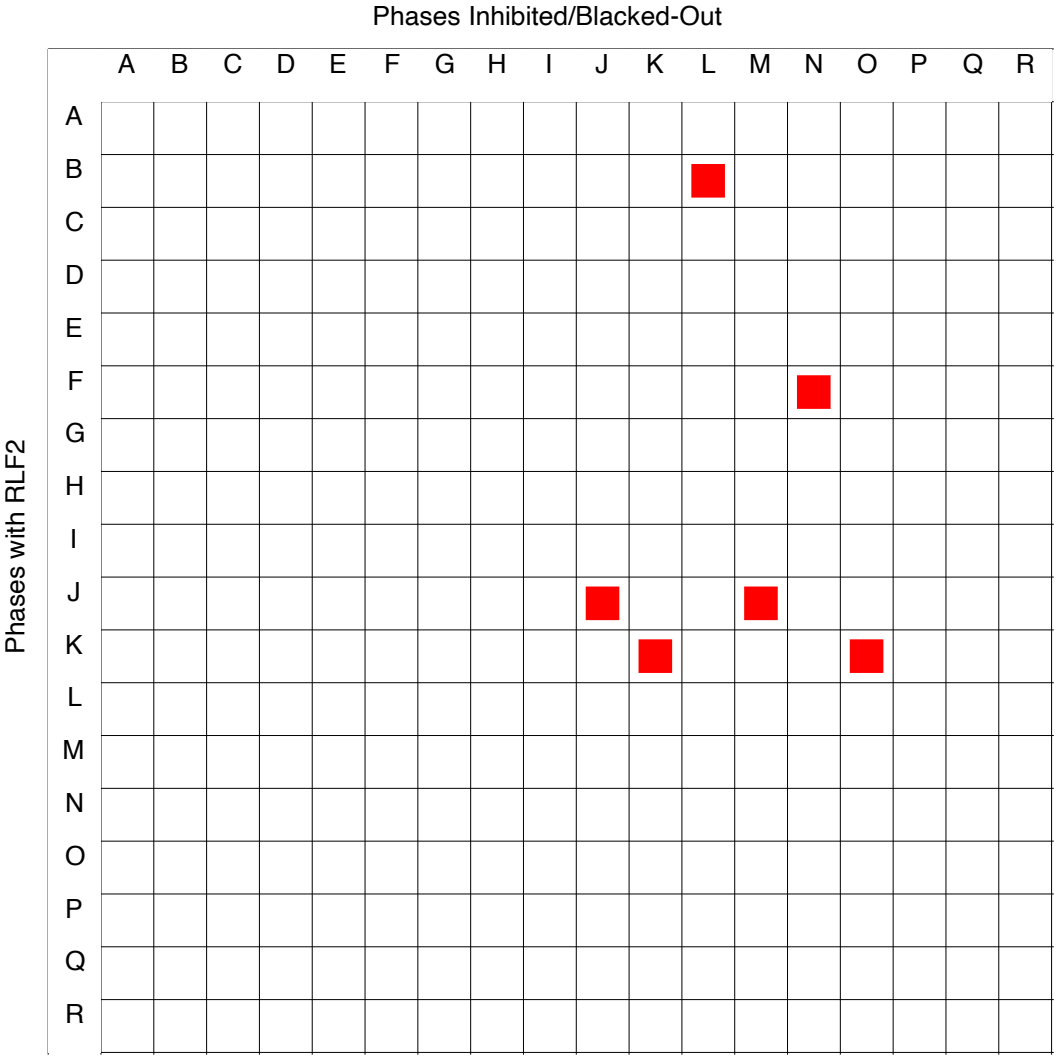
RLM Additional Intergreens

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



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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	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	☑	☑	☑	☑	☑

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

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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
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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
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Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Extend All Red - Stage To Stage Moves

To Stage

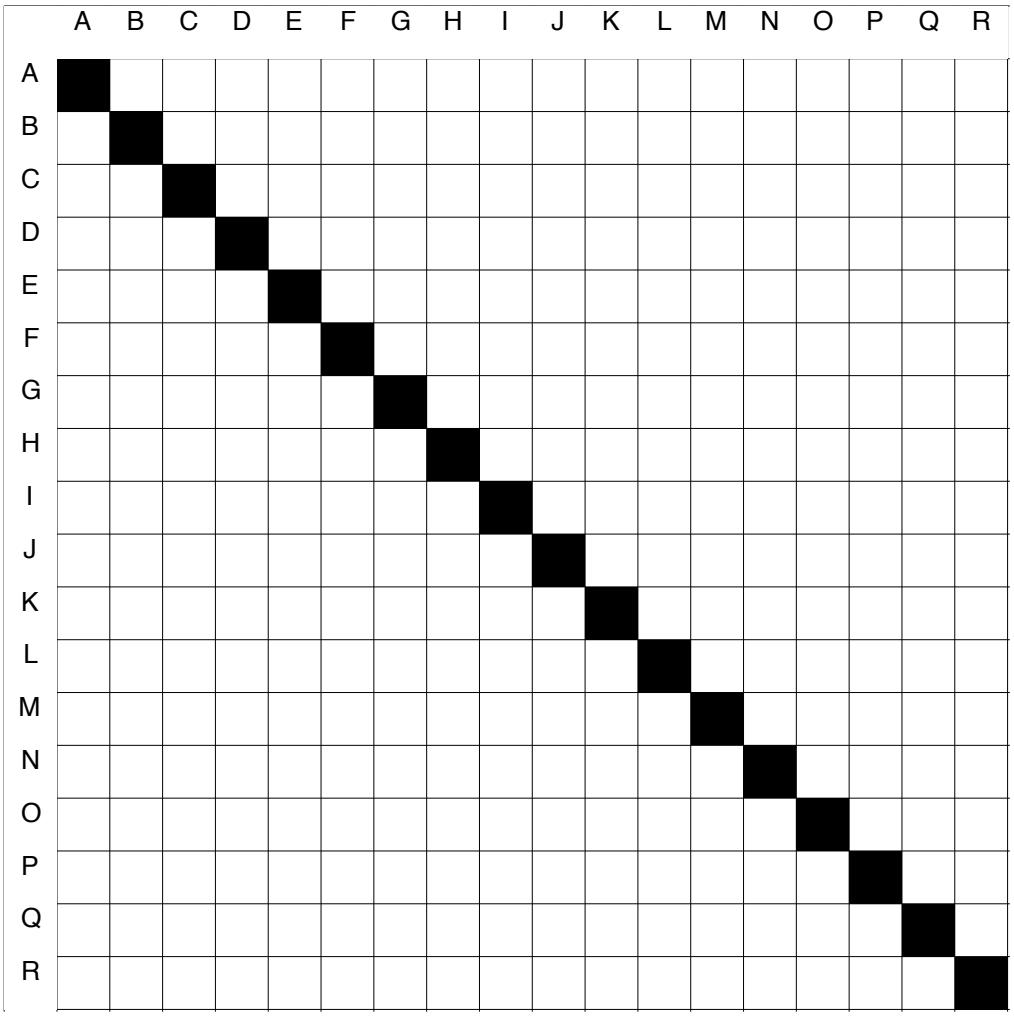
From Stage	0	1	2	3	4	5	6	7	8	9	10	11	12	13
0														
1			2	2	2	2		2						
2		1					1							
3		1					1							
4		1					1							
5		1					1							
6			2	2	2	2		2						
7		1					1							
8														
9														
10														
11														
12														
13														

Works Order : E83071
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Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

Extend All Red - Independent Intergreens

Phase Not Affected by Hold

Phase Terminating



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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

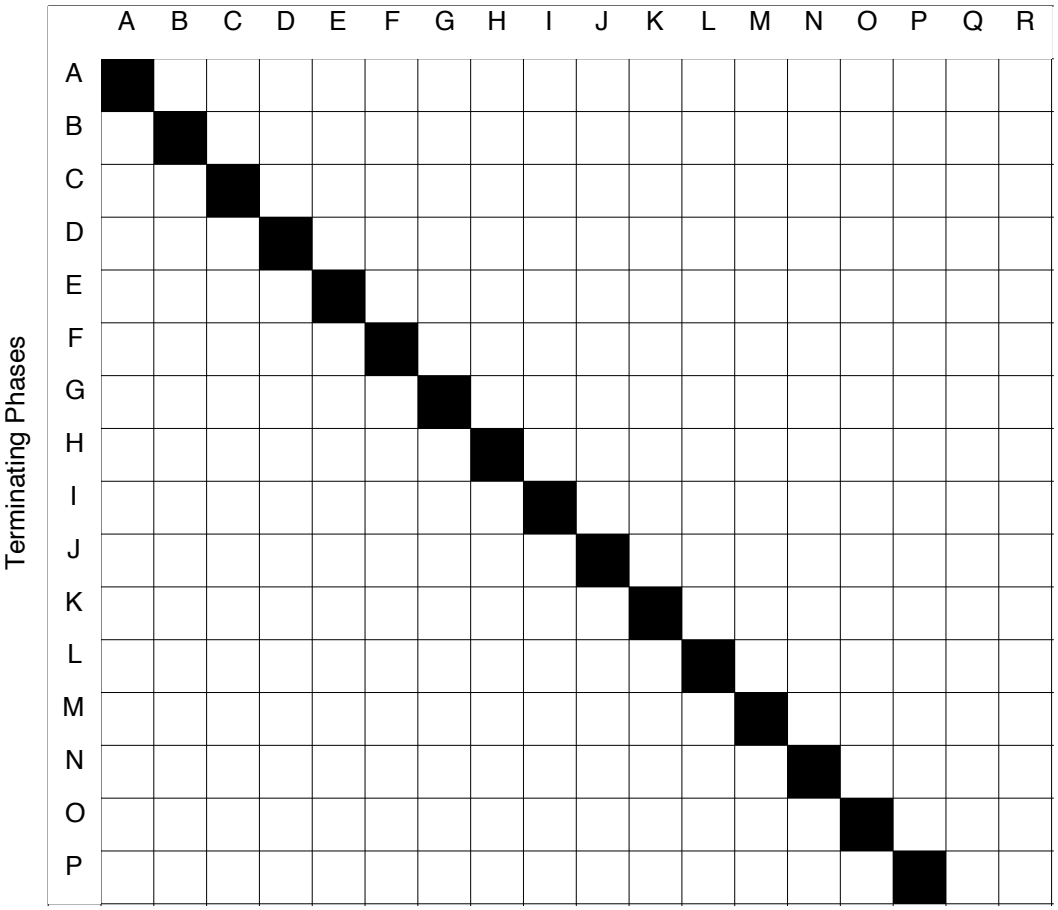
Assessor Number	Assessor Input Name	Assessor Type *	Associated Phase
0			
1			
2			
3			
4			
5			
6			
7			
8			
9			
10			
11			
12			
13			
14			
15			

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



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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
```

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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
```

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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
```

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>
```

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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Special Conditioning

```
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
```

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

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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Special Conditioning

```
   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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Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

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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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

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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 '*'.

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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			

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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)
```

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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	

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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

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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: 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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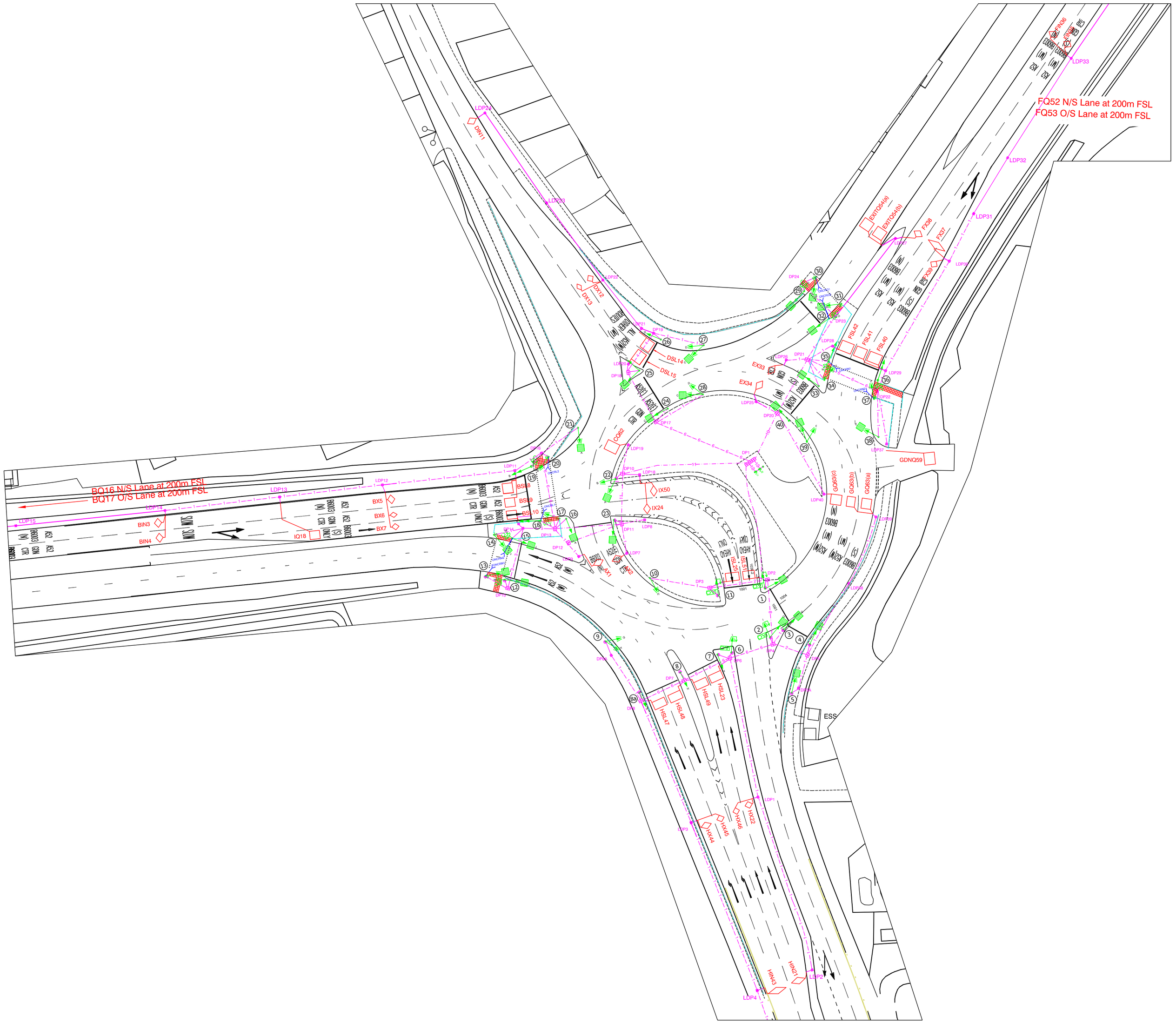
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  - 4.5.5 RLM Phase Inhibits
- 4.6 Manual
  - 4.6.1 Manual Panel
  - 4.6.2 Manual Mode - Optional Phases Appearance
- 4.7 Extend All Red
  - 4.7.1 Extend All Red - General
  - 4.7.2 Extend All Red - Stage To Stage Moves
  - 4.7.3 Extend All Red - Independent Intergreens
- 4.8 Speed Measurement
  - 4.8.1 Speed Discrimination / Speed Assessment Equipment
  - 4.8.2 SDE - Gaining Phase Delays Affected

5 Conditioning Data
- 5.1 Special Conditioning
- 5.2 Special Conditioning Timers
- 5.3 Fault Log Flags

6 Special Instructions

7 I/O
- 7.1 Call Cancel

7.2 Inputs and Outputs
7.3 Aspect Drives
7.4 I/O - DFM Group Timings



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

in partnership with
Nottinghamshire County Council
www.viaem.co.uk Tel 01623 873873
Bilsthorpe Depot, Bilsthorpe Business Park,Bilsthorpe, Nottinghamshire NG22 8ST

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Doc 18.2018 - 10:43am I:\Highways\Old\N Drive\Highways\Traffic\Traffic Eng Team\SCN\Trunk\A52\J31151\Sketch\CAD\J31151 As Built in progress.dwg

A1

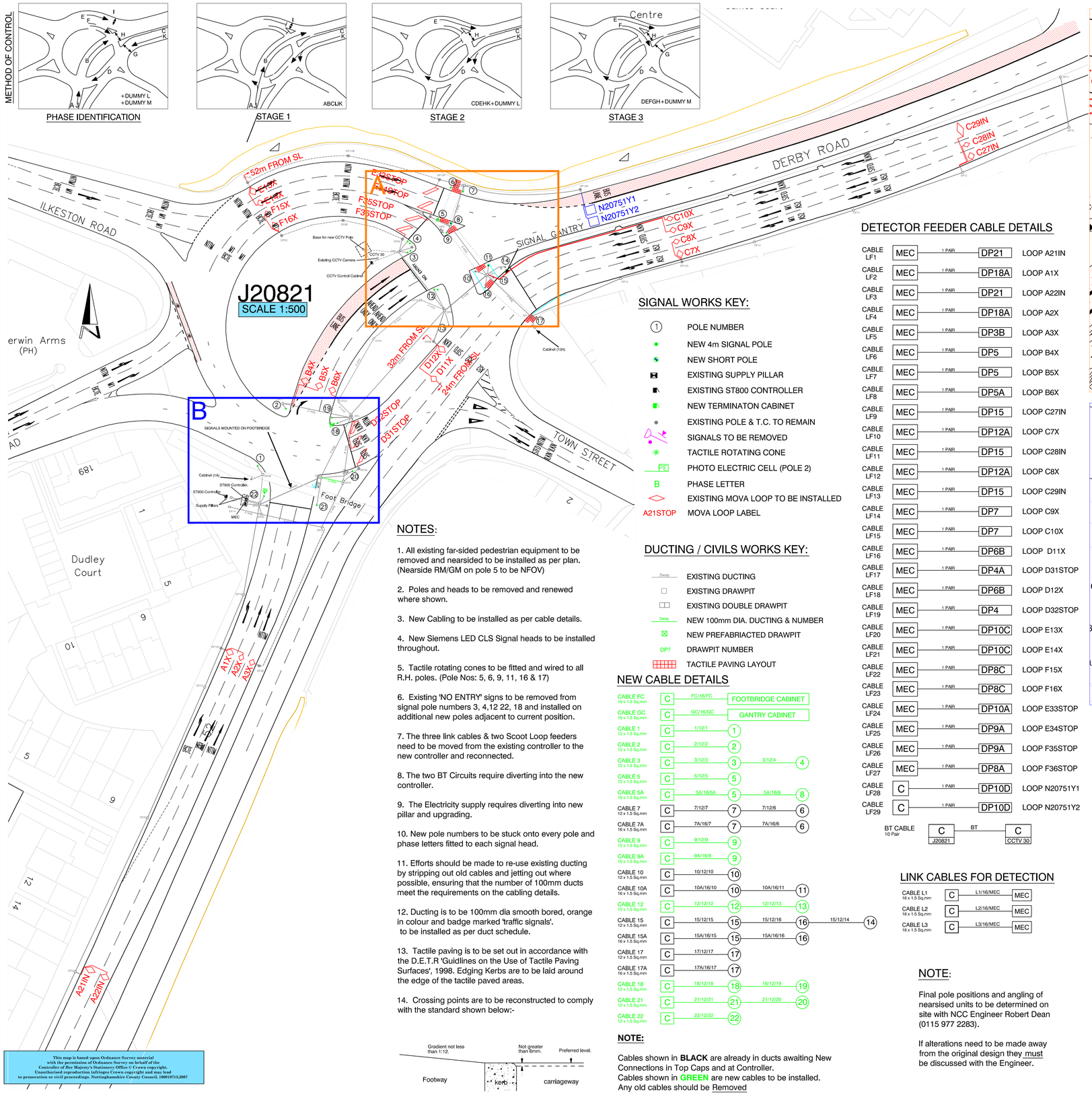
METHOD OF CONTROL

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)

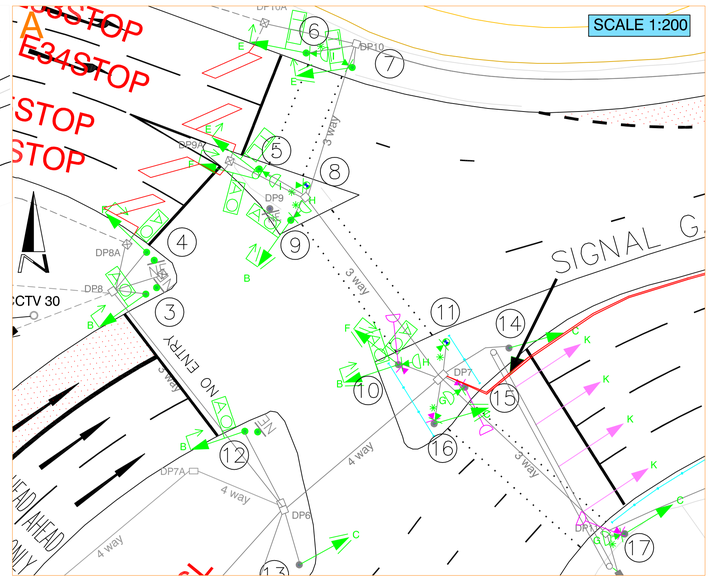
LINK CABLES FOR DETECTION

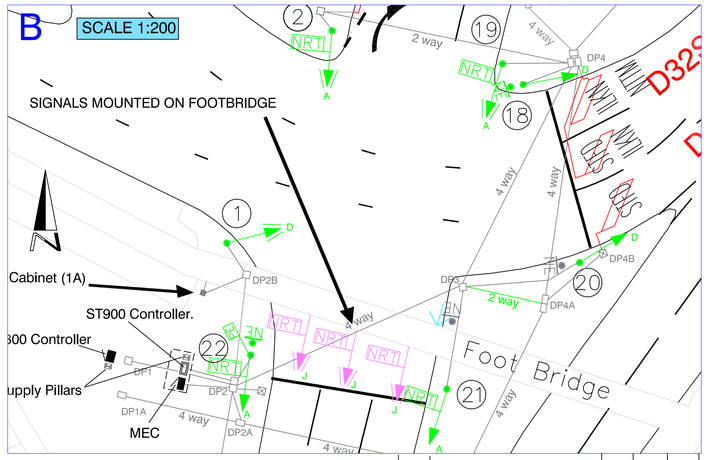
CABLE L1 16 x 1.5 Sq.mm	C	L1/16/MEC	MEC
CABLE L2 16 x 1.5 Sq.mm	C	L2/16/MEC	MEC
CABLE L3 16 x 1.5 Sq.mm	C	L3/16/MEC	MEC

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.

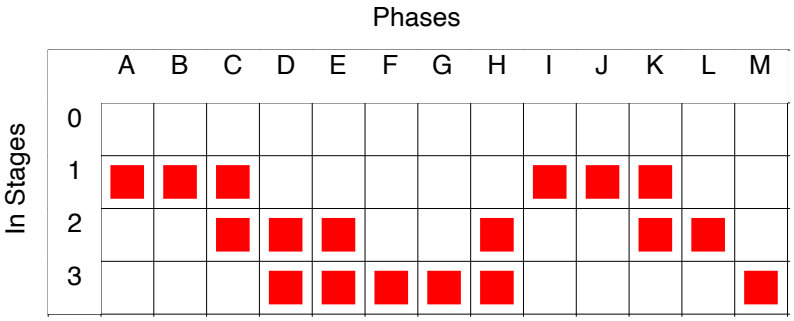
- [x] Reds
- [ ] Switched Signs
- [x] Ambers
- [ ] Ignore Reds and Ambers during

Flash Rate (ms)

400 Off 400 On

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Phases in Stages



Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

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 :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

Phase Type and Conditions

Phase Type and Conditions

(●) Phases A to P ( ) Phases Q to Z

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.

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

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 ( )

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 :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

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 :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

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	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 :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

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 :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

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

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

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)

Plan No. 1

Copy From

Plan Specifics

Influence Set 0

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)

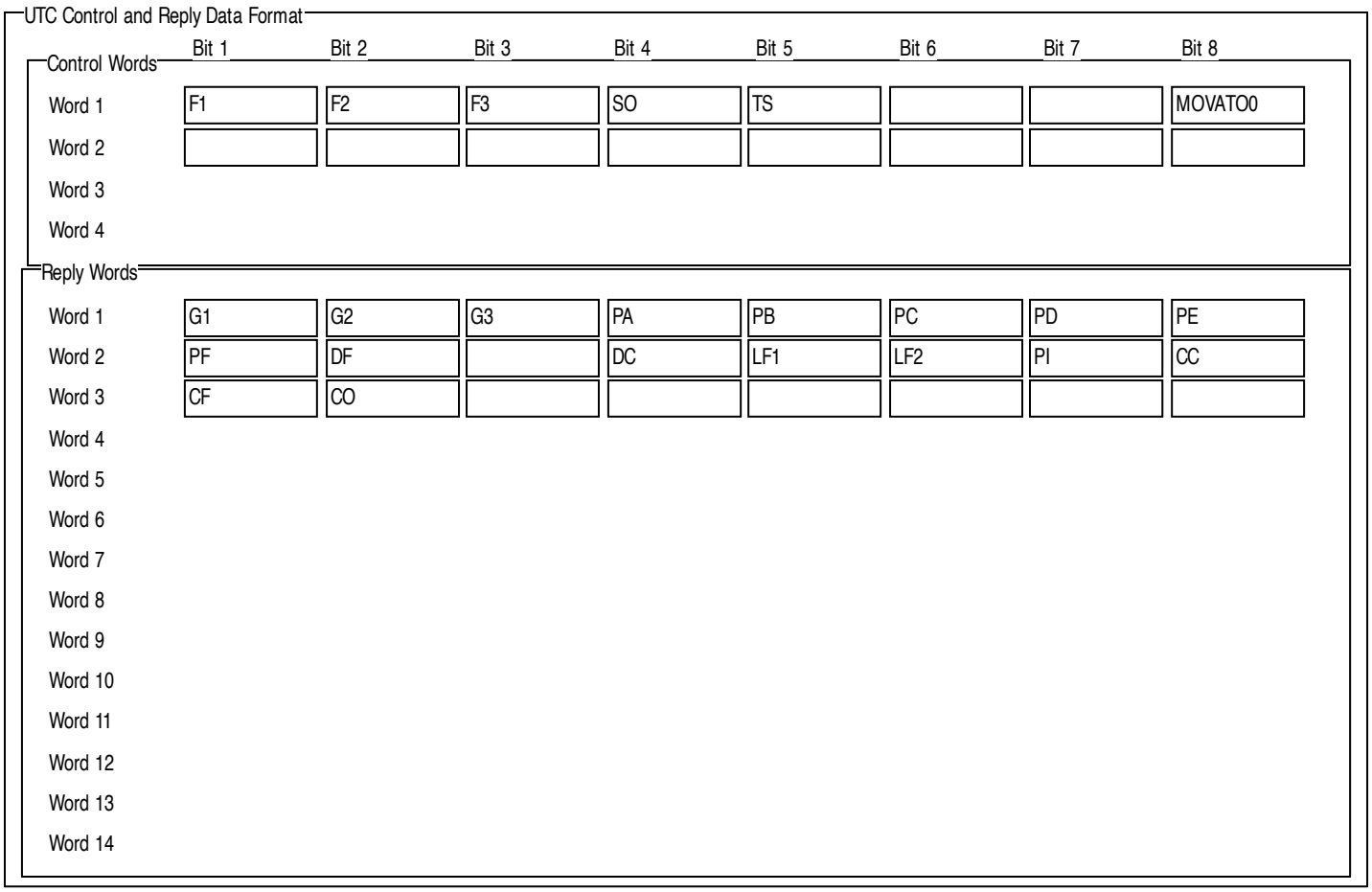
Day	Time
Time Only	23:00:00

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

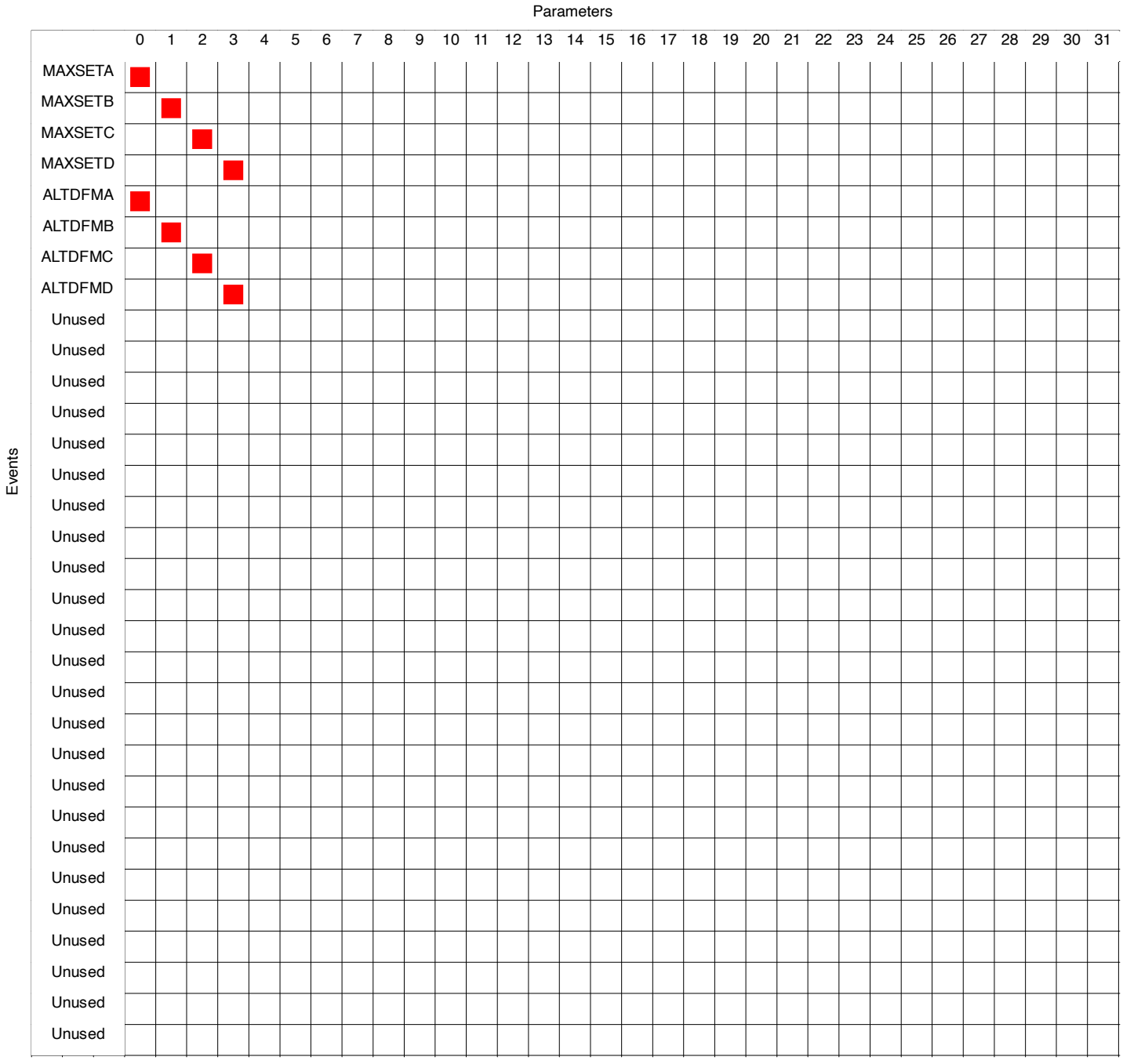
MTC - Time Switch Parameters

	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.

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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 :
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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 :
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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 :
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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			

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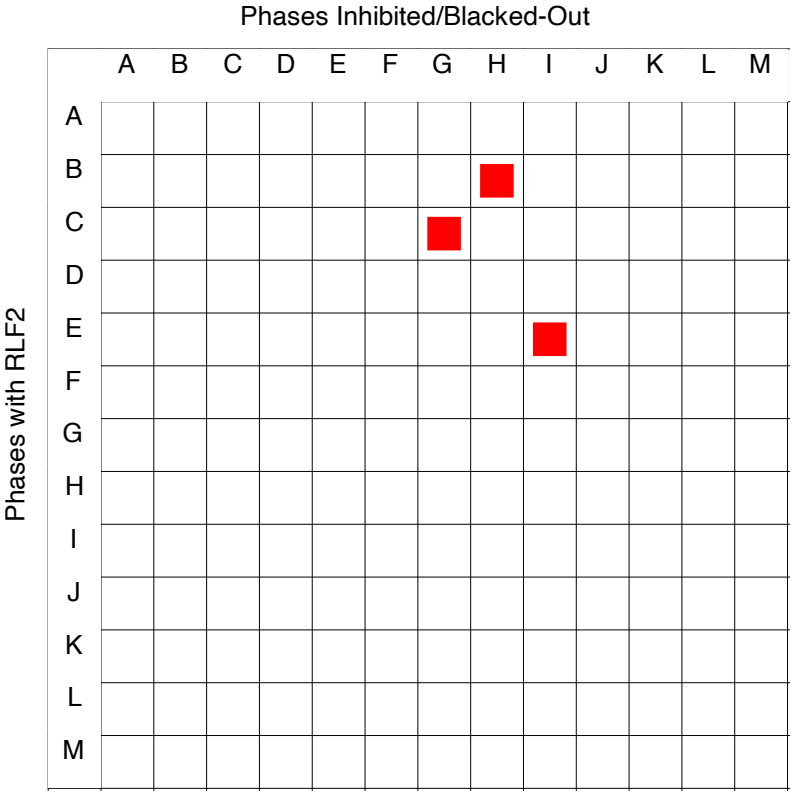
RLM Additional Intergreens

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 :
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RLM Phase Inhibits



Works Order :
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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							
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 :
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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>).MOVATO0=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 :
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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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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.

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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 :
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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

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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

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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

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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

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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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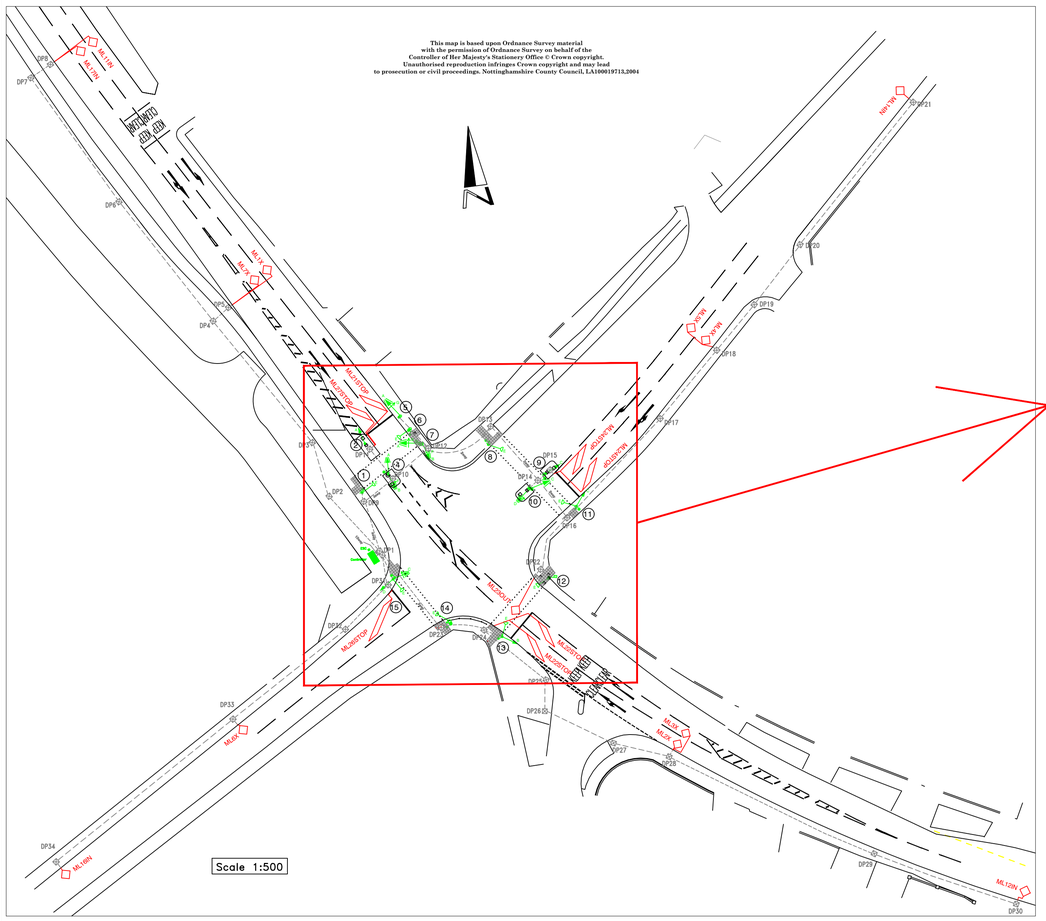
3 Stage Movements
- 3.1 Stages - Prohibited, Alternative, Ignored Moves
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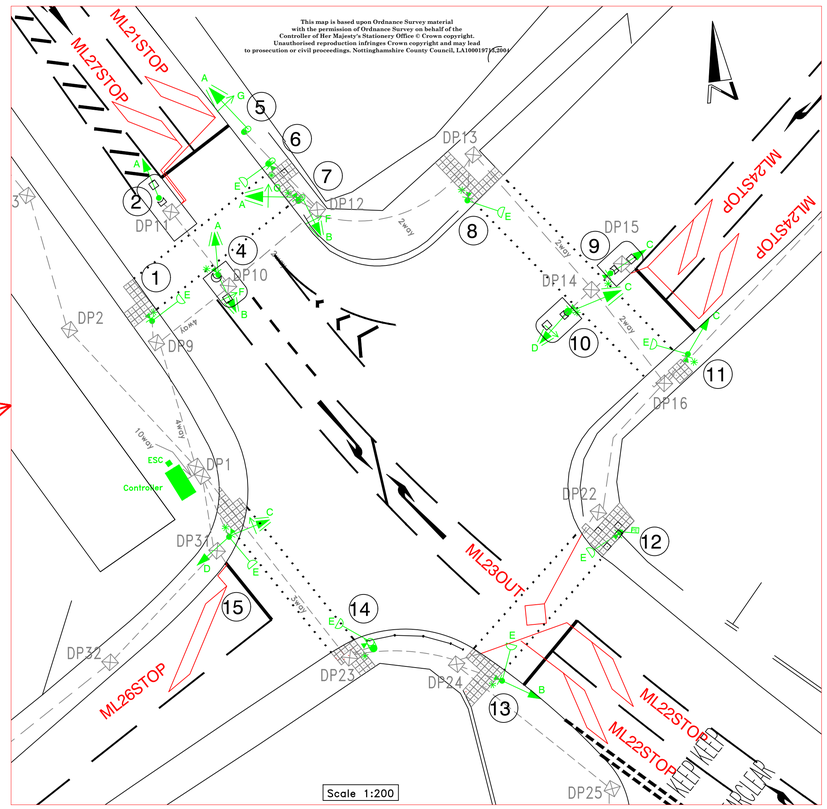
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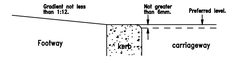
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NOTES:

1) All carriageway markings are to be laid in accordance with The Traffic Signs Regulations and General Directions 2002. Lines shown in grey are existing, lines shown in black are to be relaid.
2) The signal poles are positioned 450mm from the edge of the tactile paving and 750mm from kerb to centre of pole. Fixed pole foundations to be to N.C.C. standard detail ESD5/5
3) Demountable traffic signal pole bases are installed as per N.C.C. standard detail ESD5/18
4) Temporary "New Road Layout Ahead" signs are to be placed on the approaches to the crossing for a period of no less than 3 months, locations to be agreed with engineer on site.
5) Crossing points are constructed as shown on the cross section below.



6) Tactile paving is to be set out in accordance with the D.E.T.R 'Guidelines on the Use of Tactile Paving Surfaces', 1998. Edging Kerbs are to be laid around the edge of the tactile paved areas. To be laid in accordance with N.C.C. standard ESD4/22.
7) Ducting is 100mm dia smooth bored, orange in colour and badge marked 'traffic signals' at intervals no greater than 1m. Installation and reinstatemantas per N.C.C. standard detailESD3/48A.
8) Signal controller is Siemens ST800 or similar approved installed as per N.C.C. standard details ESD5/6 and ESD3/54.
9) Electrical Supply Housing installed as per N.C.C. standard details ESD5/16 and ESD5/16A.
10) Demountable traffic bollards installed as per N.C.C. standard detail ESD5/8.
11) Drawpit Nos. 1, 9, 10, 14 & 24 are Brick Built.
12) Drawpit Nos. 5, 8, 11, 15, 29, 31 & 32 are Prefabricated.

DUCTING DETAILS

CONTROLLER TO DP1 - 10 x 100mm DIA. DUCTS
DP1 TO DP2 - 1 x 100mm DIA. DUCT
DP1 TO DP9 - 4 x 100mm DIA. DUCTS
DP1 TO DP23 - 3 x 100mm DIA. DUCTS(TO BE EXTENDED)
DP1 TO DP31 - 1 x 100mm DIA. DUCT
DP2 TO DP3 - 1 x 100mm DIA. DUCT
DP3 TO DP4 - 1 x 100mm DIA. DUCT
DP4 TO DP5 - 1 x 100mm DIA. DUCT
DP4 TO DP6 - 1 x 100mm DIA. DUCT
DP5 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP6 TO DP7 - 1 x 100mm DIA. DUCT
DP7 TO DP8 - 1 x 100mm DIA. DUCT
DP8 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP9 TO POLE 1 - 1 x 100mm DIA. DUCT
DP9 TO DP10 - 4 x 100mm DIA. DUCTS
DP10 TO POLE BOX (POLE 4) - 1 x 100mm DIA. DUCT
DP10 TO DP11 - 1 x 100mm DIA. DUCT
DP10 TO DP12 - 2 x 100mm DIA. DUCTS
DP11 TO POLE BOX (POLE 2) - 1 x 100mm DIA. DUCT
DP11 TO POLE BOX (POLE 3) - 1 x 100mm DIA. DUCT
DP11 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP12 TO POLE 5 - 1 x 100mm DIA. DUCT
DP12 TO POLE 6 - 1 x 100mm DIA. DUCT
DP12 TO POLE 7 - 1 x 100mm DIA. DUCT
DP12 TO DP13 - 2 x 100mm DIA. DUCTS
DP13 TO POLE 8 - 1 x 100mm DIA. DUCT
DP13 TO DP 14 - 2 x 100mm DIA. DUCTS
DP14 TO POLE BOX (POLE 10) - 1 x 100mm DIA. DUCT
DP14 TO DP15 - 1 x 100mm DIA. DUCT
DP14 TO DP16 - 2 x 100mm DIA. DUCTS
DP15 TO POLE BOX (POLE 9) - 1 x 100mm DIA. DUCT
DP15 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP16 TO POLE 11 - 1 x 100mm DIA. DUCT
DP16 TO DP17 - 1 x 100mm DIA. DUCT
DP16 TO DP22 - 1 x 100mM DIA. DUCT
DP17 TO DP18 - 1 x 100mm DIA. DUCT
DP18 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP18 TO DP19 - 1 x 100mm DIA. DUCT
DP19 TO DP20 - 1 x 100mm DIA. DUCT
DP20 TO DP21 - 1 x 100mm DIA. DUCT
DP21 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP22 TO POLE 12 - 1 x 100mm DIA. DUCT
DP22 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP23 TO POLE 14 - 1 x 100mm DIA. DUCT
DP23 TO DP24 - 2 x 100mm DIA. DUCTS
DP24 TO POLE 13 - 1 x 100mm DIA. DUCT
DP24 TO REAR OF KERB - 1 x 100mm DIA DUCT
DP24 TO DP25 - 1 x 100mm DIA. DUCT
DP25 TO DP26 - 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
DP28 TO DP29 - 1 x 100mm DIA. DUCT
DP29 TO DP30 - 1 x 100mm DIA. DUCT
DP30 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP31 TO POLE 15 - 1 x 100mm DIA. DUCT
DP31 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP31 TO DP32 - 1 x 100mm DIA. DUCT
DP32 TO DP33 - 1 x 100mm DIA. DUCT
DP33 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP33 TO DP34 - 1 x 100mm DIA. DUCT
DP34 TO REAR OF KERB - 1 x 100mm DIA. DUCT

SIGNAL POLE WORKS

POLE 1: Relocated 4m straight pole with pedestrian signal head and pedestrian red/green man push button unit with tactile cone.
POLE 2: New 4m straight pole with primary signal head, in demountable base.
POLE 3: New 2m 'stub' pole with pedestrian red/green man push button unit with tactile cone, in demountable base.
POLE 4: New 4m straight pole with primary and secondary (RTIGA) signal heads, and pedestrian red/green man push button unit with tactile cone, in demountable base.
POLE 5: New primary signal head with green left arrow.
POLE 6: New secondary signal head with green left arrow.
POLE 9: New 4m straight pole with relocated primary signal head and pedestrian red/green man push button unit with tactile cone, in demountable base.
POLE 10: New 4m straight pole with relocated primary and secondary (RTIGA) signal heads, and pedestrian red/green man push button unit with tactile cone, in demountable base.
POLE 13: Relocated 4m straight pole with primary signal head, pedestrian signal head and pedestrian red/green man push button unit with tactile cone.
POLE 14: New cranked pole with relocated pedestrian red/green man, push button unit with tactile cone.
POLE 15: Relocated 4m straight pole with primary and secondary (RTIGA) signal heads, pedestrian signal head and pedestrian red/green man push button unit with tactile cone.

LEGEND:

- Controller location
- Electrical Supply Pillar
- Existing signal equipment.
- Demountable pole base ('Poletech' or similar) with integral pole access chamber
- Existing duct chamber to remain (refer to ducting details)
- Existing ducting to remain (refer to ducting details)
- Existing mova loop
- Proposed or re-cut mova loop (refer to loop works schedule)
- New red coloured tactile paving.
- Existing tactile paving to be retained.
- Keep left bollard
- Pedestrian guardrail.
- Cranked signal pole

NEW DETECTOR FEEDER CABLE DETAILS

CABLE LF1	C	1 PAIR	DP8	LOOP ML11IN	CABLE LF10	C	1 PAIR	DP18	LOOP ML4X
CABLE LF2	C	1 PAIR	DP5	LOOP ML1X	CABLE LF11	C	1 PAIR	DP18	LOOP ML5X
CABLE LF3	C	1 PAIR	DP11	LOOP ML21STOP	CABLE LF12	C	1 PAIR	DP15	LOOP ML23OUT
CABLE LF4	C	1 PAIR	DP30	LOOP ML12IN	CABLE LF13	C	1 PAIR	DP34	LOOP ML16IN
CABLE LF5	C	1 PAIR	DP28	LOOP ML2X	CABLE LF14	C	1 PAIR	DP33	LOOP ML6X
CABLE LF6	C	1 PAIR	DP28	LOOP ML3X	CABLE LF15	C	1 PAIR	DP31	LOOP ML26STOP
CABLE LF7	C	1 PAIR	DP24	LOOP ML22STOP	CABLE LF16	C	1 PAIR	DP8	LOOP ML17IN
CABLE LF8	C	1 PAIR	DP22	LOOP ML24STOP	CABLE LF17	C	1 PAIR	DP5	LOOP ML7X
CABLE LF9	C	1 PAIR	DP21	LOOP ML14IN	CABLE LF18	C	1 PAIR	DP11	LOOP ML27STOP

CABLE DETAILS

CABLE 1 16 x 1.5 sq.mm	C	1/16/1	1	CABLE 8 16 x 1.5 sq.mm	C	8/16/8	8	8/16/11	11	8/16/12	12
CABLE 1A 12 x 1.5 sq.mm	C	1A/12/1	1	CABLE 8A 12 x 1.5 sq.mm	C	8A/12/8	8	8A/12/11	11	8A/12/12	12
CABLE 2 16 x 1.5 sq.mm	C	2/16/2	2	CABLE 9 16 x 1.5 sq.mm	C	9/16/9	9				
CABLE 4 16 x 1.5 sq.mm	C	4/16/4	4	CABLE 9A 12 x 1.5 sq.mm	C	9A/12/9	9				
CABLE 4A 12 x 1.5 sq.mm	C	4A/12/4	4	CABLE 10 16 x 1.5 sq.mm	C	10/16/10	10				
CABLE 7 16 x 1.5 sq.mm	C	7/16/7	7	7/16/6	6	7/16/5	5	CABLE 10A 12 x 1.5 sq.mm	C	10A/12/10	10
CABLE 7A 12 x 1.5 sq.mm	C	7A/12/7	7	7A/12/6	6						

CABLE 13 16 x 1.5 sq.mm	C	13/16/13	13								
CABLE 13A 12 x 1.5 sq.mm	C	13A/12/13	13								
CABLE 15 16 x 1.5 sq.mm	C	15/16/15	15	15/16/14	14						
CABLE 15A 12 x 1.5 sq.mm	C	15A/12/15	15	15A/12/14	14						

Rev	Description	Drawn	Ch'kd	Auth	Date
D	Revised to AS BUILT	DP	RD		11/23
C	Pole 3 deleted Cable details amended and Signal head moved from P6 to P7	LAR	DJW	KJA	07/04
B	Detector feeder cable details amended (Cables LF8 & LF12)	LAR	DJW	KJA	07/04
A	Ducting amended/crank pole added	LAR	DJW	KJA	05/04

Project
CHETWYND BARRACKS REDEVELOPMENT CHILWELL

Property No.
Project No. 10261

Title
STAPLEFORD LANE/ SWINEY WAY/ BANKS ROAD JUNCTION IMPROVEMENT

Scale: AS SHOWN
Drawn: LEE RUTHERFORD, Date: May 2004
Ch'kd: DJW, Date: May 2004
Auth: KJA, Traced:

Drawing No. H10261/4
Rev D

Nottinghamshire County Council
Environment
Director **Peter Webster**
Trent Bridge House, Fox Road
West Bridgford, Nottingham NG2 6BJ
Tel: 0115 9823 823

© Nottinghamshire County Council

A1

Nov 22,2023 - 3:00pm C:\Users\dp30\Downloads\10803 SCH.dwg

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

Administration

General Specifications

Customer Name	Notts County Council	Customer Order No.	
Intersection/ General Description	Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)	Controller/ Serial Number	476479
		S.T.S. /EM Number	J35231 Issue 5
Controller	○ New ◉ Modification	Equipment Installation by	
Area Specifications/ Customer Drawings		Slot Cutting by	EMDD
Specification Section		Civil Works by	Cofton
Contract/Tender Ref:		Customer's Engineer	Bob Roth
Quotation No.		Telephone Number	0115-9774413
Works Order No.			

Signal Company Use Only

Signal Engineer: Paul Johnson

(IF PROM Label as >) PROM Number: 16260 PROM Variant: 0

Configuration Check Value: 35 6C 5C 7E

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	Dimming	160 V	Answer Issue	0
Peak Lamp Current	11	Amps		Low Inrush Transformer	☐	Edit Issue	17
Average Lamp Power	2500	Watts					
Total Average Power	2700	Watts				Date Created	01/06/04

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams

(•) Current Number of Streams [1]

Phases

( ) Current Total Number of Phases [8]

(•) Number of Real Phases [7]

( ) Number of Dummy Phases [1]

Stages

( ) Current Number of stages (inc. ALL-RED stages) [7]

Switched Signs

( ) Number of Switched Signs [0]

Action

[Add At] [Delete At]

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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

standard.8DF
Default PROM data file

Correspondence Monitoring to inc.:

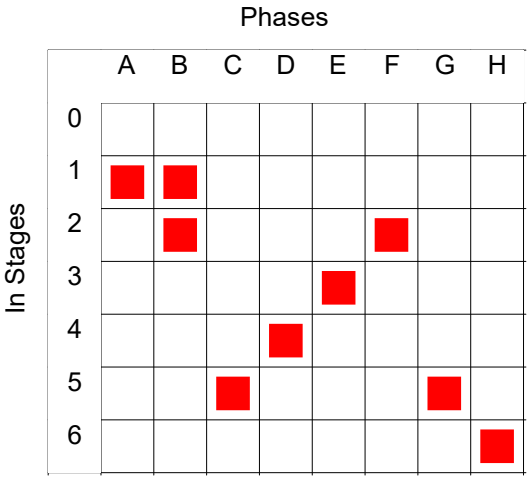
- [x] Reds
- [x] Ambers
- [ ] Switched Signs
- [ ]

Flash Rate (ms)

400 Off 400 On

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

Phases in Stages



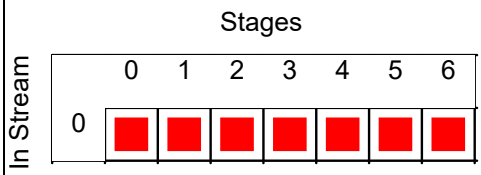
Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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								
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.



Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

Phase Type and Conditions

Phase Type and Conditions

(•) Phases A to P ( )

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs "R" "A" "G"	H/W Fail Flash	Critical Phase
A	STAPLEFORD LANE NORTH	0 - UK Traffic	0	0 - Ei				☐
B	STAPLEFORD LANE SOUTH	0 - UK Traffic	0	0 - Ei				☐
C	SWINEY WAY	0 - UK Traffic	0	0 - Ei				☐
D	BANKS ROAD	0 - UK Traffic	0	0 - Ei				☐
E	PEDESTRIANS (ALL ROUND)	1 - UK Far Side Pedestrian	0	0 - Ei				☐
F	STAPLEFORD LANE SOUTH RTIGA	2 - UK GreenArrow	0	2 - Pl	B			☐
G	STAPLEFORD LANE NORTH LT FILTER	2 - UK GreenArrow	0	1 - Pl	A			☐
H	DUMMY IDENTIFYING ALL RED STAGE 6	0 - UK Traffic	0	0 - Ei				☐

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 :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○ Initialise

To Phase

From Phase	A	B	C	D	E	F	G	H
A		o	Co	Co	Co	Co	o	o
B	o		Co	Co	Co	o	o	o
C	Co	Co		Co	Co	Co	o	o
D	Co	Co	Co		Co	Co	Co	o
E	Co	Co	Co	Co		Co	Co	o
F	Co	o	Co	Co	Co		Co	o
G	o	o	o	Co	Co	Co		o
H	o	o	o	o	o	o	o	

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

(•) Phases A to P ( ) Phases Q to Z

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	4.0	27	27	27	27	0	0	0	0	☐
B	7	0	4.0	27	27	27	27	0	0	0	0	☐
C	7	0	4.0	30	30	30	30	0	0	0	0	☐
D	7	0	4.0	18	18	18	18	0	0	0	0	☐
E	10	0	0.0	0	0	0	0	0	0	0	0	☐
F	4	0	4.0	8	8	8	8	0	0	0	0	☐
G	4	0	4.0	8	8	8	8	0	0	0	0	☐
H	5	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 : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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
A			7	7	10	5		3
B			7	7	10			3
C	6	6		7	11	5		4
D	5	5	5		8	5	5	3
E	17	17	17	17		17	17	10
F	5		7	7	10		7	3
G				5	8	5		3
H	2	2	2	2	2	2	2	

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

Intergreen Handset Limits

HIGH 199

Copy Intergreen Values

To Phase

From Phase	A	B	C	D	E	F	G	H
A			6	7	10	5		3
B			5	6	10			3
C	5	6		7	10	5		4
D	5	5	5		8	5	5	3
E	17	17	17	17		17	17	10
F	5		5	5	10		5	3
G				5	8	5		3
H	2	2	2	2	2	2	2	

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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	10	255	U		
F	4	255	V		
G	4	255	W		
H	5	255	X		
I			Y		
J			Z		
K			A2		
L			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. 2 Max. 10

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 :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phase				
A	A1X	A7X	A21STOP	A27STOP
B	B2X	B3X	B22STOP	
C	C4X	C5X	C24STOP	
D	D6X	D26STOP		
E	E1PB	E2PB	E3PB	E4PB
F	#F23OUT			
G				
H				

(●) Phases A to P ( )

Extensions

A1X	A7X		
B2X	B3X		
C4X	C5X		
D6X			
F23OUT			

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G	H									
☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G	H									
☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D	E	F	G	H									
☑	☑	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
A	B	C	D		B	A									

Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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	0	1	2	3	4	5	6
0	■		P				
1		■				P	
2		P	■				
3			P	■			
4			P		■		
5	P		P	P	P	■	P
6			P				■

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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	0	1	2	3	4	5	6
0	■		X	X	X	X	X
1	X	■				6	
2	X	6	■				
3	X		1	■			
4	X		1		■		
5	X		1	1	1	■	1
6	X		1				■

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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	14	15
☐	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
☐	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Maximum Timers

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
☐	☑	☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

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									

16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Exceptional Stages

☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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 : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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 : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

UTC General Data

UTC General Data

Type of UTC

○ 106 ◉ 316

Integral OTU Address

3 Number of Control Words

3 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
Time Only	23:00:02

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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		
Word 2	D1	D2	D3	D4	D5	D6	SO	TS
Word 3		MOVAT0	BF1	BF2	BF3	BF4		
Word 4								

Reply Words

Word 1	G1	G2	G3	G4	G5	G6	GB	GG
Word 2	DF	TF	DC	LF1	LF2	PI	CC	CF
Word 3	CO	RR						
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 : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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	#D5			
D	#D4			
E	#D3			
F	#D2			
G	#D5			
H	#D6			

Extensions

D1			
D1			
D5			
D4			
D3			
D2			
D5			
D6			

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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				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 : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping

☑ Combined

Set Selection

○ ○ ○ ○ ○

1	A1X	2	B2X	3	B3X	4	C4X	5	C5X	6	D6X	7	A7X	8	
9		10		11	A11IN	12	B12IN	13		14	C14IN	15		16	D16IN
17	A17IN	18		19		20		21	A21STOP	22	B22STOP	23	F23OUT	24	C24STOP
25		26	D26STOP	27	A27STOP	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	

Note - only 32 detectors available on MOVA 4.0

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

MTC - Time Switch Parameters

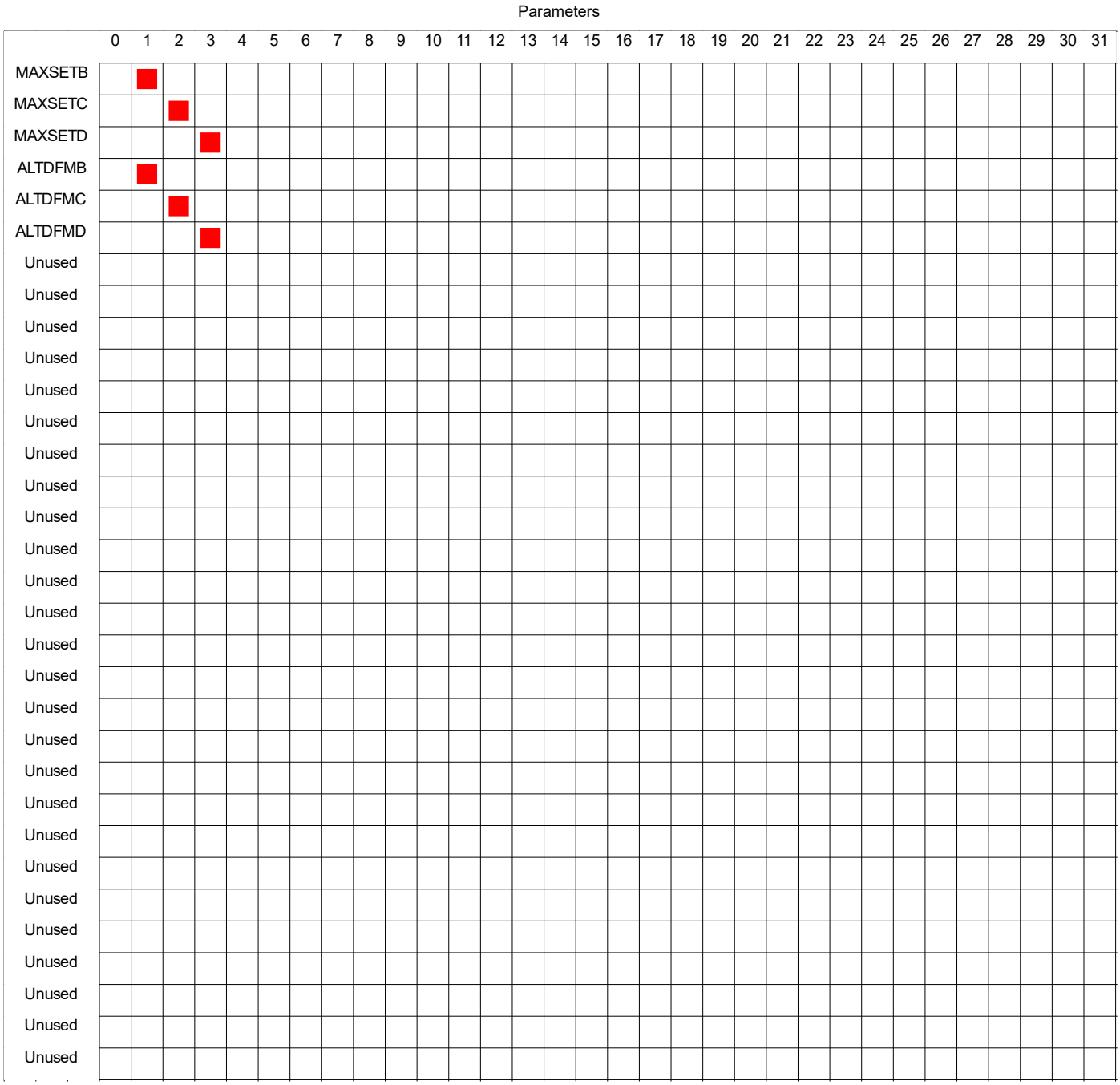
MTC - Time Switch Parameters

	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 : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

MTC - Time Switch Parameters Array



Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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 : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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	7	07:00:00	MAXSET A - via parameter array	2	0
1	7	09:30:00	MAXSET B - via parameter array	2	1
2	7	15:30:00	MAXSET C - via parameter array	2	2
3	7	18:00:00	MAXSET D - via parameter array	2	3
4	0			0	0
5	0			0	0
6	0			0	0
7	0			0	0
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 :
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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 : J35231
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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			25\Y		
10\J			26\Z		
11\K			27\A2		
12\L			28\B2		
13\M			29\C2		
14\N			30\D2		
15\O			31\E2		
16\P			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			
38\z16			
39\z14			
40\z12			
41\b14			
42\z16			
43\z14			
44\z12			
45\b14			
46\z16			
47\z14			
48\z12			

Works Order :
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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			
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			
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 :
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RLM Additional Intergreens

Phases Delayed

Phases with RLF1	A	B	C	D	E	F	G	H
A					2			
B					2			
C					2			
D					2			
E								
F								
G								
H								

Works Order :
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RLM Phase Inhibits

Phases Inhibited/Blacked-Out

Phases with RLF2

	A	B	C	D	E	F	G	H
A					■			
B					■			
C					■			
D					■			
E								
F								
G								
H								

Works Order :
EM Number : J35231
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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	CONTROLLER ALL-RED	0							
1	STAPLEFORD LANE	1							
2	STAPLEFORD LANE SOUTH RTIGA	2							
3	PEDESTRIANS ALL ROUND	3							
4	BANKS ROAD	4							
5	SWINEY WAY + STAPLEFORD LANE NORTH LT FILTER	5							
6	REST-ON-RED (OPERATIONAL)	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 : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

Special Conditioning

```
; 1. UTC D-BIT UNLATCHED STAGE DEMANDS AND EXTENSIONS
; ===================================================
    D1:=+UCST1                  ; D1 DEMANDS STAGE 1 AND
      *=+UCPHA                  ; DEMANDS PHASES.

    D2:=+UCST2                  ; D2 DEMANDS STAGE 2 AND
      *=+UCPHF                  ; DEMANDS PHASES.

    D3:=+UCST3                  ; D3 DEMANDS STAGE 3 AND
      *=+UCPHE                  ; DEMANDS PHASES.

    D4:=+UCST4                  ; D4 DEMANDS STAGE 4 AND
      *=+UCPHD                  ; DEMANDS PHASES.

    D5:=+UCST5                  ; D5 DEMANDS STAGE 5 AND
      *=+UCPHC                  ; DEMANDS PHASES.

    D6:=+UCST6                  ; D6 DEMANDS STAGE 6 AND
      *=+UCPHH                  ; DEMANDS PHASES.

; 2. MANUAL PANEL
; ===============
MAUXSW1=MIL22                   ; PANEL SELECTED DIM OVERRIDE SETS AUX 1 LED.
(MODE0 EQL<6>).MOVAT0=MIL05     ; MOVA MODE STREAM 0 SETS AUX 3 LED.
(MODE0 EQL<6>)./MOVAT0=MIL17    ; UTC MODE STREAM 0 SETS HP LED 5.

; 3. CONTROLLER REPLIES
; =====================
/DSRACC=TF                      ; HANDSET SETS TF FLAG.
/LMPDIM=DC                      ; LAMPS DIMMED SETS DC.
/FLF55=LF1                      ; ANY LAMP FAILURE REPLY LF1.
/FLF22B0=LF2                    ; FIRST RED LAMP FAILURE REPLY LF2.
/FLF22B1=PI                     ; PEDS LOCKED OUT REPLIES PI.
/FLFCOM=CF                      ; FAULT REPLIES CF.
DOORSW=CO                       ; DOOR OPEN REPLIES CO.

; 4. MOVA CONDITIONING
; ====================
MOVAT0::::::.F1=+UCST1            ; MOVA FORCES ALSO DEMAND THEIR RESPECTIVE STAGES.
           *.F2=+UCST2
           *.F3=+UCST3
           *.F4=+UCST4
           *.F5=+UCST5
           *.F6=+UCST6

F1.MOVAT0.STAGE1:=+EXOA         ; ENSURE MOVA HOLDS STAGES DUE TO TYPE 316 UTC.
                *=+EXCA
F2.MOVAT0.STAGE2:=+EXOF
                *=+EXCF
F3.MOVAT0.STAGE3:=+EXOE
                *=+EXCE
F4.MOVAT0.STAGE4:=+EXOD
               *=+EXCD
F5.MOVAT0.STAGE5:=+EXOC
               *=+EXCC
F6.MOVAT0.STAGE6:=+EXOH
               *=+EXCH

; 5. CENTRAL AVL TRIGGER INPUTS
; =============================
BF1=MOVADET41
```

Works Order :
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Special Conditioning

```
BF2=MOVADET42
BF3=MOVADET43
BF4=MOVADET44

; 6.PED WAIT LAMP INPUT INTO MOVA
; ===============================
VRDMNDE=+MOVADET28

; 7. MOVA PHASE CONFIRMS
; ======================
NOT(PHASEB)=GB
NOT(PHASEG)=GG

; 8.DELAYED REVERT TO STAGE 6 - VA
; ================================
(LCPHA+UCPHA+EXTAA $               ; CHECK FOR PHASE DEMANDS AND EXTENSIONS
+LCPHB+UCPHB+EXTAB $
+LCPHC+UCPHC+EXTAC $
+LCPHD+UCPHD+EXTAD $
+PEDBUTE $                         ; AND PUSH BUTTON DEMANDS
+LCST1+UCST1 $                     ; AND STAGE DEMANDS
+LCST2+UCST2 $
+LCST3+UCST3 $
+LCST4+UCST4 $
+LCST5+UCST5 $
+LCST6+UCST6 $
+A11IN+B12IN+C14IN $
+D16IN+A17IN)=SCRT11               ; AND DEMANDS ON DETECTORS THAT DON'T DEMAND A PHASE

IFT SCRT11 THN
    RUN<0>
END

IFT CNDTER0 THN
    RUN<1>
END

CNDTMA1.NOT(STAGE6)=+UCST6         ; REVERT TO STAGE 6 AFTER DELAY IF NO OTHER DEMANDS.

; 9.DELAYED REVERT TO STAGE 6 - MOVA ON A NON-950
; ===============================================
IFT ((MODE0 EQL<6>).(MOVAT0)).(MOVADET1+MOVADET2+MOVADET3 $ ; IF RUNNING MOVA
+MOVADET4+MOVADET5+MOVADET6+MOVADET7+MOVADET11 $            ; CHECK FOR PRESENSE ON
+MOVADET12+MOVADET14+MOVADET16+MOVADET17+MOVADET21 $        ; DETECTORS.
+MOVADET22+MOVADET23+MOVADET24+MOVADET26+MOVADET27 $
+MOVADET28+MOVADET41+MOVADET42+MOVADET43+MOVADET44) THN
 RUN<2>                                                     ; IF NONE RUN DELAY TIMER
 END

IFT CNDTER2 THN                                            ; IF TIMER COMPLETES
RUN<3>
END

CNDTMA3=MOVADET10                                          ; PULSE MOVADET10
```

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	5	2	30	☐	REST ON RED DELAY- VA	16		0	255	☐	
1	2	0	4	☐	REST ON RED PULSE - VA	17		0	255	☐	
2	5	0	30	☐	REST ON RED DELAY- MOVA	18		0	255	☐	
3	2	0	4	☐	REST ON RED PULSE - MOVA	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		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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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.

Works Order :
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Special Instructions

Special Conditioning Notes.
=====-=-=====-=-=====-=-=-=

1. UTC 316 demands
   a. D1 demands Stage 1 and places unlatched demands for an exclusive phase in that stage.
   b. D2 demands Stage 2 and places unlatched demands for an exclusive phase in that stage.
   c. D3 demands Stage 3 and places unlatched demands for an exclusive phase in that stage.
   d. D4 demands Stage 4 and places unlatched demands for an exclusive phase in that stage.
   e. D5 demands Stage 5 and places unlatched demands for an exclusive phase in that stage.
   f. D6 demands Stage 6 and places unlatched demands for an exclusive phase in that stage.

2. Manual Panel Allocation
  a. Aux 1 - Lit by Panel Selected Solar Override request - by pressing AUX SW1.
  b. Aux 3 - Lit when site is under MOVA control.
  c. HP LED - Lit when site is under UTC control.

3. UTC Replies
   a. TF - Handset plugged in.
   b. DC - Lamps in dimmed state.
   c. LF1 - Lamp faliure - any kind.
   d. LF2 - Lamp failure - red lamp.
   e. PI - Two red lamps failed - peds inhibited.
   f. CF - Controller Fault - any fault in log bar groups 12, 22 & 55.
   g. CO - Cabinet Door or manual panel open.

4. MOVA CONDITIONING - required for MOVA to share the UTC facility and hold stages when configured for 316 demands.
   a. If MOVA Take over bit is present and Force bits being sent place unlatched demands for stages.
   b. If MOVA Take over bit is present and:
      i. Stage 1 is active, and being forced extend the stage using Phase A.
      ii. Stage 2 is active, and being forced extend the stage using Phase F.
      iii. Stage 3 is active, and being forced extend the stage using Phase E.
      iv. Stage 4 is active, and being forced extend the stage using Phase D.
      v. Stage 5 is active, and being forced extend the stage using Phase C.
      vi. Stage 6 is active, and being forced extend the stage using Phase H.

5. MOVA Detection - Triggers sent from UTC mapped to detectors for bus priority.
   a. BF1 sent Sets Mova Detector 41.
   b. BF2 sent Sets Mova Detector 42.
   c. BF3 sent Sets Mova Detector 43.
   d. BF4 sent Sets Mova Detector 44.

6. MOVA Detection - Pedestrian demand into MOVA.
   a. Ped demand on Phase E Sets Mova Detector 28.

7. MOVA Phase Confirms - required for MOVA to show vehicle phases that either run between stages or into the interstages.
   a. Phase B active - sent to MOVA on confirm/LPHASE 7.
   b. Phase G active - sent to MOVA on confirm/LPHASE 8.

8. Delayed Rest-on-Red timer for stage 6 - VA.
   a. Checks for :
      i. Latched demands, unlatched demands and extensions on traffic phases.
      ii. Push-button demands for pedestrian phases.
      iii. Latched and unlatched stage demands.
      iv. Presence on detectors that don't demand or extend.
   b. When none are active timer 0 - the delay timer starts.
   c. When this timer has expired timer 1 - the pulse timer starts.
   d. When timer 1 is active output an unlatched demand for stage 6.

9. Delayed Rest-on-Red timer for stage 6 - MOVA.
    * As MOVA implementation on a controller that doesn't have a dedicated MOVA mode uses phase extensions to hold MOVA
      in stage, in conjunciton with force bits additional conditioning is needed to revert under MOVA mode as the above won't work
   a. When in MOVA MODE this checks for presence on all MOVA detectors.
   b. When none are active timer 2 - the delay timer starts.
   c. When this timer has expired timer 3 - the pulse timer starts.
   d. When timer 3 is active, output to MOVA Detector 10 - to send MOVA to stage 6.

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Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	F23OUT	3	3	F
1		0	0	
2		0	0	
3		0	0	
4		0	0	
5		0	0	
6		0	0	
7		0	0	

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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	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	A17IN	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	1
○	1	1	I	A7X	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	2
○	2	2	I	A27STOP	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	3
○	3	3	I	A11IN	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	4
○	4	4	I	A1X	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	5
○	5	5	I	A21STOP	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	6
○	6	6	I		☐	☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	7
○	7	7	I		☐	☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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	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	B12IN	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	1
○	9	1	I	B2X	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	2
○	10	2	I	B3X	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	3
○	11	3	I	B22STOP	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	4
○	12	4	I	F23OUT	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	1TBH	5
○	13	5	I	D16IN	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	6
○	14	6	I	D6X	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	7
○	15	7	I	D26STOP	☑	☐	☐	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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	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	C14IN	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	1
○	17	1	I	C4X	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	2
○	18	2	I	C5X	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	3
○	19	3	I	C24STOP	☑	☐	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	4
○	20	4	I	E1PB	☑	☐	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	5
○	21	5	I	E2PB	☑	☐	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	6
○	22	6	I	E3PB	☑	☐	☐	☐	☐	☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	7
○	23	7	I	E4PB	☑	☐	☐	☐		☐	A	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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			
H - Amber			
H - Green			

Phase Driver Card 2

	Used For	Term Block	Term No
I - Red			
I - Amber			
I - Green			
J - Red			
J - Amber			
J - Green			
K - Red			
K - Amber			
K - Green			
L - Red			
L - Amber			
L - Green			

Works Order :
EM Number : J35231
Engineer : Paul Johnson
Intersection : Stapleford Lane/ Swiney Way/ Banks Road, Toton (was J19893)

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)	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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MOVA Tools

Site Configuration

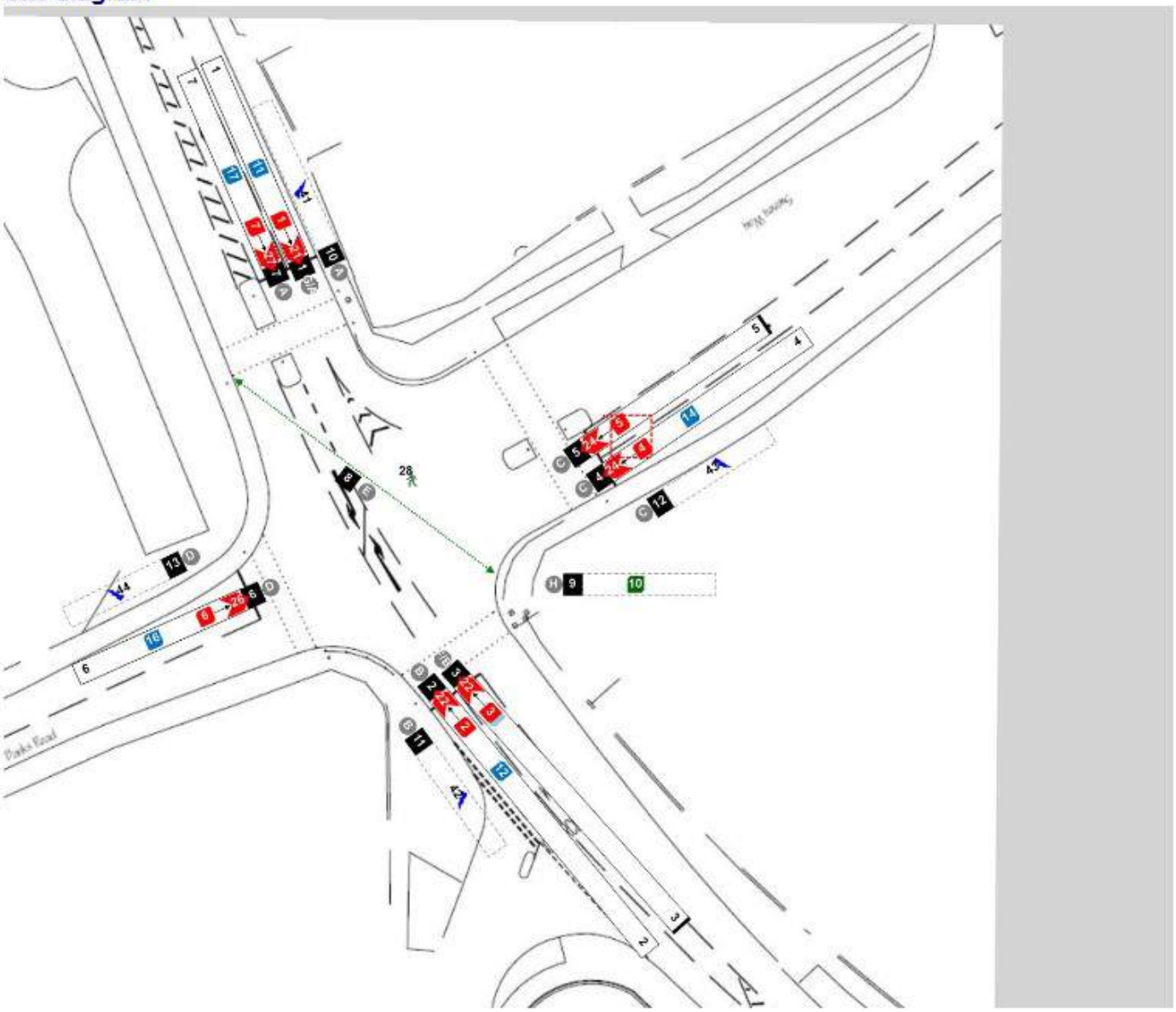
Version: 3.2.0.482 [3-Dec-2019]
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+44 (0)1344 770758 software@trl.co.uk www.trlsoftware.co.uk

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Filename: J35231M8AVL.mova
Path: \\nccadmin\nccdata\Highways\Old N Drive\Highways\Traffic\Traffic Eng Team\SCN\Broxtowe (09693-10751&19621-32196)\J35231 Stapleford Lane, Banks Rd, Swiney Way (was J19893)\MOVA\M8
Report generation date: 14/07/2023 16:14:02

Site diagram



Data Plan 1 - J35231

Design Considerations

Severity	Area	Item	Description
Info	Main Stage	MOVA Controller 1	No reversionary stage defined. If there is no demand, the current stage will continue running.

Controller details

MOVA Controller 1

ID	1
MOVA Version	M8.0
Name	J35231M8AVL
Description	Swiney/Banks
Main Stage [MAINST]	0
Total Green Limit [TOTALG] (s)	200
Detector ON [DETON]	Closed circuit
Stage Confirm ON [STAGON]	Open circuit
Phase Confirm ON [PHASON]	Open circuit
Stage Demand ON [STGDEM]	Closed circuit

Phases

Phases

Phase ID	A	B	C	D	E	F	G	H
Name	STAPLEFORD LANE NORTH	STAPLEFORD LANE SOUTH	SWINEY WAY	BANKS ROAD	PEDESTRIANS (ALL ROUND)	STAPLEFORD LANE SOUTH RTIGA	STAPLEFORD LANE NORTH LT FILTER	DUMMY IDENTIFYING ALL RED STAGE 6
Phase Type	Traffic	Traffic	Traffic	Traffic	Pedestrian	Indicative Arrow	Filter	Dummy
Associated Phase						B	A	
Minimum Green (s)	7.0	7.0	7.0	7.0	10.0	4.0	4.0	5.0
Interstage Behaviour [LPHASE]	Never runs during interstage	Has phase confirm	Never runs during interstage	Never runs during interstage	Never runs during interstage	Never runs during interstage	Has phase confirm	Never runs during interstage
Phase Confirm Channel [LPHASE]		7					8	

Phase Intergreen Matrix for Controller 1

		To							
		A	B	C	D	E	F	G	H
From	A	-		7	7	10	5		3
	B		-	7	7	10			3
	C	6	6	-	7	11	5		4
	D	5	5	5	-	8	5	5	3
	E	17	17	17	17	-	17	17	10
	F	5		7	7	10	-	7	3
	G				5	8	5	-	3
	H	2	2	2	2	2	2	2	-

Stages

Stages

Stage	1	2	3	4	5	6
Description	STAPLEFORD LANE	STAPLEFORD LANE SOUTH RTIGA	PEDESTRIANS (ALL ROUND)	BANKS ROAD	SWINEY WAY + STAPLEFORD LANE NORTH LT FILTER	REST-ON-RED (OPERATIONAL)
Phases In Stage	A,B	B,F	E	D	C,G	H
Auto Set Stage Minimum	✓	✓	✓	✓	✓	✓
Stage Minimum [MIN] (s)	7.0	4.0	10.0	7.0	7.0	5.0
Stage Maximum [MAX] (s)	80.0	30.0	10.0	30.0	40.0	5.0
All Red Pedestrian Stage [REDPED]			✓			

Stages: Pedestrians

Stage	1	2	3	4	5	6
Enable Pedestrian Short Cycling						
PEDMAX1 (s)						
PEDMAX2 (%)						

Stages: Emergency And Priority

Stage	1	2	3	4	5	6
Max green extension (Emergency) [EMXMAX] (s)	0	0	0	0	0	0
Max green extension (Priority) [PRXMAX] (s)	10	10	0	10	10	0
Enable using BUSMAX						
BUSMAX1 (s)						
BUSMAX2 (%)						

Stages: Bonus

Stage	1	2	3	4	5	6
Auto Set						
Short-cycle stage max [LOWMAX] (s)	40.0	20.0	10.0	20.0	30.0	5.0

Stages: Alerts

Stage	1	2	3	4	5	6
Occupancy alert threshold (ON) [OCCUAL on]	9.90	9.90	9.90	9.90	9.90	9.90
Occupancy alert threshold (OFF) [OCCUAL off]	9.90	9.90	9.90	9.90	9.90	9.90

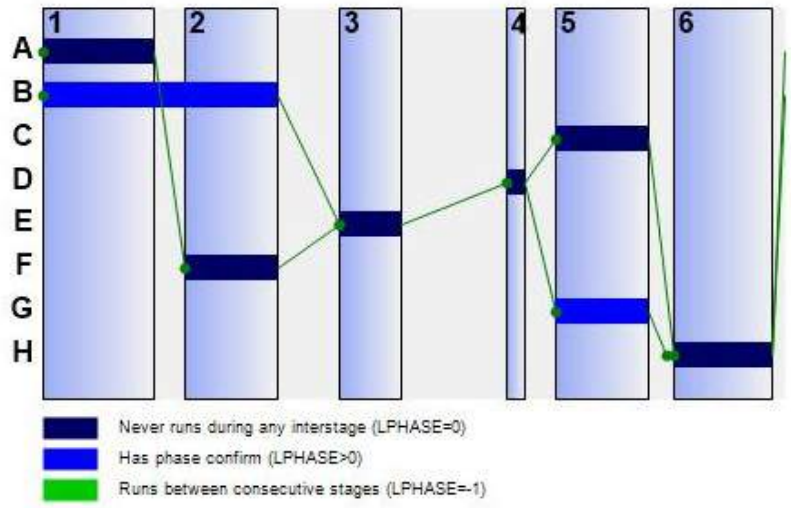
Interstage Matrix for Controller 1

		To					
		1	2	3	4	5	6
From	1	-	5	10	7	(banned)	3
	2	(banned)	-	10	7	7	3
	3	17	(banned)	-	17	17	10
	4	5	(banned)	8	-	5	3
	5	6	(banned)	(banned)	(banned)	-	(banned)
	6	2	(banned)	2	2	2	-

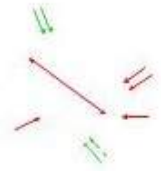
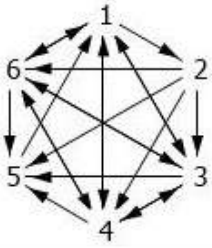
Banned Stage transitions for Controller 1

		To					
		1	2	3	4	5	6
From	1	-	Allow	Allow	Allow	Banned	Allow
	2	Banned	-	Allow	Allow	Allow	Allow
	3	Allow	Banned	-	Allow	Allow	Allow
	4	Allow	Banned	Allow	-	Allow	Allow
	5	Allow	Banned	Banned	Banned	-	Banned
	6	Allow	Banned	Allow	Allow	Allow	-

Stages and phases for Controller 1



Stages for Controller 1

Stage 1 	Stage 2 	Stage 3 	Stage 4 
Stage 5 	Stage 6 		

LGREEN and SDCODE Matrix

LGREEN matrix

		Link												
		1	2	3	4	5	6	7	8	9	10	11	12	13
Stage	1	2	2	4	0	0	0	1	0	0	1	2	0	0
	2	0	2	3	0	0	0	0	0	0	0	2	0	0
	3	0	0	0	0	0	0	0	1	0	0	0	0	0
	4	0	0	0	0	0	1	0	0	0	0	0	0	1
	5	2	0	0	1	1	0	0	0	0	0	0	1	0
	6	0	0	0	0	0	0	0	0	1	0	0	0	0

SDCODE matrix

		Link												
		1	2	3	4	5	6	7	8	9	10	11	12	13
Stage	1	15	1	12				1			1	0		
	2		0	236								1		
	3								1					
	4						1							1
	5	0			1	1							1	
	6									1				

Links

Links

Link	1	2	3	4	5	6	7	8	9	10	11	12
Name	Stapleford Lane North	Stapleford Lane South	Stapleford Lane South	Swiney Way	Swiney Way	Banks Road	Stapleford Lane North	All-round Pedestrians	Rest-on red	Stapleford Lane North	Stapleford Lane South	Swiney Way
Description	Left Turn	Ahead and Left	Right Turn	Ahead and Left	Right Turn		Ahead and Right			Bus	Bus	Bus
Lanes	1	2	3	4	5	6	7					
Phase	G	B	F	C	C	D	A	E	H	A	B	C
Link Type [LTYPE]	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Traffic	Pedestrian	Simple Traffic	Priority	Priority	Priority
Demand Channel								28	10			
Latched								✓	✓			
Volumetric Detection												
Use Wait Channel												
Wait Channel [WAITCH]												
LPHASE_RAW	8	7	0	0	0	0	0	0	0	0	7	0
LTYPE_RAW	0	0	0	0	0	0	0	28	10	99	99	99

Links (continued)

Link	13
Name	Banks Road
Description	Bus
Lanes	
Phase	D
Link Type [LTYPE]	Priority
Demand Channel	
Latched	
Volumetric Detection	
Use Wait Channel	
Wait Channel [WAITCH]	
LPHASE_RAW	0
LTYPE_RAW	99

Link: Modelling

Link	1	2	3	4	5	6	7	8	9	10	11	12
Auto Set Link Minimum Green	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
Link Minimum Green [LMIN] (s)	4.0	7.0	4.0	7.0	7.0	7.0	7.0	10.0	5.0	7.0	7.0	7.0
Link Maximum Green [LNKMAX] (s)	500.0	500.0	500.0	500.0	500.0	500.0	500.0	500.0	500.0	500.0	500.0	500.0
Auto Set Stop Penalty												
Heavy Vehicles (%)												
Stop Penalty [STOPEN] (s)	12.0	11.0	8.0	11.0	11.0	6.0	12.0					

Auto-set End of Saturation Time		✓	✓	✓	✓	✓	✓					
End of Saturation Time [ESLMAX] (s)	110.0	110.0	110.0	40.0	40.0	30.0	80.0					
Auto Set Lost Time												
Lost Time [LOSTIM] (s)	48.0	44.0	48.0	48.0	48.0	48.0	48.0					

Link: Modelling (continued)

Link	13
Auto Set Link Minimum Green	✓
Link Minimum Green [LMIN] (s)	7.0

Link: Offside Turners

Link	1	2	3	4	5	6	7	8	9	10	11	12
Auto set MIXOUT	✓	✓	✓	✓	✓	✓	✓					
Early cut-off demand type [MIXOUT]	Not applicable	Not applicable	Base on vehs between X/OUT dets	Not applicable	Not applicable	Not applicable	Not applicable	-	-	-	-	-
Vehicles between X and OUT dets [MIXOUT] (veh)			2									

Link: Emergency and Priority

Link	10	11	12	13
Use Bus Weighting?				
Associated Lane [ASCLAN]				
EP1: Has Detector?	✓	✓	✓	✓
EP1: Detector ID [EPDET1]	41	42	43	44
EP1: Extension [EPEXT1] (s)	10	10	10	10
EP1: Distance (m)				
EP1: Cruise Speed (m/s)				
EP1: Cruise Time [EPCRT1] (s)				
EP2: Has Detector?				
EP2: Detector ID [EPDET2]				
EP2: Extension [EPEXT2] (s)				
EP2: Distance (m)				
EP2: Cruise Speed (m/s)				
EP2: Cruise Time [EPCRT2] (s)				
Hold Time [HOLDTM] (s)	10	10	10	10
Cancel Detector Type	None	None	None	None
Cancel Detector ID [CANDET]				
Bus Weight [BUSWGT]				

Link: Bonus

Link	2	4
Link Has Bonus	✓	✓
Reason	Short lane 3 provides IN-SINK	Short lane 5 provides ASSOCD-1
Auto Set		
Max Distance (m)	40.00	45.00
BONTIM (s)	15.0	19.0
Allow Cutting Of Maximum Greens [BONCUT]	Yes unless Link N oversat	No
Link N [BONCUT]	1	

Link: Constants

Link	1	2	3	4	5	6	7	8	9	10	11	12
Auto Set	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
MINPCS	50	50	50	50	50	50	50	50	50	50	50	50
Is Short Link [SHORTL]			✓		✓							
Number Of Main Lanes [NMAINL]	1	1	1	1	1	1	1	0	0	0	0	0

Link: Constants (continued)

Link	13
Auto Set	✓
MINPCS	50
Is Short Link [SHORTL]	
Number Of Main Lanes [NMAINL]	0

Lanes

Lanes

Lane	1	2	3	4	5	6	7
Name	Stapleford Lane North	Stapleford Lane South	Stapleford Lane South	Swiney Way	Swiney Way	Banks Road	Stapleford Lane North
Description	Left Turn	Ahead and Left	Right Turn	Ahead and Left	Right Turn		Ahead and Right
Lane Type	Normal	Normal	Short	Normal	Short	Normal	Normal
Short Lane Length [DSHORT] (m)			40.00		45.00		
Lane Weighting Factor [LANEWF]	1	1	12	1	1	6	1
Cruise Speed [CSPEED] (m/s)	9.0	10.0	10.0	10.0	10.0	8.0	9.0
Enter headway?	✓	✓	✓	✓	✓	✓	✓
Headway [SATINC] (s)	2.0	2.0	2.5	2.2	2.2	2.2	2.0
Saturation Flow (veh/hr)	1800	1800	1440	1636	1636	1636	1800
Start-up Lost Time [STLOST] (s)	1.3	1.3	3.0	1.3	1.3	1.3	1.3
Saturation Flow Feedback [USESF]	Off	Off	Off	Off	Off	Off	Off
Start-up Lost Time Feedback [USEST]	Off	Off	Off	Off	Off	Off	Off

Lane: Detectors

Lane	1	2	3	4	5	6	7
X Detector ID [X]	1	2	3	4	5	6	7
X Detector distance [DX] (m)	35.0	35.0	35.0	35.0	35.0	35.0	35.0
IN Detector?	✓	✓		✓		✓	✓
IN Detector ID [IN]	11	12		14		16	17
IN Detector distance [DIN] (m)	85.0	100.0		90.0		75.0	85.0
Auto Set	✓	✓	✓	✓	✓	✓	✓
X Detector cruise time [CRUSX] (s)	3.5	3.0	3.0	3.0	3.0	4.0	3.5
X Detector queue clear time [MOVEQX] (s)	15.0	15.0	19.5	16.0	16.0	16.0	15.0
IN Detector cruise time [CRUSIN] (s)	9.0	9.5		8.5		9.0	9.0
IN Detector queue clear time [MOVQIN] (s)	28.0	33.0		29.5		25.0	28.0
Queue Detection Time [QMINON] (s)	6.0	6.0	6.0	6.0	6.0	6.0	6.0

Lane: Combination Detectors

Lane	1	2	3	4	5	6	7
COMB-X Detector present?				✓			
COMB-X Detector ID [COMBX]				15			
Associated X Det 1 [ASSOCD-1]				5			
Associated X Det 2?							
Associated X Det 2 [ASSOCD-2]							
Auto Set COMTIM	✓	✓	✓	✓	✓	✓	✓
Time To Use Combination [COMTIM] (s)				13			

Lane: Other Detectors

Lane	1	2	3	4	5	6	7
OUT Detector?			✓				
OUT Detector ID			23				
IN-SINK Detector?		✓					
IN-SINK Detector ID		3					
X-SINK Detector?							
X-SINK Detector ID							
STOPLINE Detector?	✓	✓	✓	✓	✓	✓	✓
STOPLINE Detector ID	21	22	22	24	24	26	27
AutoSet ALT-UP	✓	✓	✓	✓	✓	✓	✓
ALT-UP Detector?	✓	✓		✓		✓	✓
ALT-UP Detector ID	11	12		14		16	17
ALT-DOWN Detector?	✓					✓	✓
ALT-DOWN Detector ID	21					26	27
IN-SINK2 Detector?							
IN-SINK2 Detector ID							
X-SINK2 Detector?							
X-SINK2 Detector ID							

Lane: Oversaturation

Lane	1	2	3	4	5	6	7
Auto Set Critical Vehicle Count							
Detector For Oversaturation Checking [XOSAT]	IN detector	IN detector	X detector	IN detector	X detector	IN detector	IN detector
Critical Vehicle Count [OSATCC] (veh)	15	15	4	8	4	8	15
Critical Vehicle Count Compact [OSATCX] (veh)	6	6	6	6	6	6	6
Critical Vehicle Time [OSATTM]	10.5	10.5	12.5	11.5	11.5	11.5	10.5

Lane: Bonus

Lane	2	4
Small bay/slip road		
Has Bonus	✓	✓
Reason	Short lane 3 provides IN-SINK	Short lane 5 provides ASSOCD-1
Distance (m)	40.00	45.00
Auto Set Bonus Base Count		
Bonus Base Count [BONBC] (veh)	9	10

Lane: Alerts

Lane	1	2	3	4	5	6	7
Enable Oversaturation Alert							
Oversaturation Cycles [OSATAL]							
Enable Exit Blocking Alert							
Exit Blocking Cycles [EXITAL]							

Lane: Advanced

Lane	1	2	3	4	5	6	7
Auto set Advanced Values	✓	✓	✓	✓	✓	✓	✓
Max Minimum Green [MAXMIN] (s)	12.0	12.0	16.5	13.0	13.0	13.0	12.0

Utilised Amber Time [GAMBER] (s)	1.5	2.0	2.0	2.0	2.0	1.5	1.5
Saturation Flow Gap [SATGAP] (s)	1.4	1.4	1.6	1.5	1.5	1.5	1.4
Critical Gap [CRITG] (s)	3.4	3.4	3.6	3.5	3.5	3.5	3.4
Lengthened Critical Gap [PCRITG] (%)	0	0	0	0	0	0	0
Portion Of Critical Gap [RCRITG] (%)	0	0	0	0	0	0	0

Logging

Logging

Telephone Number	
TMA Logging Period [TMAPRD]	60

Logging: Error weighting

Error type	Weighting
Auto Set	✓
Faulty detector [2]	0
Stage not ended [3]	5
Intergreen not ended [4]	5
Invalid stage demanded [5]	5
Wrong stage confirmed [6]	5
Multiple stage confirms [14]	0
Watchdog routine [8]	5
Divide error [16]	5
Program error [11]	0

Logging: Saturation Flow Logs

Time Period	Start Time (HH:mm)	End Time (HH:mm)
Weekday Period 1	07:30	09:30
Weekday Period 2	16:30	18:30
Weekday Period 3	09:30	16:30
Weekday Period 4	18:30	22:00
Saturday	09:00	17:00
Sunday	10:00	16:00

Constants

Constants

Auto Set	SCAN	MINEXT (s)	MAXEXT (s)	ADDGAP	SUBGAP	NDETS	STAGES	NLINKS	NLANES
✓	0.5	3.0	10.0	0.5	0.5	44	6	13	7

Summary of Detectors and Confirms

Detectors

Detector	Detector Type	Link	Lane	Data Plan
1	X		1	
2	X		2	
3	INSINK		2	
3	X		3	
4	X		4	
5	X		5	
6	X		6	
7	X		7	
10	Simple Traffic	9		
11	IN		1	
12	IN		2	
14	IN		4	
15	CombX		4	
16	IN		6	
17	IN		7	
21	Stopline		1	
22	Stopline		2	
22	Stopline		3	
23	OUT		3	
24	Stopline		5	
24	Stopline		4	
26	Stopline		6	
27	Stopline		7	
28	Pedestrian	8		
41	E/P	10		
42	E/P	11		
43	E/P	12		
44	E/P	13		

Confirms

Confirm	Stage	Phase
1	1	
2	2	
3	3	
4	4	
5	5	
6	6	
7		B
8		G

Special Conditioning

No rules have been defined

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.

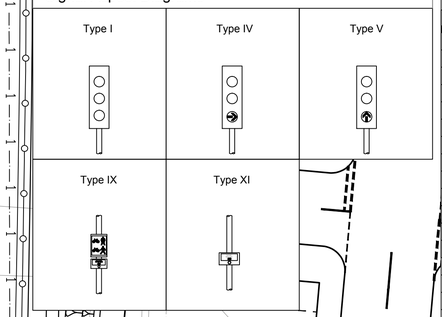
P7

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

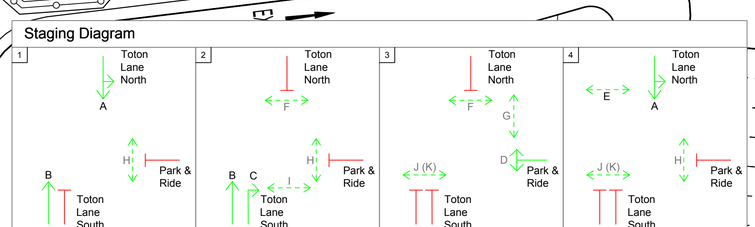
Signal Aspect Diagrams

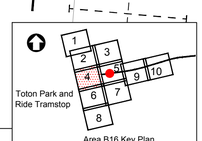


Signal Aspect Schedule

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



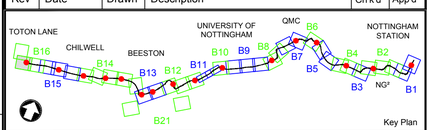


Notes

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



Mott MacDonald
Spring Bank House
33 Stamford Street
Altrincham
Cheshire, WA14 1ES
T +44 (0)161 926 4000
F +44 (0)161 926 4100
W www.mottmac.com

TAYLOR WOODROW ALSTOM JOINT VENTURE
Toton Project Office
Toton Lane
Stapleford
Nottingham, NG9 7JA
United Kingdom
T +44 (0)115 832 1000

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 ( ) ( )

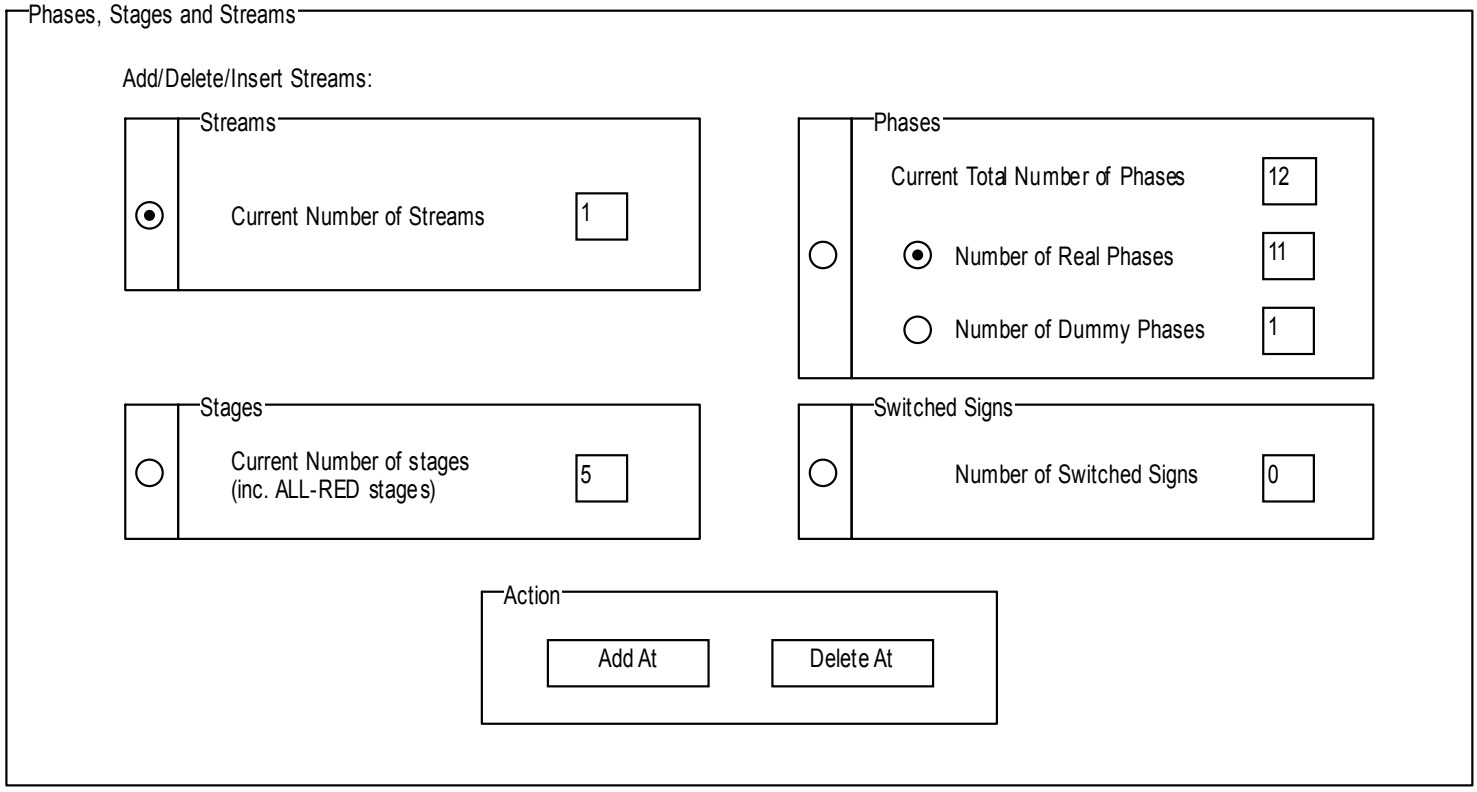
Cabinet/Rack Variant: Grey | Cuckoo Options: None | Gemini Unit Fitted: ☐

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
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Intersection : TOTON LANE PARK AND RIDE TOTON

Phases, Stages and Streams



Works Order : 460873498
EM Number : E83060
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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.

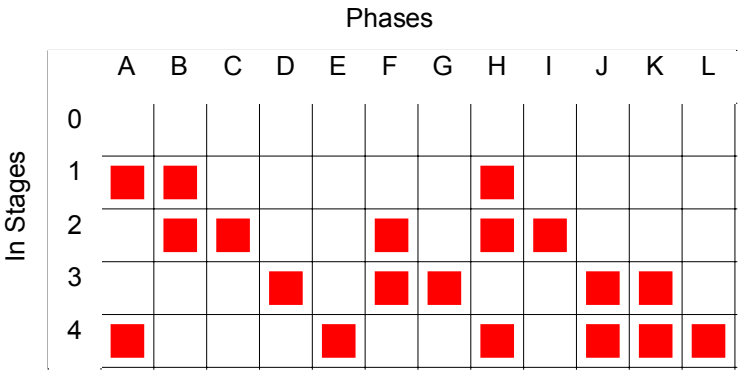
- [x] Reds
- [ ] Switched Signs
- [x] Ambers
- [ ] Ignore Reds and Ambers during

Flash Rate (ms)

400 Off 400 On

Works Order : 460873498
EM Number : E83060
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Intersection : TOTON LANE PARK AND RIDE TOTON

Phases in Stages



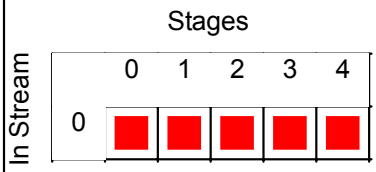
Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

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
Engineer : NICK RULE / S KAVANAGH
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			

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
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			

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
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

Works Order : 460873498
EM Number : E83060
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	

Works Order : 460873498
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

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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	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	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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EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
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				■

Works Order : 460873498
EM Number : E83060
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

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

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	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Works Order : 460873498
EM Number : E83060
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

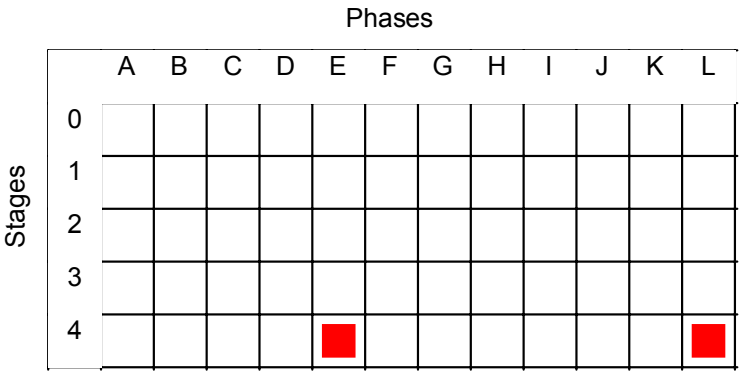
	Minutes	Seconds
Min	0	0
Max	4	59

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
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.



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

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EM Number : E83060
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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								

Works Order : 460873498
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			

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
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.

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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.

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

MOVA Stages

MOVA Stages

Stage	Force Bit	Green Confirm Bit	Stage	Force Bit	Green Confirm Bit
0			16		
1	MOVA0F 1	MOVA0CON1	17		
2	MOVA0F 2	MOVA0CON2	18		
3	MOVA0F 3	MOVA0CON3	19		
4	MOVA0F 4	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

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		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

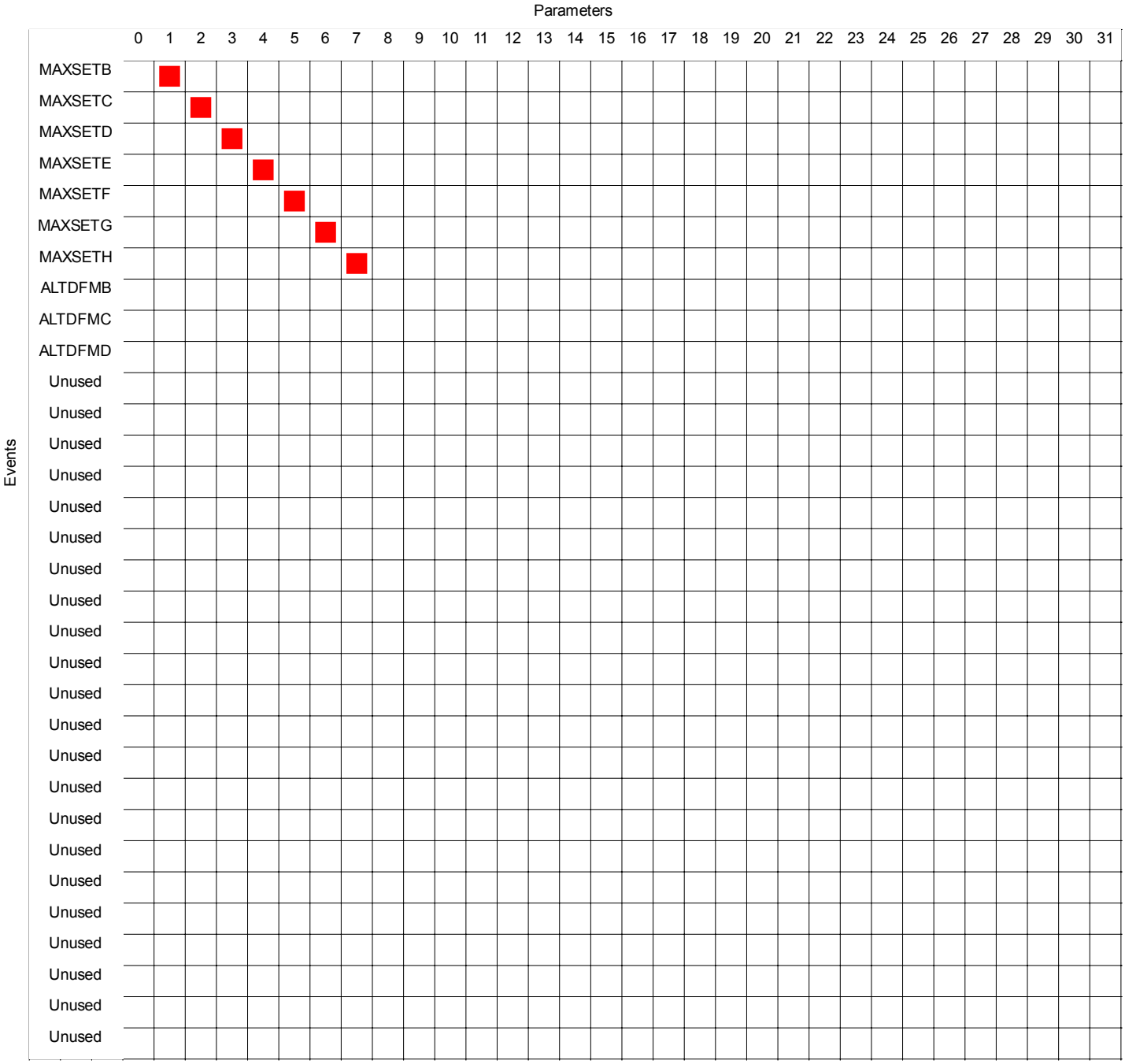
MTC - Time Switch Parameters

	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

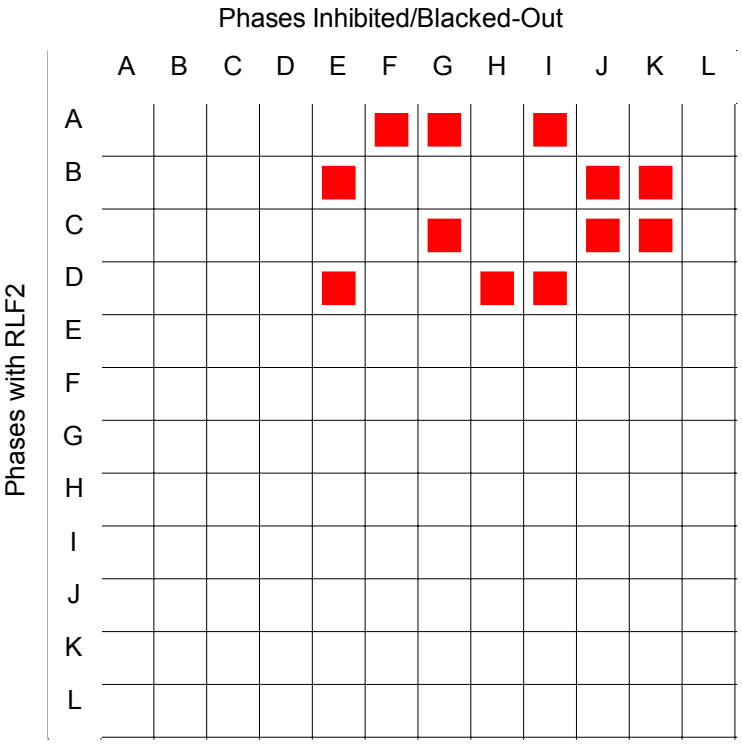
RLM Additional Intergreens

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
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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

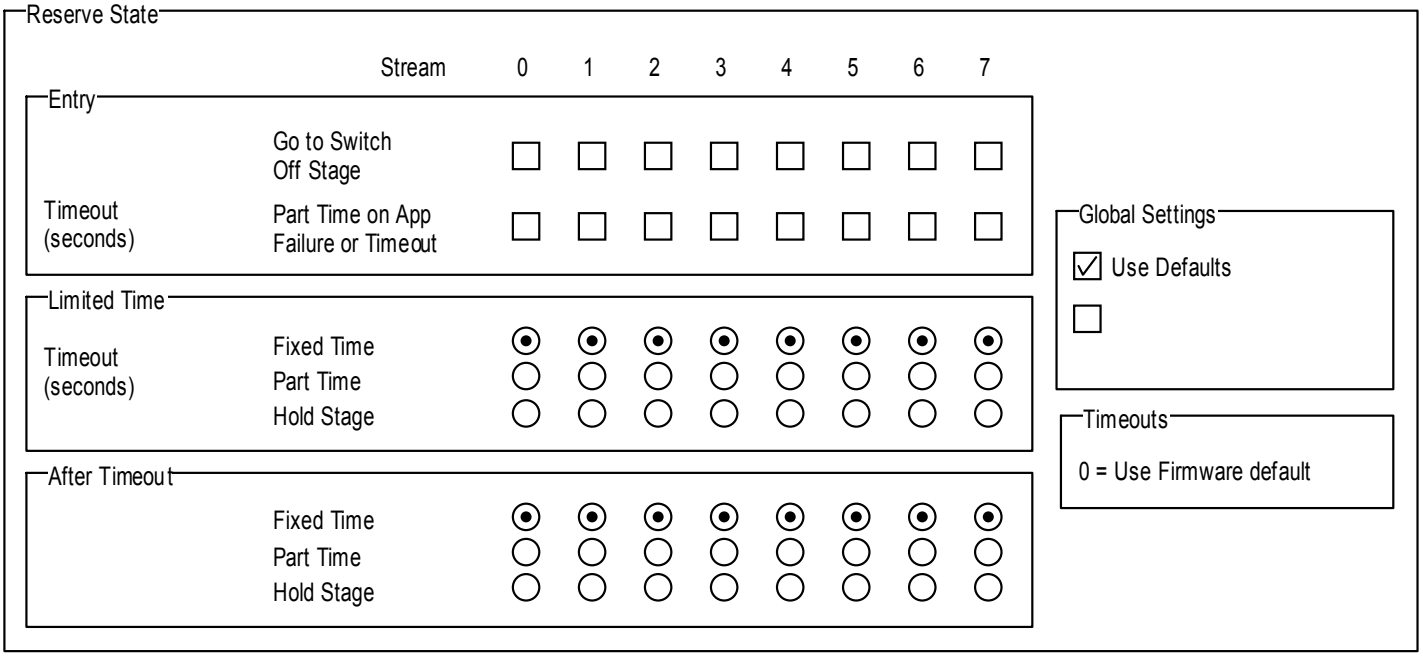
- ○ Immediate Signals On
- ◉ As Start-Up

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

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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
```

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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
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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
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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
```

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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
Engineer : NICK RULE / S KAVANAGH
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

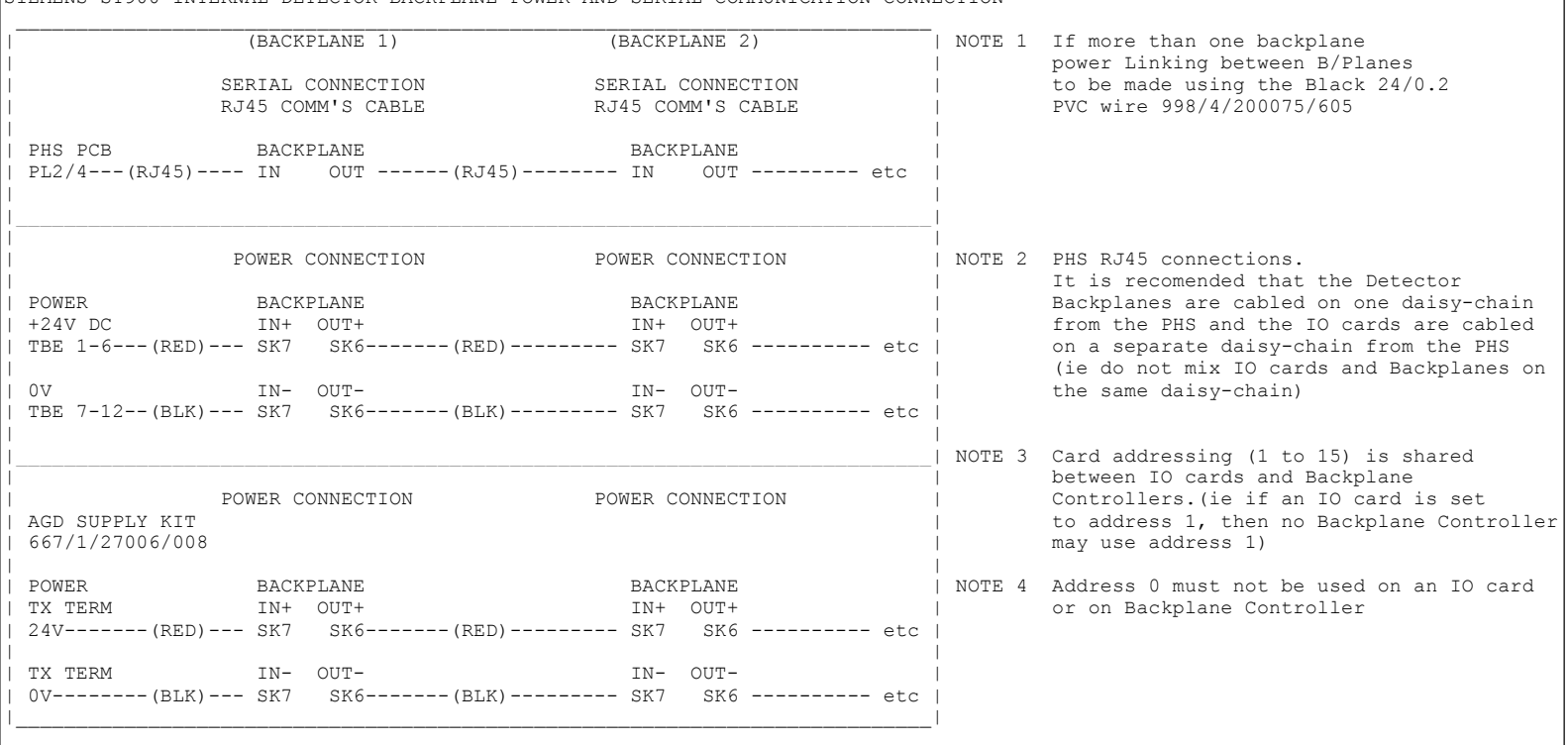
Two green outputs are provided for each of the pedestrian phases. The second output is for the tactile supply ONLY.

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

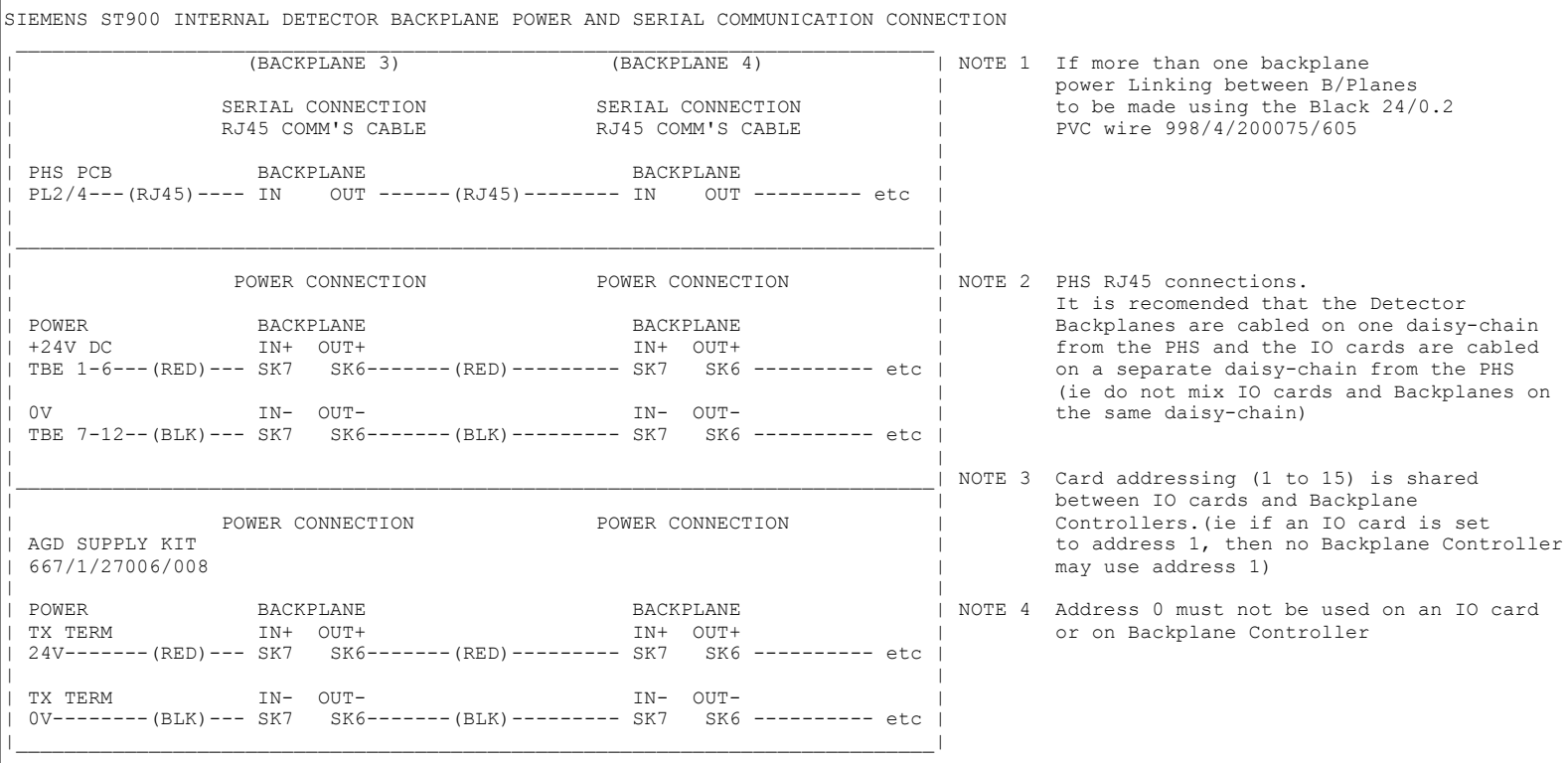
DET CARD "D" No.	DET CARD "D" LOOP ID	DET CARD "D" TERMINATIONS	DET CARD "D" PANEL
1	D6X	2LT1/D1L & D1R	UPPER
2	D7X	2LT1/D2L & D2R	UPPER
3	D8X	2LT1/D3L & D3R	UPPER
4	D28STOP	2LT1/D4L & D4R	UPPER

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



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: 002
POSITION OF LOOP TERMINATION BOARD: 2LT2

LOOP DESIGNATION

DET CARD "A" No.	LOOP ID	DET CARD "A" TERMINATIONS	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.	LOOP ID	DET CARD "B" TERMINATIONS	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.	LOOP ID	DET CARD "C" TERMINATIONS	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.	LOOP ID	DET CARD "D" TERMINATIONS	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	N/O	C	N/C
	X		O/P 0		X	
	X		O/P 0		X	
	X		O/P 1		X	
	X		O/P 1		X	
	X		O/P 2		X	
	X		O/P 2		X	
	X		O/P 3		X	
	X		O/P 3		X	

FOR OUTPUT NAMES USE ONLY THE TERMINALS MARKED - "X"

N/C	C	N/O	OUTPUT NAME	N/O	C	N/C
	X		O/P 4		X	
	X		O/P 4		X	
	X		O/P 5		X	
	X		O/P 5		X	
	X		O/P 6		X	
	X		O/P 6		X	
	X		O/P 7		X	
	X		O/P 7		X	

	INPUT NAME	INPUT NAME
0 0 0	BARDD (*)	12 12 12

BOARD ADDRESS 003

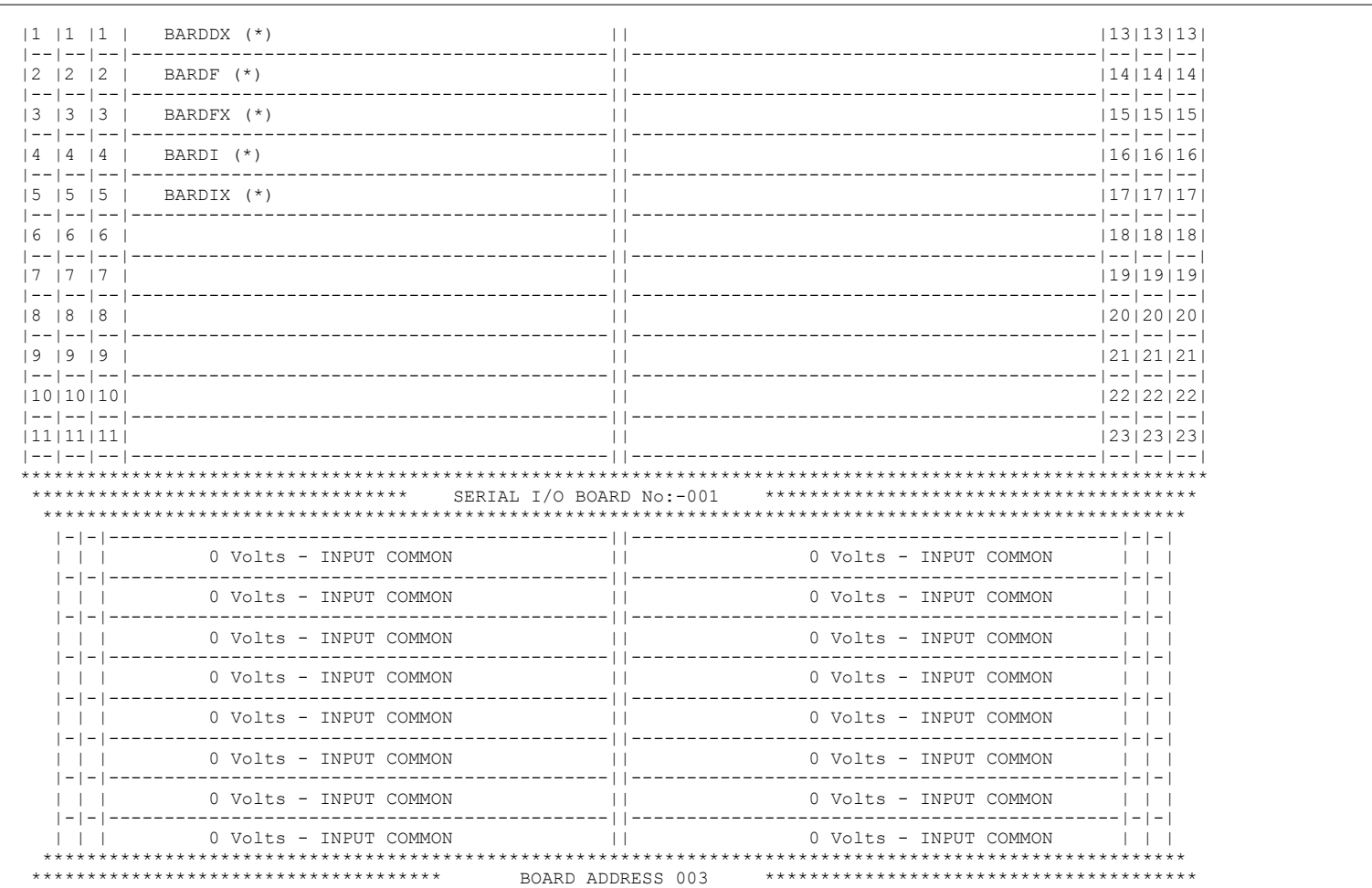
N.B. THE 24/0 BOARD HAS NO OUTPUT RELAYS FITTED. THE 24/4 BOARD ONLY HAS OUTPUT RELAYS 0-3 FITTED

THE 24/16 BOARD ONLY HAS OUTPUT RELAYS 0-15 FITTED

T900 SERIAL I/O BOARD - INPUT PORTS

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

Special Instructions



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
Engineer : NICK RULE / S KAVANAGH
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
Engineer : NICK RULE / S KAVANAGH
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

Index

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  - 2.3.3 Intergreen Handset Limits
  - 2.3.4 Phase Timing Handset Ranges
- 2.4 VA Demand and Extend Definitions
- 2.5 Phase Internal/Revertive Demands
- 2.6 Pelicans, Puffins and Toucans
  - 2.6.1 Phase - On Crossing and Kerbside Detector Definitions
  - 2.6.2 Stream - Pelican/Puffin/Toucan Times
  - 2.6.3 Phase - Pelican, Puffin and Toucan Times
  - 2.6.4 IO and Link - Pelican/Puffin/Toucan Times
  - 2.6.5 Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

3 Stage Movements
- 3.1 Stages - Prohibited, Alternative, Ignored Moves
- 3.2 Stage Internal Demands/Pedestrian Window Times
- 3.3 Phase Delays
- 3.4 Intergreen Delays (No configuration data to print)

4 Modes and Facilities - Detailed
- 4.1 Fixed Time
- 4.2 Cableless Linking
  - 4.2.1 CLF - Plan(s) (No configuration data to print)
  - 4.2.2 CLF - Base Time
  - 4.2.3 CLF - Demand Dependent Moves
- 4.3 UTC and MOVA
  - 4.3.1 UTC General Data
  - 4.3.2 UTC Control and Reply Data Format
  - 4.3.3 UTC Data Definitions
    - 4.3.3.1 UTC Phase Demand and Extend Definitions
    - 4.3.3.2 UTC Stage and Mode Data Definitions
    - 4.3.3.3 UTC Demand Dependent Forces
  - 4.3.4 MOVA Stages
  - 4.3.5 UTC and MOVA Detectors
- 4.4 Master Time Clock
  - 4.4.1 MTC - Time Switch Parameters
  - 4.4.2 MTC - Time Switch Parameters Array
  - 4.4.3 MTC - Day Type
  - 4.4.4 MTC - Timetable
- 4.5 Integral Lamp Monitoring
  - 4.5.1 LMU - General
  - 4.5.2 Integral LMU Onboard Sensors
  - 4.5.3 Integral LMU External Sensors for Regulatory Signs
  - 4.5.4 LMU Sensor Load Types
  - 4.5.5 RLM Additional Intergreens
  - 4.5.6 RLM Phase Inhibits
- 4.6 Hurry Call
- 4.7 Manual
  - 4.7.1 Manual Panel
  - 4.7.2 Manual Mode - Optional Phases Appearance (No configuration data to print)
- 4.8 Reserve State

5 Conditioning Data
- 5.1 Special Conditioning
- 5.2 Special Conditioning Timers
- 5.3 Fault Log Flags

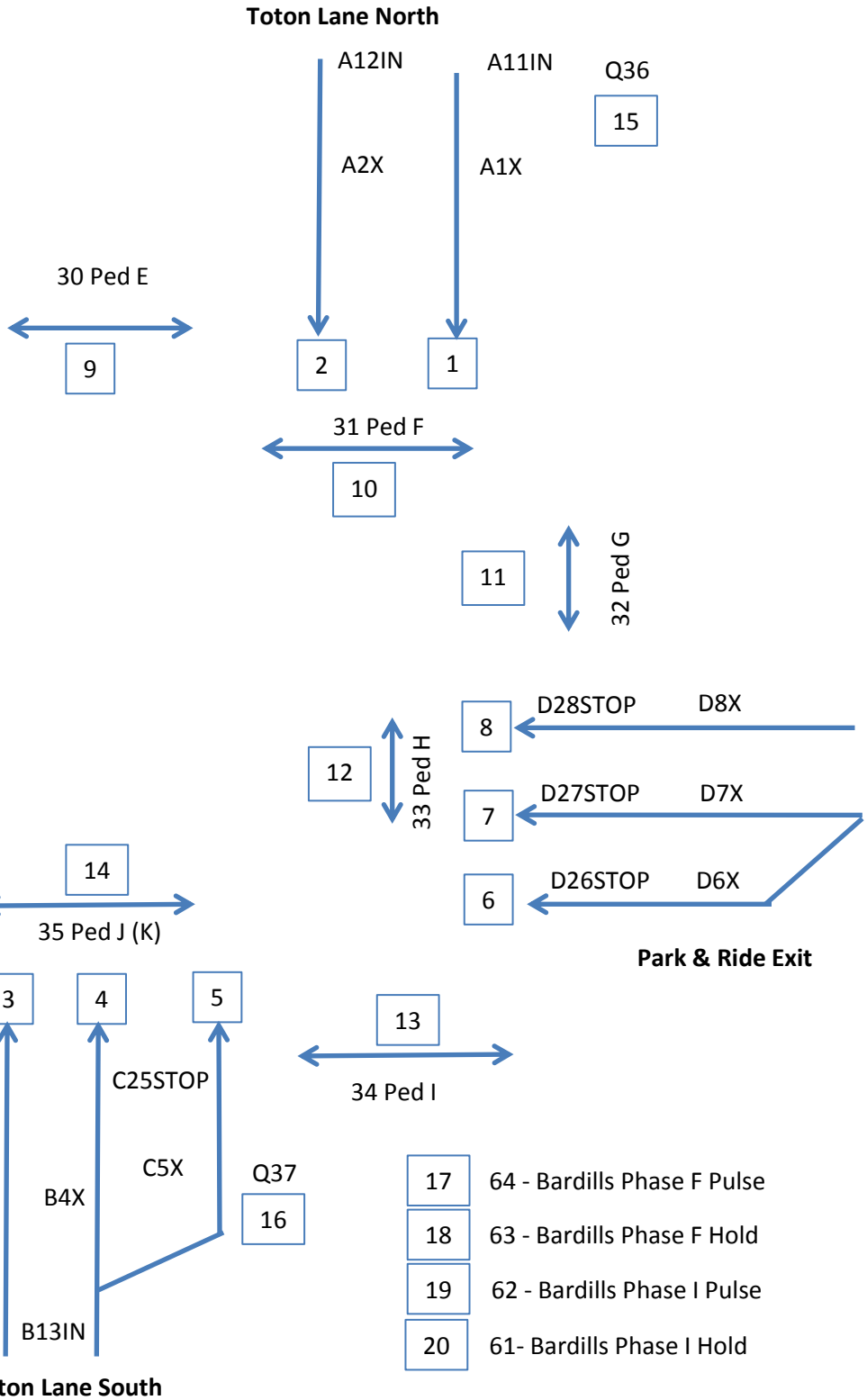
6 Special Instructions

7 I/O
- 7.1 Call Cancel
- 7.2 Inputs and Outputs

7.3 Aspect Drives (ELV Controllers)
7.4 I/O - DFM Group Timings

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



APPENDIX F

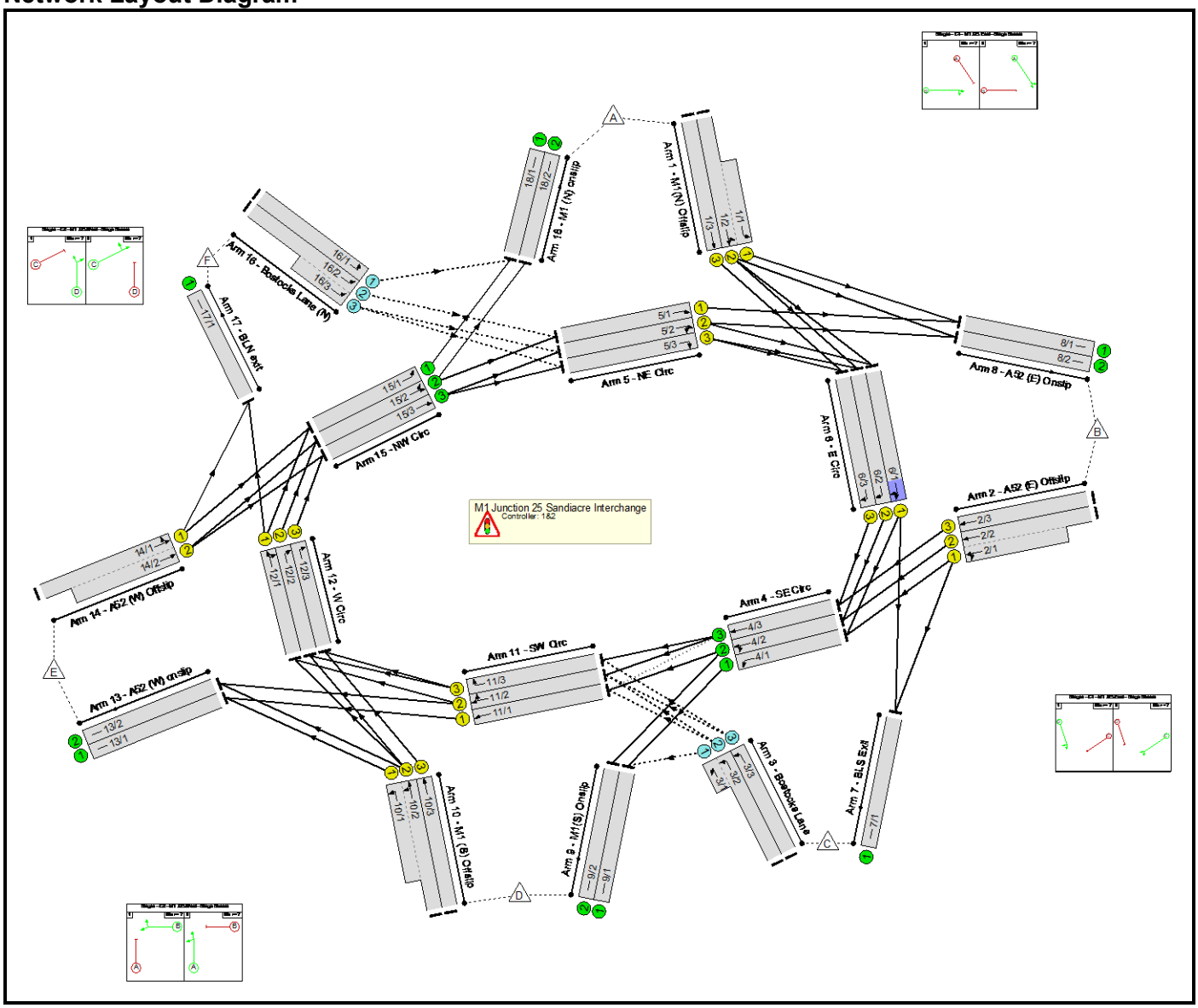
Full Model Output Reports

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**M1 Junction 25 Sandiacre Interchange**
Location:	
Additional detail:	Existing Network
File name:	S1 M1 Junction 25v2.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



Scenarios

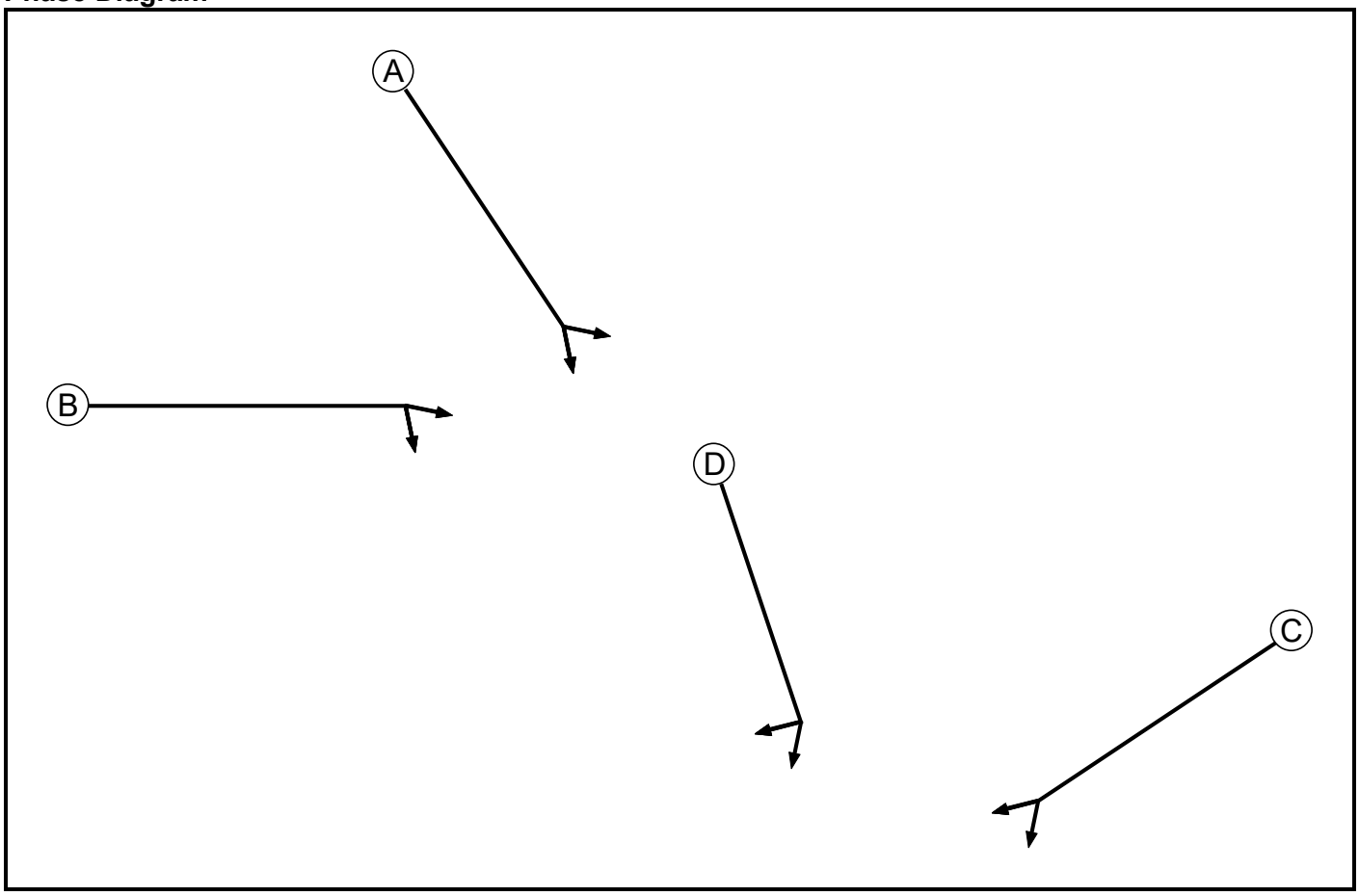
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2026 Reference Case AM	1	08:00 - 09:00	65/65	-7.4	89.56
2	2	2026 Reference Case PM	1	17:00 - 18:00	60/60	-8.6	73.84
3	3	2026 Do Something AM	1	08:00 - 09:00	65/65	-7.6	89.70
4	4	2026 Do Something PM	1	17:00 - 18:00	60/60	-7.1	70.31
5	5	2041 Reference Case AM	1	08:00 - 09:00	65/65	-21.2	180.82
6	6	2041 Reference Case PM	1	17:00 - 18:00	60/60	-9.1	82.96
7	7	2041 Do Something AM	1	08:00 - 09:00	65/65	-21.5	182.54
8	8	2041 Do Something PM	1	17:00 - 18:00	60/60	-9.7	83.89

Controller Summary

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

C1 - M1 J25 East

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

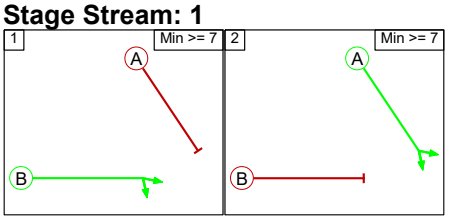
		Starting Phase			
		A	B	C	D
Terminating Phase	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	5	

Phases in Stage

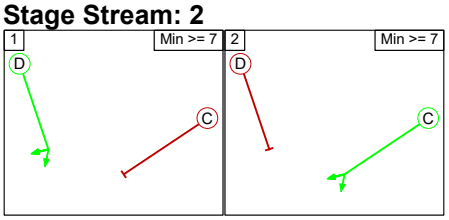
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

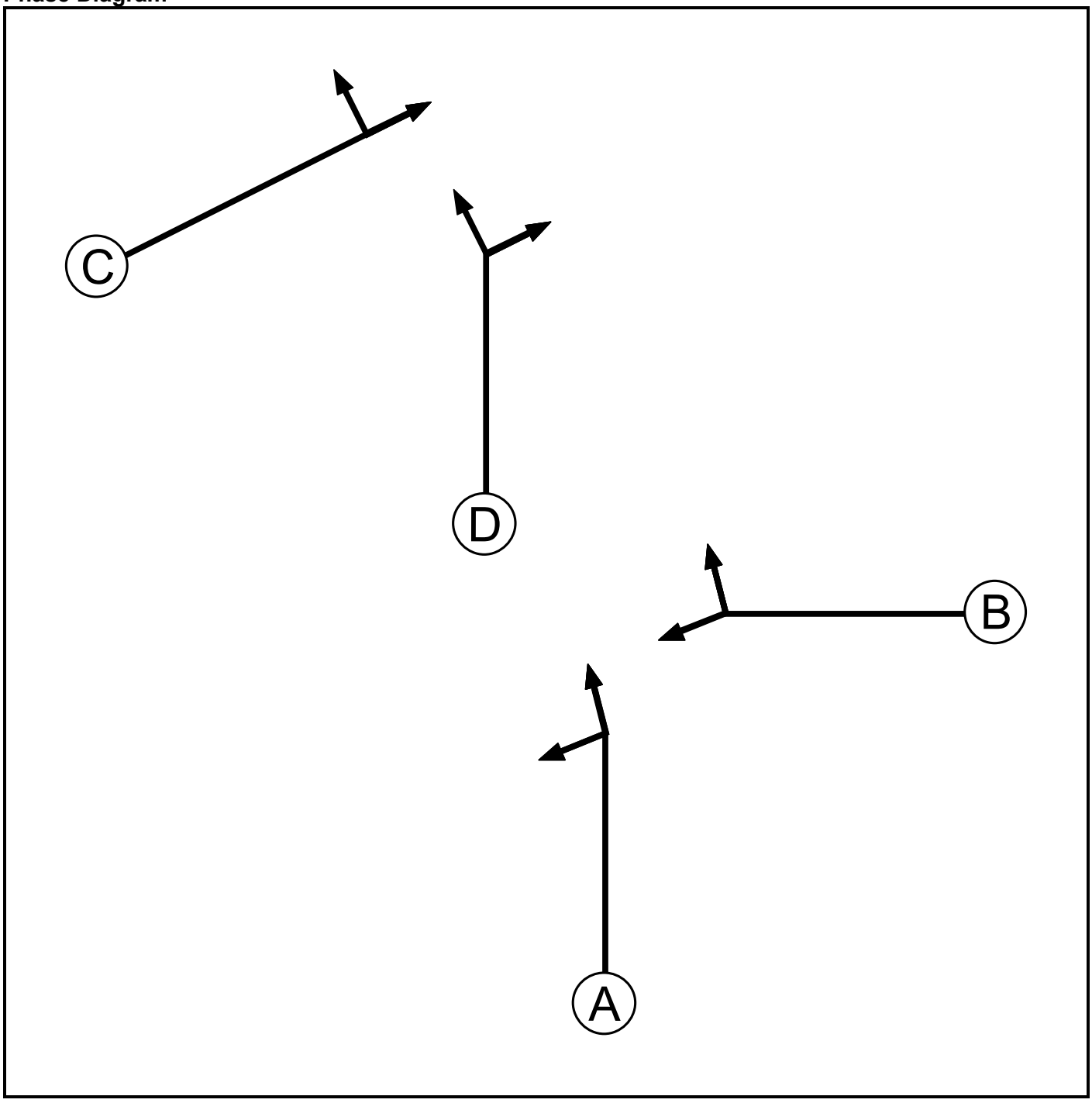
	To Stage		
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	6	

C2 - M1 J25 West

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

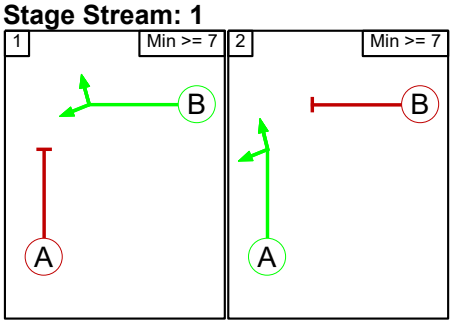
Terminating Phase	Starting Phase			
	A	B	C	D
A		6	-	-
B	6		-	-
C	-	-		6
D	-	-	5	

Phases in Stage

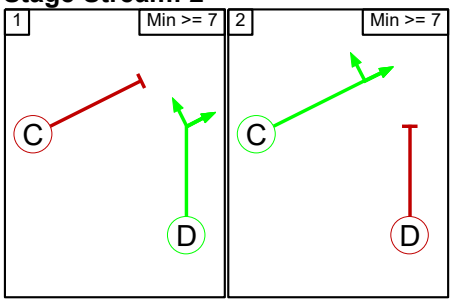
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	6	

Lane Input Data

Junction: M1 Junction 25 Sandiacre Interchange

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

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

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

Give-Way Lane Input Data

Junction: M1 Junction 25 Sandiacre Interchange

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

Lane Connector Input Data

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

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

Scenario 1: '1' (FG1: '2026 Reference Case AM', Plan 1: '1')

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: '2' (FG2: '2026 Reference Case PM', Plan 1: '1')

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: '3' (FG3: '2026 Do Something AM', Plan 1: '1')

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: '4' (FG4: '2026 Do Something PM', Plan 1: '1')

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Green Data For This Scenario

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Green Data For This Scenario

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: '7' (FG7: '2041 Do Something AM', Plan 1: '1')

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: '8' (FG8: '2041 Do Something PM', Plan 1: '1')

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Green Data For This Scenario

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '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	F	Tot.
Origin	A	0	354	323	1	669	134	1481
	B	224	2	185	547	0	82	1040
	C	321	178	0	256	219	39	1013
	D	0	502	148	0	329	265	1244
	E	542	2	218	359	0	103	1224
	F	150	88	52	287	46	0	623
	Tot.	1237	1126	926	1450	1263	623	6625

FG2: '2026 Reference Case PM'

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	284	354	1	430	138	1207
	B	278	0	252	453	0	278	1261
	C	245	163	0	170	219	66	863
	D	50	368	118	0	52	246	834
	E	847	2	212	256	0	103	1420
	F	141	52	18	195	26	0	432
	Tot.	1561	869	954	1075	727	831	6017

FG3: '2026 Do Something AM'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	355	322	1	667	136	1481
	B	228	2	186	537	0	83	1036
	C	325	182	0	260	215	39	1021
	D	0	495	148	0	329	264	1236
	E	542	2	216	363	0	103	1226
	F	151	88	52	286	46	0	623
	Tot.	1246	1124	924	1447	1257	625	6623

FG4: '2026 Do Something PM'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	301	353	1	429	112	1196
	B	287	0	242	437	0	275	1241
	C	251	163	0	185	217	66	882
	D	50	372	117	0	44	227	810
	E	833	2	215	241	0	111	1402
	F	142	53	18	192	26	0	431
	Tot.	1563	891	945	1056	716	791	5962

FG5: '2041 Reference Case AM'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	521	404	1	765	214	1905
	B	257	2	188	619	0	82	1148
	C	314	178	0	283	134	39	948
	D	0	464	211	0	398	250	1323
	E	495	2	236	527	0	60	1320
	F	152	89	52	293	46	0	632
	Tot.	1218	1256	1091	1723	1343	645	7276

FG6: '2041 Reference Case PM'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	425	390	1	471	108	1395
	B	369	0	248	386	0	269	1272
	C	224	150	0	236	188	67	865
	D	50	434	105	0	81	220	890
	E	857	2	215	276	0	71	1421
	F	133	44	18	188	27	0	410
	Tot.	1633	1055	976	1087	767	735	6253

FG7: '2041 Do Something AM'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	529	397	1	767	214	1908
	B	264	2	178	616	0	82	1142
	C	310	178	0	290	133	39	950
	D	0	465	210	0	399	252	1326
	E	497	2	237	528	0	55	1319
	F	151	89	52	295	46	0	633
	Tot.	1222	1265	1074	1730	1345	642	7278

FG8: '2041 Do Something PM'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	440	387	1	470	109	1407
	B	369	0	247	381	0	269	1266
	C	220	154	0	239	185	67	865
	D	50	431	105	0	80	229	895
	E	852	2	216	272	0	82	1424
	F	133	45	18	193	27	0	416
	Tot.	1624	1072	973	1086	762	756	6273

Scenario 1: '1' (FG1: '2026 Reference Case AM', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	354	323	1	669	134	1481
	B	224	2	185	547	0	82	1040
	C	321	178	0	256	219	39	1013
	D	0	502	148	0	329	265	1244
	E	542	2	218	359	0	103	1224
	F	150	88	52	287	46	0	623
	Tot.	1237	1126	926	1450	1263	623	6625

Traffic Flows, Difference

Difference :

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

Scenario 2: '2' (FG2: '2026 Reference Case PM', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	284	354	1	430	138	1207
	B	278	0	252	453	0	278	1261
	C	245	163	0	170	219	66	863
	D	50	368	118	0	52	246	834
	E	847	2	212	256	0	103	1420
	F	141	52	18	195	26	0	432
	Tot.	1561	869	954	1075	727	831	6017

Traffic Flows, Difference

Difference :

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

Scenario 3: '3' (FG3: '2026 Do Something AM', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	355	322	1	667	136	1481
	B	228	2	186	537	0	83	1036
	C	325	182	0	260	215	39	1021
	D	0	495	148	0	329	264	1236
	E	542	2	216	363	0	103	1226
	F	151	88	52	286	46	0	623
	Tot.	1246	1124	924	1447	1257	625	6623

Traffic Flows, Difference

Difference :

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

Scenario 4: '4' (FG4: '2026 Do Something PM', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	301	353	1	429	112	1196
	B	287	0	242	437	0	275	1241
	C	251	163	0	185	217	66	882
	D	50	372	117	0	44	227	810
	E	833	2	215	241	0	111	1402
	F	142	53	18	192	26	0	431
	Tot.	1563	891	945	1056	716	791	5962

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	521	404	1	765	214	1905
	B	257	2	188	619	0	82	1148
	C	314	178	0	283	134	39	948
	D	0	464	211	0	398	250	1323
	E	495	2	236	527	0	60	1320
	F	152	89	52	293	46	0	632
	Tot.	1218	1256	1091	1723	1343	645	7276

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	425	390	1	471	108	1395
	B	369	0	248	386	0	269	1272
	C	224	150	0	236	188	67	865
	D	50	434	105	0	81	220	890
	E	857	2	215	276	0	71	1421
	F	133	44	18	188	27	0	410
	Tot.	1633	1055	976	1087	767	735	6253

Traffic Flows, Difference

Difference :

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

Scenario 7: '7' (FG7: '2041 Do Something AM', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	529	397	1	767	214	1908
	B	264	2	178	616	0	82	1142
	C	310	178	0	290	133	39	950
	D	0	465	210	0	399	252	1326
	E	497	2	237	528	0	55	1319
	F	151	89	52	295	46	0	633
	Tot.	1222	1265	1074	1730	1345	642	7278

Traffic Flows, Difference

Difference :

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

Scenario 8: '8' (FG8: '2041 Do Something PM', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	440	387	1	470	109	1407
	B	369	0	247	381	0	269	1266
	C	220	154	0	239	185	67	865
	D	50	431	105	0	80	229	895
	E	852	2	216	272	0	82	1424
	F	133	45	18	193	27	0	416
	Tot.	1624	1072	973	1086	762	756	6273

Traffic Flows, Difference

Difference :

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

Traffic Lane Flows

Lane	Scenario 1: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: M1 Junction 25 Sandiacre Interchange						
1/1 (short)	354	284	355	300	458	424
1/2 (with short)	902(In) 548(Out)	788(In) 504(Out)	908(In) 553(Out)	797(In) 497(Out)	1130(In) 672(Out)	948(In) 524(Out)
1/3	579	419	573	399	775	447
2/1 (short)	366	353	362	340	404	317
2/2 (with short)	732(In) 366(Out)	705(In) 352(Out)	723(In) 361(Out)	679(In) 339(Out)	807(In) 403(Out)	634(In) 317(Out)
2/3	308	556	313	562	341	638
3/1 (short)	256	170	260	185	283	236
3/2 (with short)	666(In) 410(Out)	557(In) 387(Out)	671(In) 411(Out)	608(In) 423(Out)	603(In) 320(Out)	612(In) 376(Out)
3/3	347	306	350	274	345	253
4/1	212	107	229	100	309	77
4/2	1244	973	1226	939	1381	933
4/3	895	975	894	961	1116	1085
5/1	521	304	529	312	559	314
5/2	700	635	708	630	768	662
5/3	661	471	643	457	773	483
6/1	772	708	791	705	996	736
6/2	878	621	865	600	978	616
6/3	587	419	581	399	775	447
7/1	926	954	924	945	1091	976
8/1	875	588	884	612	1017	738
8/2	251	281	240	279	239	317
9/1	468	277	489	285	592	313
9/2	982	798	958	771	1131	774
10/1 (short)	317	52	320	44	398	80
10/2 (with short)	845(In) 528(Out)	449(In) 397(Out)	848(In) 528(Out)	430(In) 386(Out)	936(In) 538(Out)	491(In) 411(Out)
10/3	399	385	388	380	387	399
11/1	581	444	583	435	484	397
11/2	760	816	760	832	943	877
11/3	573	583	580	559	604	599
12/1	672	831	679	824	732	814
12/2	824	720	835	701	892	761
12/3	399	399	388	395	387	421
13/1	898	496	903	479	882	477
13/2	365	231	354	237	461	290

Detailed Input Data And Results

14/1 (with short)	1224(In) 610(Out)	1420(In) 712(Out)	1226(In) 612(Out)	1402(In) 700(Out)	1320(In) 555(Out)	1421(In) 706(Out)
14/2 (short)	614	708	614	702	765	715
15/1	659	712	666	733	642	785
15/2	861	960	870	947	894	985
15/3	976	867	967	851	1150	912
16/1	150	141	151	142	152	133
16/2 (with short)	473(In) 88(Out)	291(In) 52(Out)	472(In) 88(Out)	289(In) 53(Out)	480(In) 89(Out)	277(In) 44(Out)
16/3 (short)	385	239	384	236	391	233
17/1	623	831	625	791	645	735
18/1	809	853	817	875	794	918
18/2	428	708	429	688	424	715

Detailed Input Data And Results

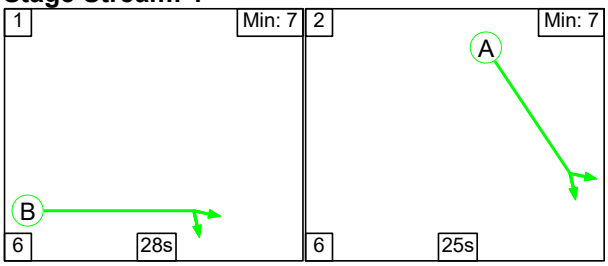
Lane	Scenario 7: 7	Scenario 8: 8
Junction: M1 Junction 25 Sandiacre Interchange		
1/1 (short)	489	438
1/2 (with short)	1152(In) 663(Out)	963(In) 525(Out)
1/3	756	444
2/1 (short)	397	314
2/2 (with short)	794(In) 397(Out)	628(In) 314(Out)
2/3	348	638
3/1 (short)	290	239
3/2 (with short)	617(In) 327(Out)	623(In) 384(Out)
3/3	333	242
4/1	308	75
4/2	1403	934
4/3	1104	1082
5/1	567	320
5/2	756	659
5/3	781	484
6/1	985	734
6/2	1006	620
6/3	756	444
7/1	1074	973
8/1	1056	758
8/2	209	314
9/1	598	314
9/2	1132	772
10/1 (short)	374	80
10/2 (with short)	947(In) 573(Out)	492(In) 412(Out)
10/3	379	403
11/1	504	397
11/2	932	881
11/3	599	592
12/1	742	828
12/2	895	758
12/3	379	417
13/1	878	477
13/2	467	285
14/1 (with short)	1319(In) 552(Out)	1424(In) 719(Out)

14/2 (short)	767	705
15/1	652	791
15/2	897	975
15/3	1144	905
16/1	151	133
16/2 (with short)	482(In) 89(Out)	283(In) 45(Out)
16/3 (short)	393	238
17/1	642	756
18/1	803	924
18/2	419	700

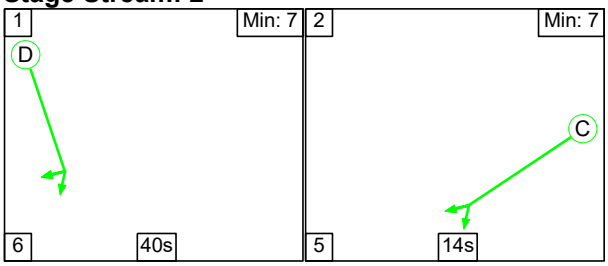
Scenario 1: '1' (FG1: '2026 Reference Case AM', Plan 1: '1')
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	25
Change Point	58	27

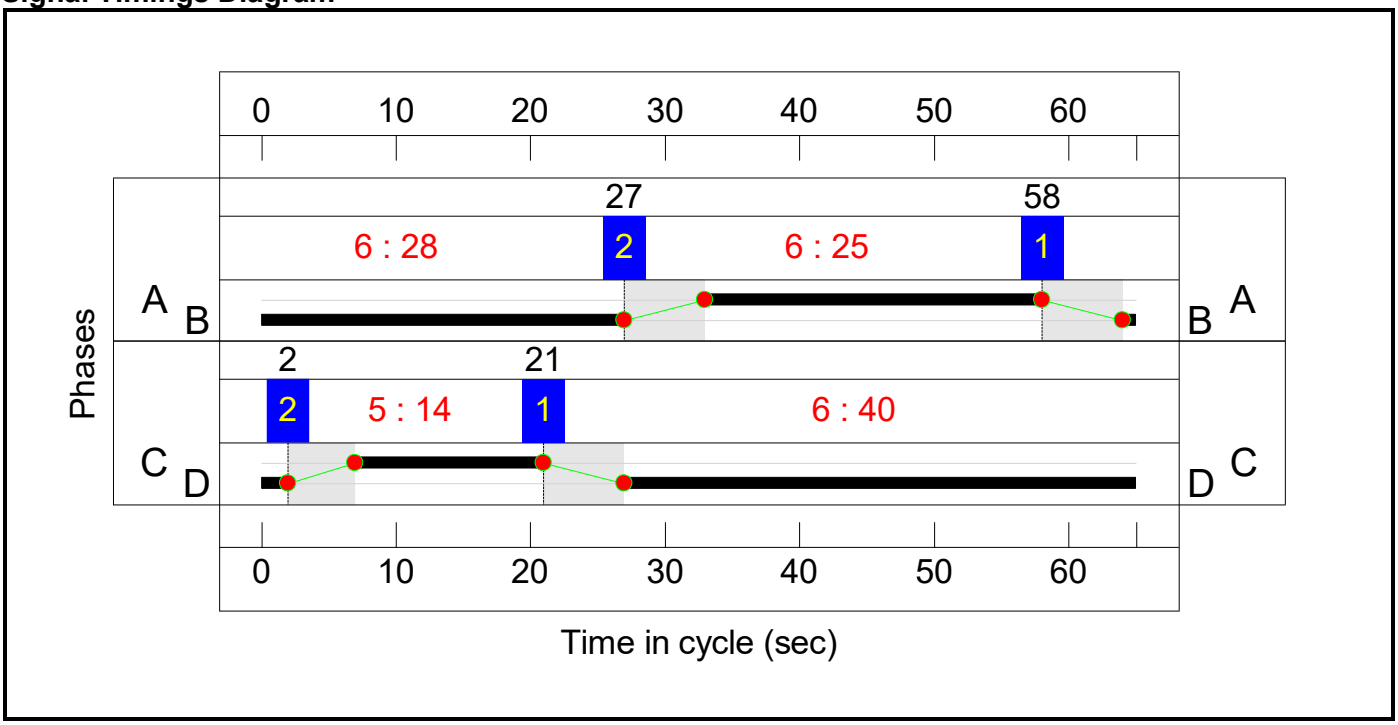
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

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

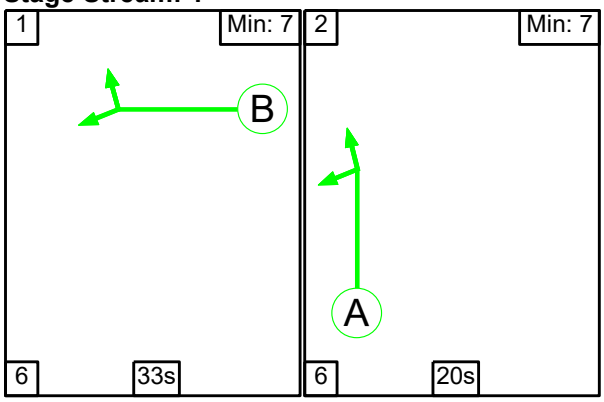
Signal Timings Diagram



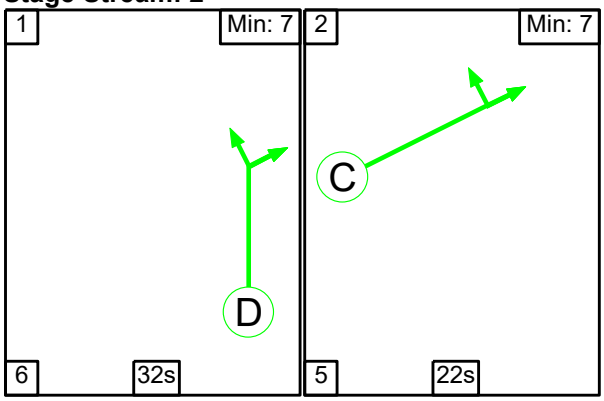
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

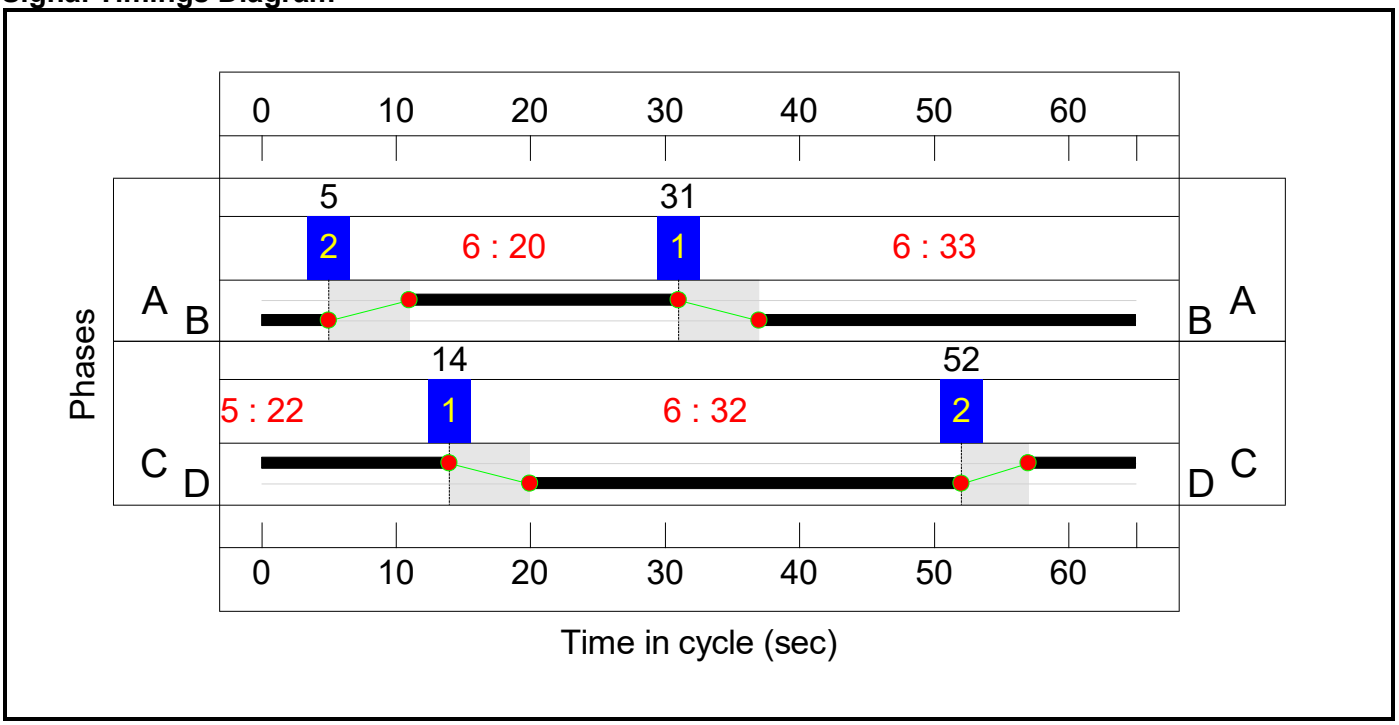
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

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

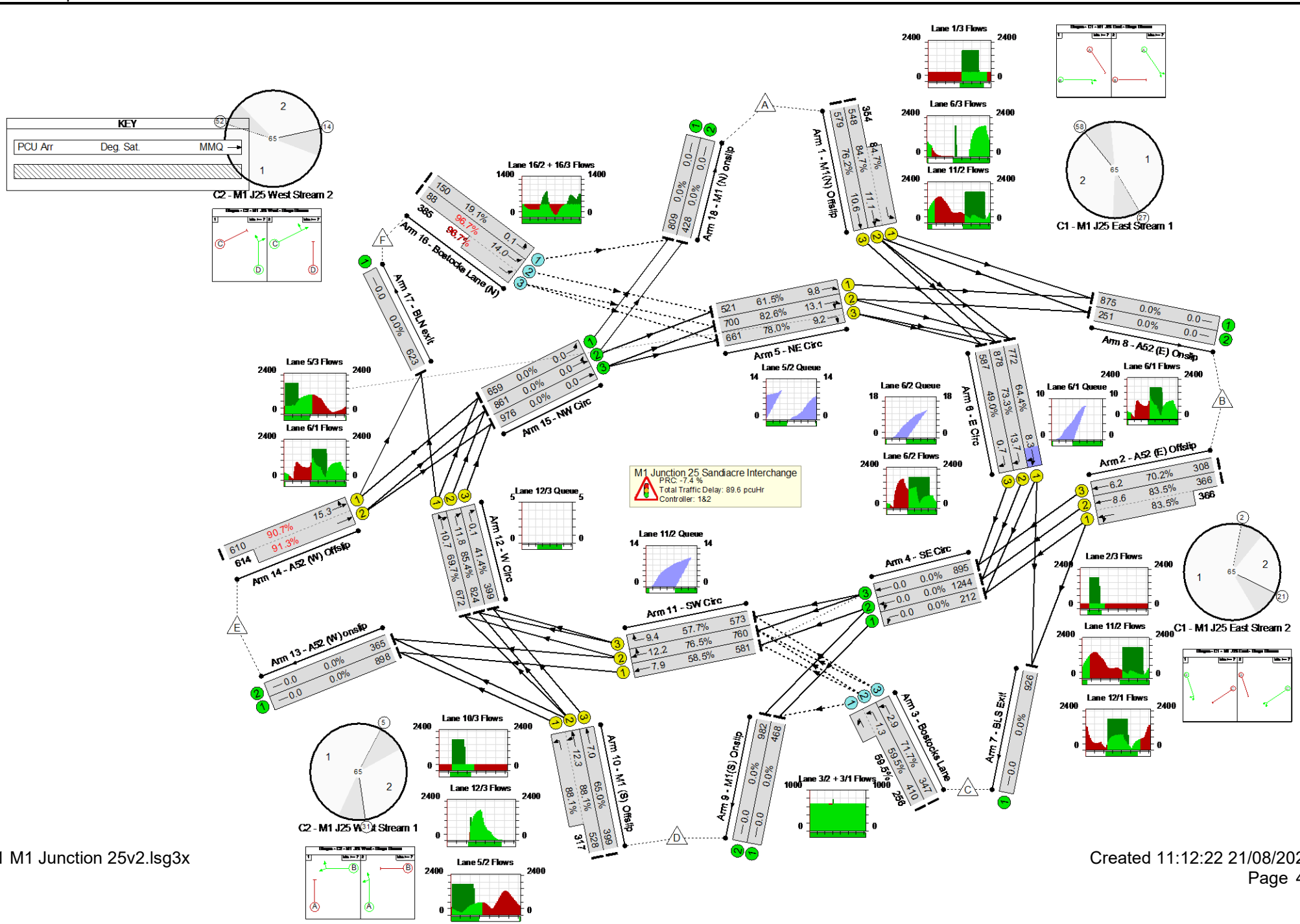
Signal Timings Diagram



Lane Green Times

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

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -7.4 %
Total Traffic Delay: 89.6 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.7%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.7%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	25	-	-	902	1900:1900	647+418	84.7 : 84.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	25	-	-	579	1900	760	76.2%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	732	1900:1900	438+438	83.5 : 83.5%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	308	1900	438	70.2%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	666	1800:1800	689+430	59.5 : 59.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	347	1800	484	71.7%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	212	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1244	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	895	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	28	-	-	521	1900	848	61.5%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	28	-	-	700	1900	848	82.6%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	28	-	-	661	1900	848	78.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	772	1900	1198	64.4%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	878	1900	1198	73.3%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	587	1900	1198	49.0%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	926	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	875	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	251	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	468	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	982	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	845	1900:1900	599+360	88.1 : 88.1%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	399	1900	614	65.0%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	581	1900	994	58.5%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	760	1900	994	76.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	573	1900	994	57.7%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	672	1900	965	69.7%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	824	1900	965	85.4%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	399	1900	965	41.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	898	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	365	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1224	1900:1900	672+672	90.7 : 91.3%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	659	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	861	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	976	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	150	1800	784	19.1%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	473	1800:1800	91+398	96.7 : 96.7%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	623	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	809	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	428	Inf	Inf	0.0%

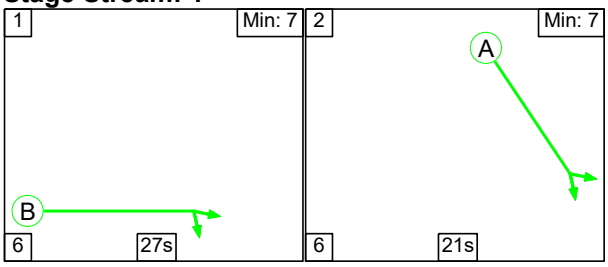
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2775**	**0**	**0**	**55.1**	**34.4**	**0.0**	**89.6**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2775**	**0**	**0**	**55.1**	**34.4**	**0.0**	**89.6**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	902	902	-	-	-	3.9	2.7	-	6.6	26.3	8.5	2.7	11.1	1/2+1/1
1/3	579	579	-	-	-	2.7	1.6	-	4.3	26.6	9.0	1.6	10.6	1/3
2/2+2/1	732	732	-	-	-	4.8	2.4	-	7.3	35.8	6.2	2.4	8.6	2/2+2/1
2/3	308	308	-	-	-	2.0	1.2	-	3.1	36.5	5.0	1.2	6.2	2/3
3/2+3/1	666	666	1332	0	0	0.0	0.7	-	0.7	4.0	0.6	0.7	1.3	3/2+3/1
3/3	347	347	347	0	0	0.1	1.2	-	1.4	14.3	1.6	1.2	2.9	3/3
4/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1244	1244	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	521	521	-	-	-	1.9	0.8	-	2.7	18.5	9.0	0.8	9.8	5/1
5/2	700	700	-	-	-	3.6	2.3	-	5.9	30.5	10.8	2.3	13.1	5/2
5/3	661	661	-	-	-	2.5	1.7	-	4.2	22.9	7.4	1.7	9.2	5/3
6/1	772	772	-	-	-	1.5	0.0	-	1.5	6.8	8.3	0.0	8.3	6/1
6/2	878	878	-	-	-	2.8	0.0	-	2.8	11.4	13.7	0.0	13.7	6/2
6/3	587	587	-	-	-	0.2	0.0	-	0.2	1.3	0.7	0.0	0.7	6/3
7/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	251	251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	982	982	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	845	845	-	-	-	4.6	3.5	-	8.1	34.4	8.8	3.5	12.3	10/2+10/1
10/3	399	399	-	-	-	2.1	0.9	-	3.0	27.2	6.1	0.9	7.0	10/3
11/1	581	581	-	-	-	2.6	0.7	-	3.3	20.5	7.2	0.7	7.9	11/1
11/2	760	760	-	-	-	3.8	1.6	-	5.4	25.8	10.6	1.6	12.2	11/2
11/3	573	573	-	-	-	1.8	0.7	-	2.4	15.3	8.7	0.7	9.4	11/3
12/1	672	672	-	-	-	2.9	0.0	-	2.9	15.7	10.7	0.0	10.7	12/1
12/2	824	824	-	-	-	4.0	0.0	-	4.0	17.4	11.8	0.0	11.8	12/2
12/3	399	399	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1224	1224	-	-	-	6.8	4.7	-	11.5	33.9	10.6	4.7	15.3	14/1+14/2
15/1	659	659	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	150	150	150	0	0	0.0	0.1	-	0.1	2.8	0.0	0.1	0.1	16/1
16/2+16/3	473	473	946	0	0	0.5	7.6	-	8.1	61.4	6.4	7.6	14.0	16/2+16/3
17/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	809	809	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	428	428	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

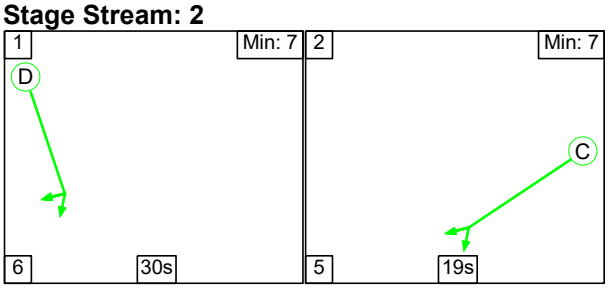
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	6.3	Total Delay for Signalled Lanes (pcuHr):	23.69	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	7.8	Total Delay for Signalled Lanes (pcuHr):	14.86	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	2.2	Total Delay for Signalled Lanes (pcuHr):	22.28	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-1.5	Total Delay for Signalled Lanes (pcuHr):	18.44	Cycle Time (s): 65
	PRC Over All Lanes (%):	-7.4	Total Delay Over All Lanes(pcuHr):	89.56	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

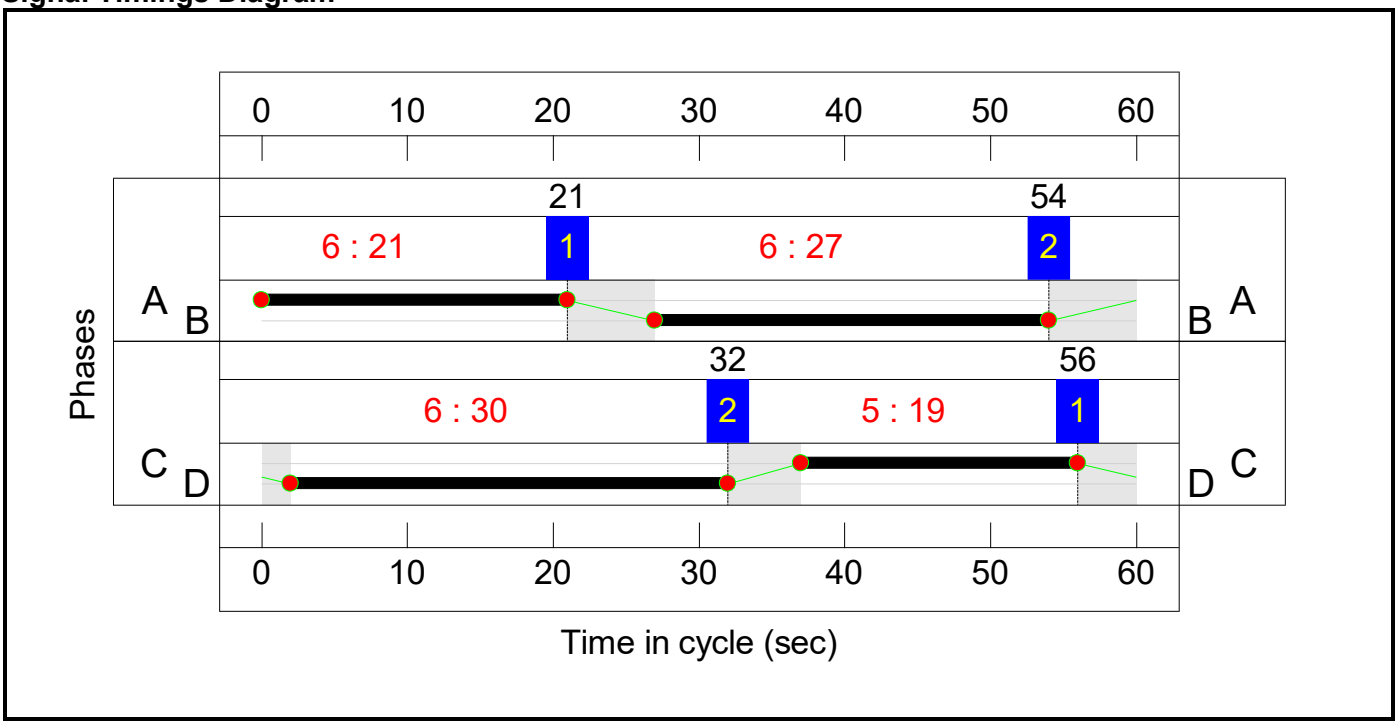
Stage Stream: 2

Stage	1	2
Duration	30	19
Change Point	56	32

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	19	37	56
D	E Circ Right Ahead	Traffic	2	30	2	32

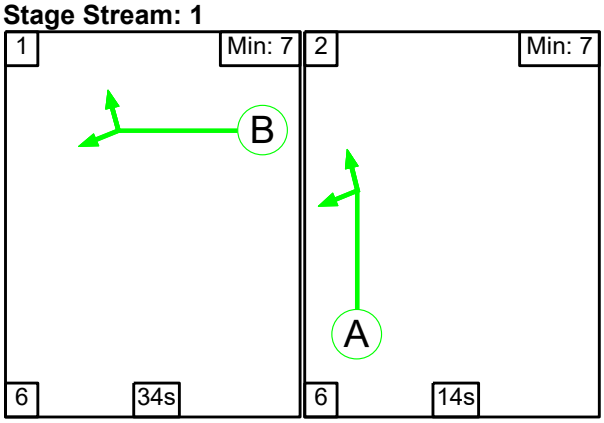
Signal Timings Diagram



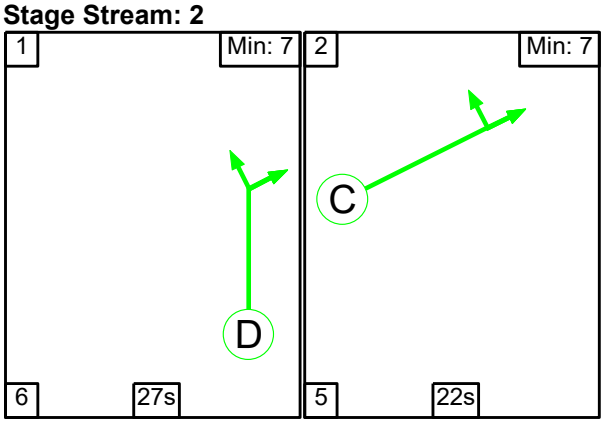
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

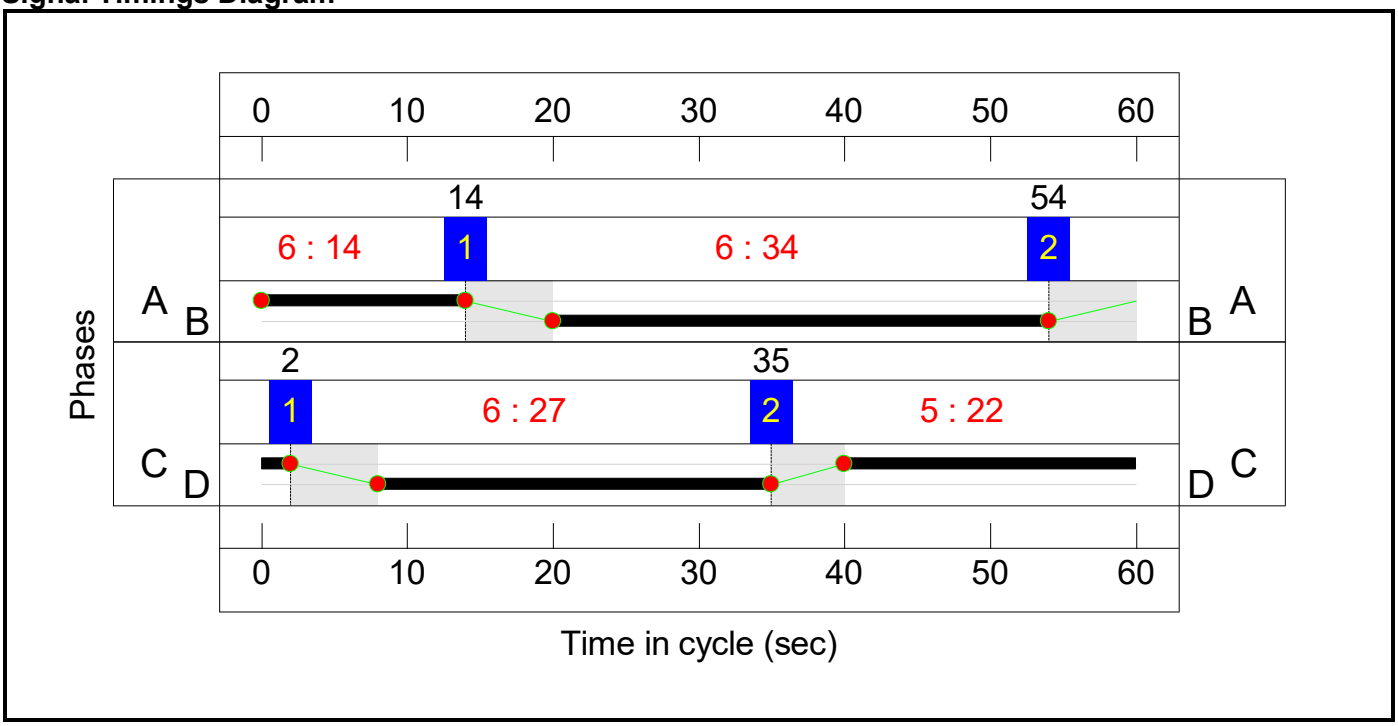
Stage Stream: 2

Stage	1	2
Duration	27	22
Change Point	2	35

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	22	40	2
D	W Circ Right Ahead	Traffic	2	27	8	35

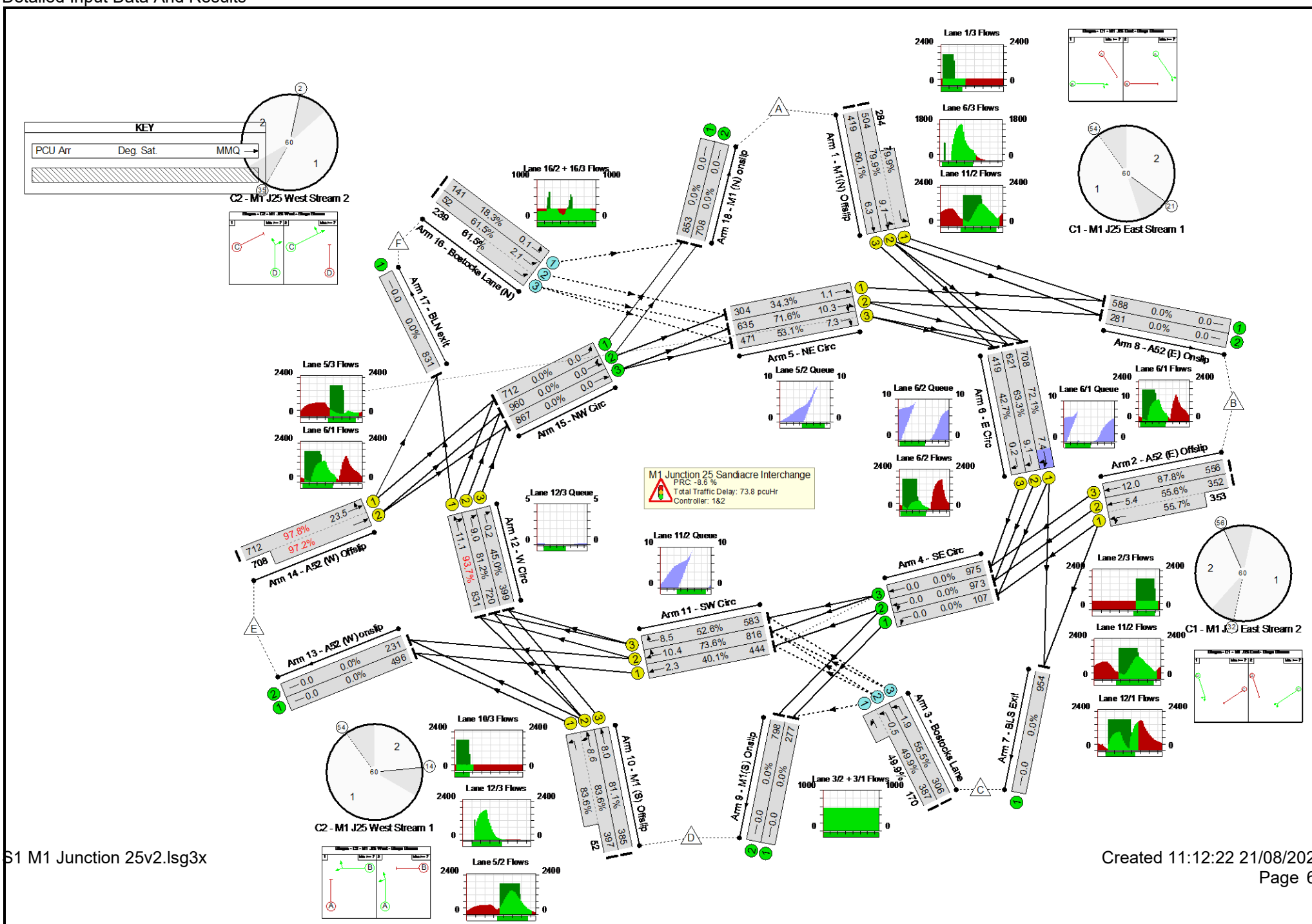
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	37	56
2/2	A52 (E) Offslip Ahead	U	C	37	56
2/3	A52 (E) Offslip Ahead	U	C	37	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	32
6/2	E Circ Right	U	D	2	32
6/3	E Circ Right	U	D	2	32
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	35
12/2	W Circ Right	U	D	8	35
12/3	W Circ Right	U	D	8	35
14/1	A52 (W) Offslip Ahead Left	U	C	40	2
14/2	A52 (W) Offslip Ahead	U	C	40	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -8.6 %
Total Traffic Delay: 73.8 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.8%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.8%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	788	1900:1900	631+356	79.9 : 79.9%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	419	1900	697	60.1%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	19	-	-	705	1900:1900	633+633	55.6 : 55.7%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	19	-	-	556	1900	633	87.8%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	557	1800:1800	775+341	49.9 : 49.9%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	306	1800	551	55.5%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	107	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	973	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	975	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	304	1900	887	34.3%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	635	1900	887	71.6%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	471	1900	887	53.1%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	30	-	-	708	1900	982	72.1%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	30	-	-	621	1900	982	63.3%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	30	-	-	419	1900	982	42.7%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	954	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	588	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	281	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	277	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	798	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	449	1900:1900	475+62	83.6 : 83.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	385	1900	475	81.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	444	1900	1108	40.1%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	816	1900	1108	73.6%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	583	1900	1108	52.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	27	-	-	831	1900	887	93.7%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	27	-	-	720	1900	887	81.2%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	27	-	-	399	1900	887	45.0%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	496	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	231	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1420	1900:1900	728+728	97.8 : 97.2%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	712	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	960	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	867	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	141	1800	772	18.3%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	291	1800:1800	85+389	61.5 : 61.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	831	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	853	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	708	Inf	Inf	0.0%

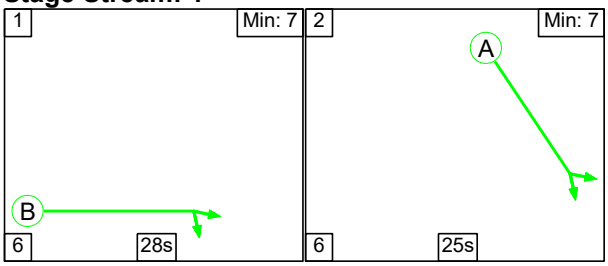
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2143**	**0**	**0**	**44.6**	**29.2**	**0.0**	**73.8**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2143**	**0**	**0**	**44.6**	**29.2**	**0.0**	**73.8**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	788	788	-	-	-	3.4	1.9	-	5.4	24.5	7.1	1.9	9.1	1/2+1/1
1/3	419	419	-	-	-	1.8	0.8	-	2.5	21.9	5.6	0.8	6.3	1/3
2/2+2/1	705	705	-	-	-	3.2	0.6	-	3.8	19.6	4.8	0.6	5.4	2/2+2/1
2/3	556	556	-	-	-	2.9	3.3	-	6.2	40.3	8.6	3.3	12.0	2/3
3/2+3/1	557	557	1114	0	0	0.0	0.5	-	0.5	3.2	0.0	0.5	0.5	3/2+3/1
3/3	306	306	306	0	0	0.1	0.6	-	0.7	8.0	1.3	0.6	1.9	3/3
4/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	304	304	-	-	-	0.3	0.3	-	0.5	6.5	0.9	0.3	1.1	5/1
5/2	635	635	-	-	-	1.4	1.2	-	2.7	15.0	9.1	1.2	10.3	5/2
5/3	471	471	-	-	-	2.1	0.6	-	2.6	20.1	6.7	0.6	7.3	5/3
6/1	708	708	-	-	-	2.2	0.0	-	2.2	11.4	7.4	0.0	7.4	6/1
6/2	621	621	-	-	-	3.0	0.0	-	3.0	17.5	9.1	0.0	9.1	6/2
6/3	419	419	-	-	-	0.1	0.0	-	0.1	0.9	0.2	0.0	0.2	6/3
7/1	954	954	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	798	798	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	449	449	-	-	-	2.6	2.4	-	5.0	40.2	6.2	2.4	8.6	10/2+10/1
10/3	385	385	-	-	-	2.3	2.0	-	4.3	40.3	6.0	2.0	8.0	10/3
11/1	444	444	-	-	-	0.4	0.3	-	0.8	6.1	1.9	0.3	2.3	11/1
11/2	816	816	-	-	-	2.0	1.4	-	3.4	14.8	9.0	1.4	10.4	11/2
11/3	583	583	-	-	-	2.2	0.6	-	2.7	16.8	7.9	0.6	8.5	11/3
12/1	831	831	-	-	-	3.9	0.0	-	3.9	16.8	11.1	0.0	11.1	12/1
12/2	720	720	-	-	-	3.5	0.0	-	3.5	17.4	9.0	0.0	9.0	12/2
12/3	399	399	-	-	-	0.1	0.0	-	0.1	0.7	0.2	0.0	0.2	12/3
13/1	496	496	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1420	1420	-	-	-	7.2	11.8	-	19.0	48.1	11.7	11.8	23.5	14/1+14/2
15/1	712	712	-	-	-	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
15/3	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	141	141	141	0	0	0.0	0.1	-	0.1	2.8	0.0	0.1	0.1	16/1
16/2+16/3	291	291	582	0	0	0.1	0.8	-	0.9	10.6	1.3	0.8	2.1	16/2+16/3
17/1	831	831	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	853	853	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	708	708	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

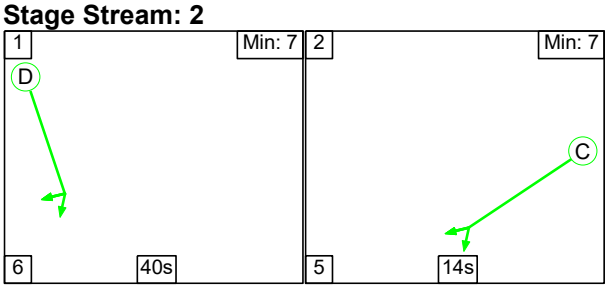
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	12.7	Total Delay for Signalled Lanes (pcuHr):	13.74	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	15.41	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	7.7	Total Delay for Signalled Lanes (pcuHr):	16.15	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-8.6	Total Delay for Signalled Lanes (pcuHr):	26.39	Cycle Time (s): 60
	PRC Over All Lanes (%):	-8.6	Total Delay Over All Lanes(pcuHr):	73.84	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	28	25
Change Point	58	27

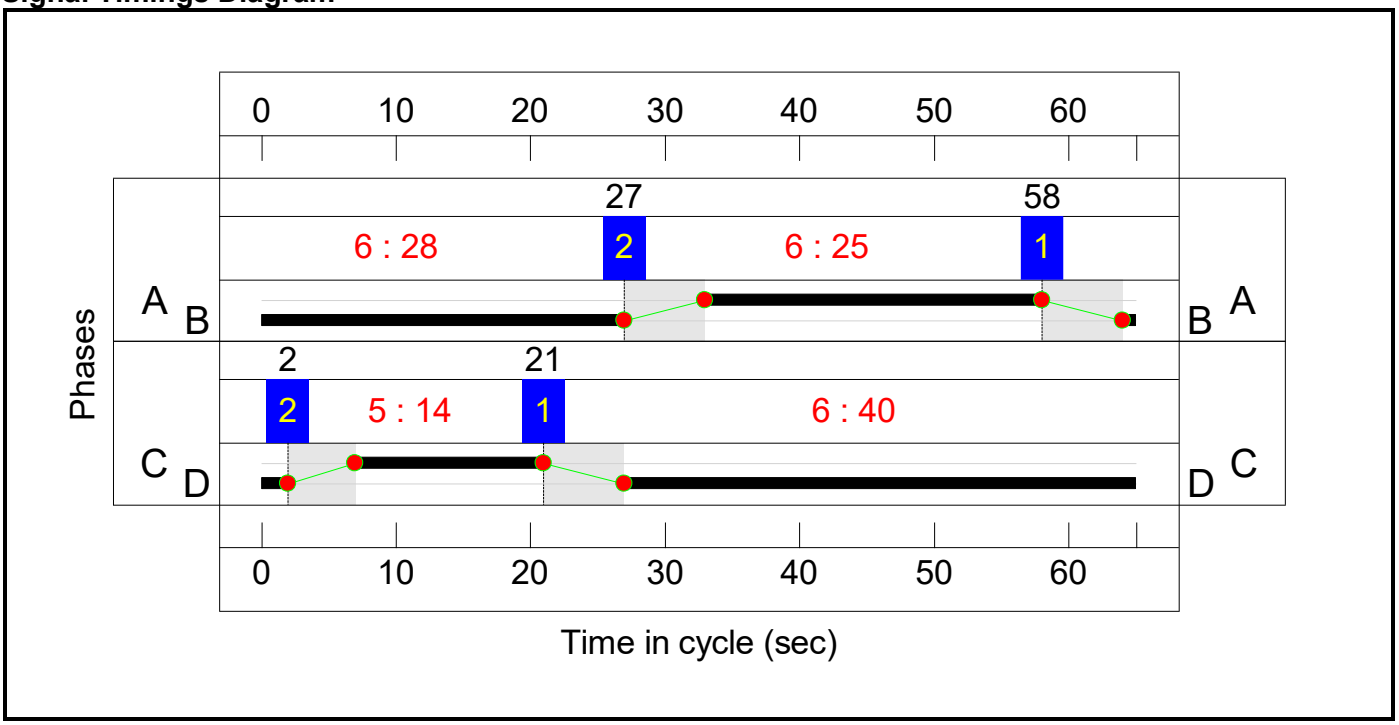
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

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

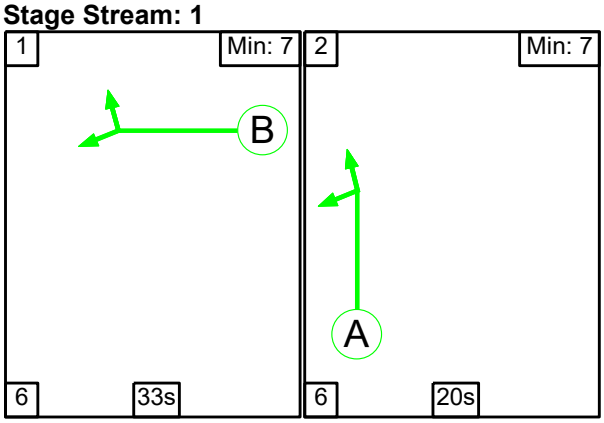
Signal Timings Diagram



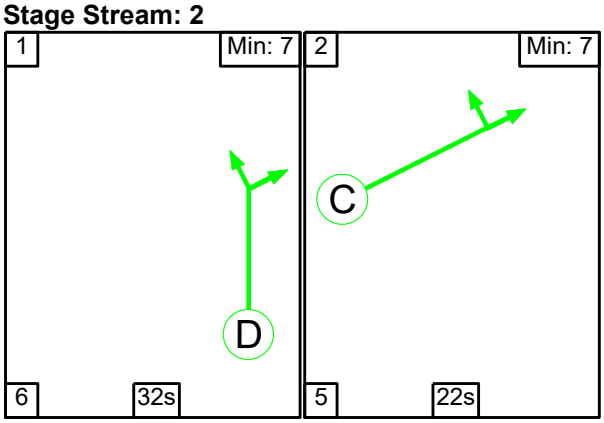
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

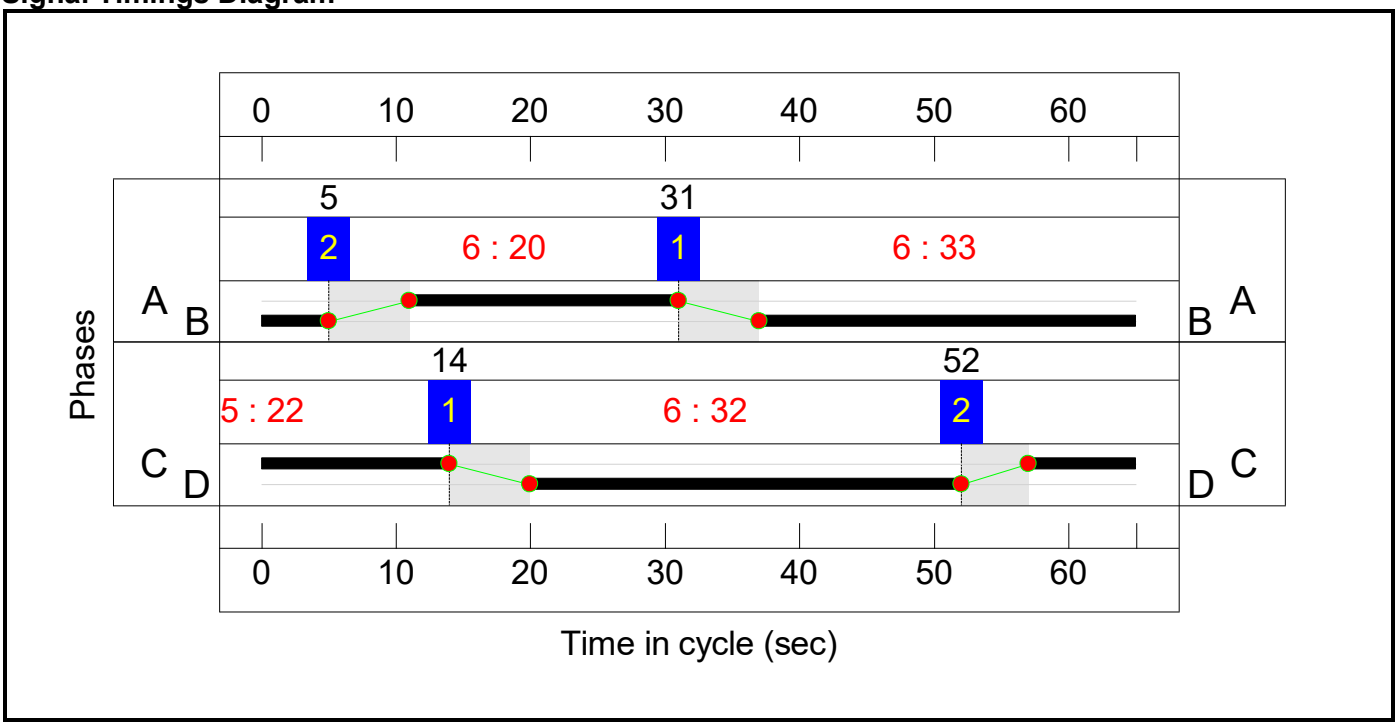
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

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

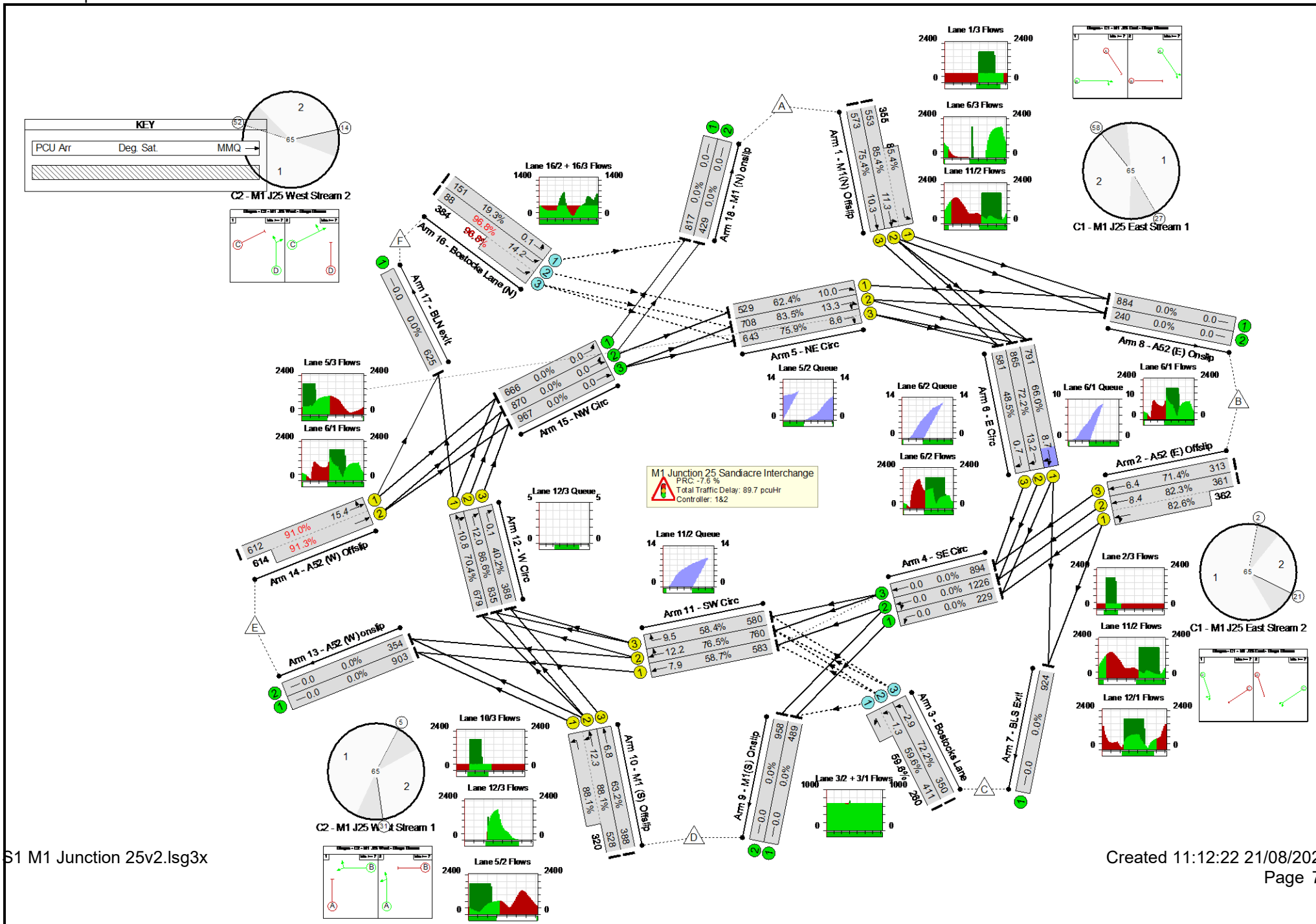
Signal Timings Diagram



Lane Green Times

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

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -7.6 %
Total Traffic Delay: 89.7 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 18 - M1 (N) onslip
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 5 - NE Circ
Arm 8 - A52 (E) Onslip
Arm 6 - E Circ
Arm 2 - A52 (E) Offslip
Arm 4 - SE Circ
Arm 3 - Bostocks Lane
Arm 7 - BLS Exit
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.8%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.8%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	25	-	-	908	1900:1900	648+416	85.4 : 85.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	25	-	-	573	1900	760	75.4%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	723	1900:1900	438+438	82.3 : 82.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	313	1900	438	71.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	671	1800:1800	689+436	59.6 : 59.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	350	1800	485	72.2%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	229	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1226	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	894	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	28	-	-	529	1900	848	62.4%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	28	-	-	708	1900	848	83.5%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	28	-	-	643	1900	848	75.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	791	1900	1198	66.0%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	865	1900	1198	72.2%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	581	1900	1198	48.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	924	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	884	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	240	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	489	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	958	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	848	1900:1900	599+363	88.1 : 88.1%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	388	1900	614	63.2%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	583	1900	994	58.7%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	760	1900	994	76.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	580	1900	994	58.4%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	679	1900	965	70.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	835	1900	965	86.6%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	388	1900	965	40.2%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	903	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	354	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1226	1900:1900	672+672	91.0 : 91.3%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	666	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	870	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	967	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	151	1800	782	19.3%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	472	1800:1800	91+397	96.8 : 96.8%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	625	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	429	Inf	Inf	0.0%

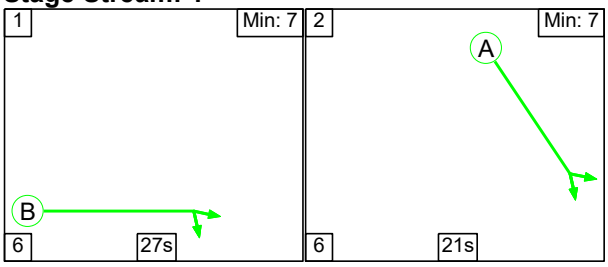
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2787**	**0**	**0**	**55.1**	**34.6**	**0.0**	**89.7**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2787**	**0**	**0**	**55.1**	**34.6**	**0.0**	**89.7**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	908	908	-	-	-	4.0	2.8	-	6.8	26.9	8.5	2.8	11.3	1/2+1/1
1/3	573	573	-	-	-	2.7	1.5	-	4.2	26.2	8.8	1.5	10.3	1/3
2/2+2/1	723	723	-	-	-	4.8	2.3	-	7.1	35.1	6.1	2.3	8.4	2/2+2/1
2/3	313	313	-	-	-	2.0	1.2	-	3.2	37.1	5.1	1.2	6.4	2/3
3/2+3/1	671	671	1342	0	0	0.0	0.7	-	0.7	4.0	0.6	0.7	1.3	3/2+3/1
3/3	350	350	350	0	0	0.1	1.3	-	1.4	14.5	1.7	1.3	2.9	3/3
4/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1226	1226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	529	529	-	-	-	1.9	0.8	-	2.7	18.6	9.1	0.8	10.0	5/1
5/2	708	708	-	-	-	3.7	2.4	-	6.1	31.0	10.8	2.4	13.3	5/2
5/3	643	643	-	-	-	2.4	1.5	-	3.9	22.0	7.1	1.5	8.6	5/3
6/1	791	791	-	-	-	1.6	0.0	-	1.6	7.1	8.7	0.0	8.7	6/1
6/2	865	865	-	-	-	2.7	0.0	-	2.7	11.1	13.2	0.0	13.2	6/2
6/3	581	581	-	-	-	0.2	0.0	-	0.2	1.3	0.7	0.0	0.7	6/3
7/1	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	884	884	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	240	240	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	489	489	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	848	848	-	-	-	4.6	3.5	-	8.1	34.4	8.8	3.5	12.3	10/2+10/1
10/3	388	388	-	-	-	2.0	0.9	-	2.9	26.6	5.9	0.9	6.8	10/3
11/1	583	583	-	-	-	2.6	0.7	-	3.3	20.3	7.2	0.7	7.9	11/1
11/2	760	760	-	-	-	3.8	1.6	-	5.4	25.7	10.6	1.6	12.2	11/2
11/3	580	580	-	-	-	1.8	0.7	-	2.5	15.4	8.8	0.7	9.5	11/3
12/1	679	679	-	-	-	3.0	0.0	-	3.0	15.9	10.8	0.0	10.8	12/1
12/2	835	835	-	-	-	4.1	0.0	-	4.1	17.6	12.0	0.0	12.0	12/2
12/3	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	354	354	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1226	1226	-	-	-	6.8	4.8	-	11.6	34.1	10.6	4.8	15.4	14/1+14/2
15/1	666	666	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	151	151	151	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	472	472	944	0	0	0.5	7.6	-	8.2	62.2	6.5	7.6	14.2	16/2+16/3
17/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

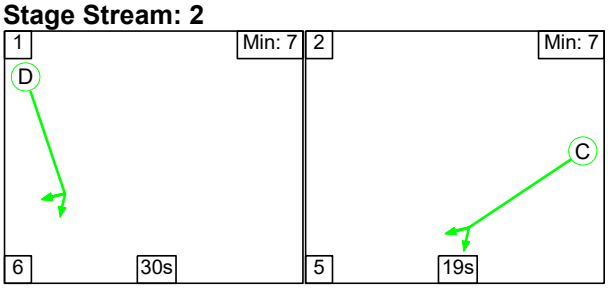
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	5.4	Total Delay for Signalled Lanes (pcuHr):	23.72	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	14.70	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	2.1	Total Delay for Signalled Lanes (pcuHr):	22.17	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-1.5	Total Delay for Signalled Lanes (pcuHr):	18.69	Cycle Time (s): 65
	PRC Over All Lanes (%):	-7.6	Total Delay Over All Lanes(pcuHr):	89.70	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

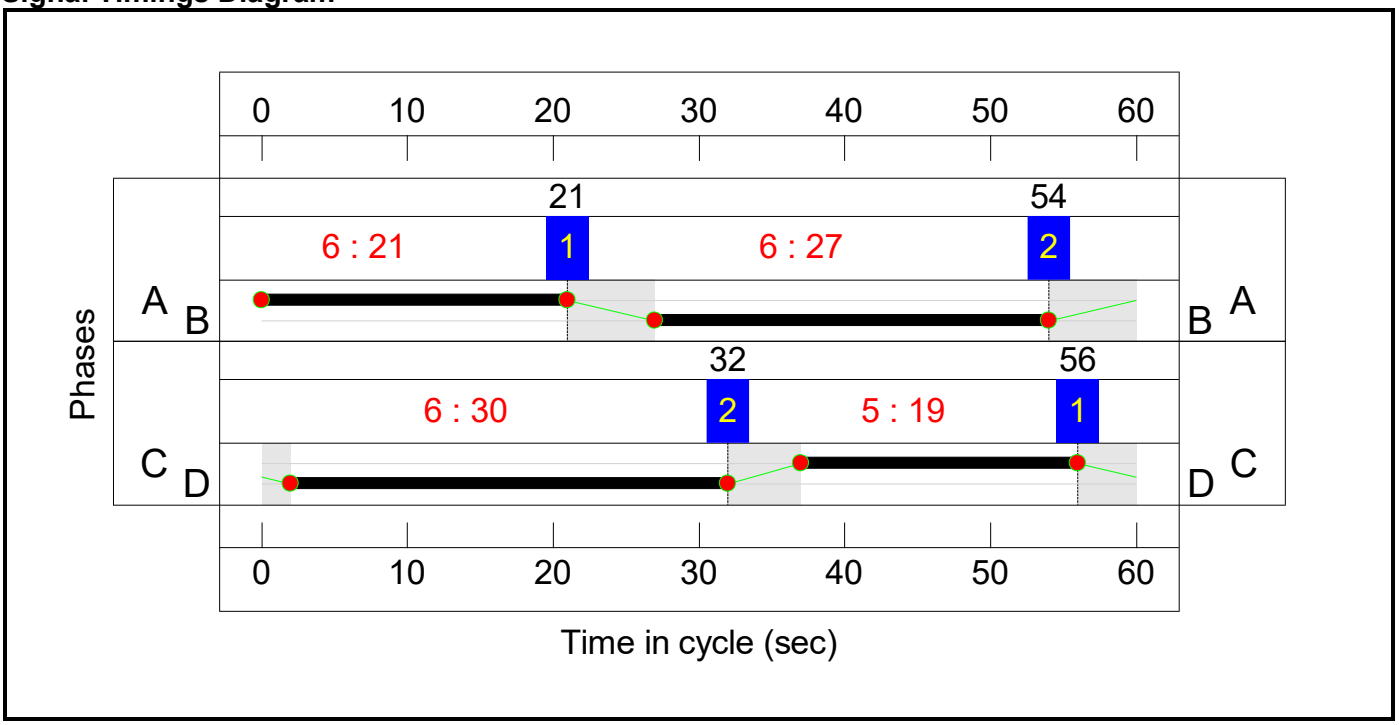
Stage Stream: 2

Stage	1	2
Duration	30	19
Change Point	56	32

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	19	37	56
D	E Circ Right Ahead	Traffic	2	30	2	32

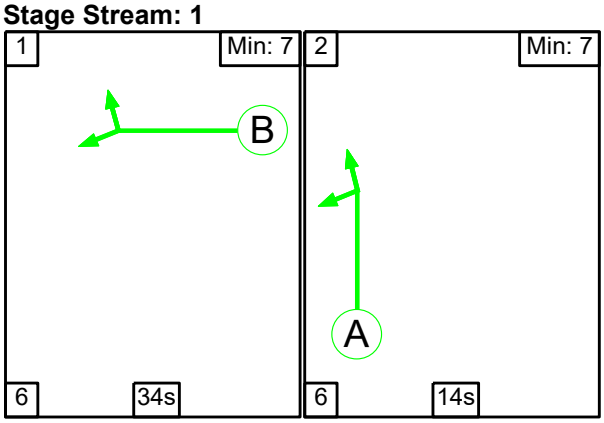
Signal Timings Diagram



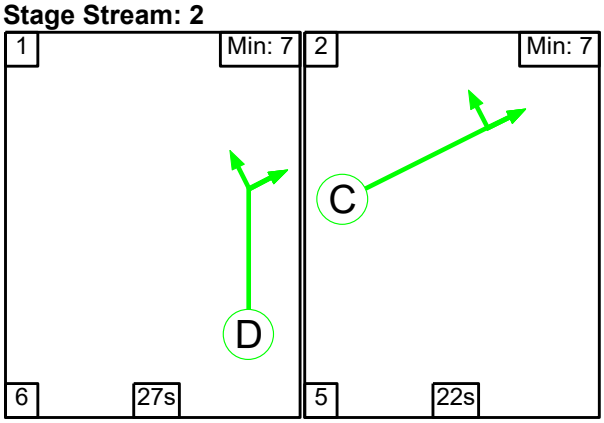
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

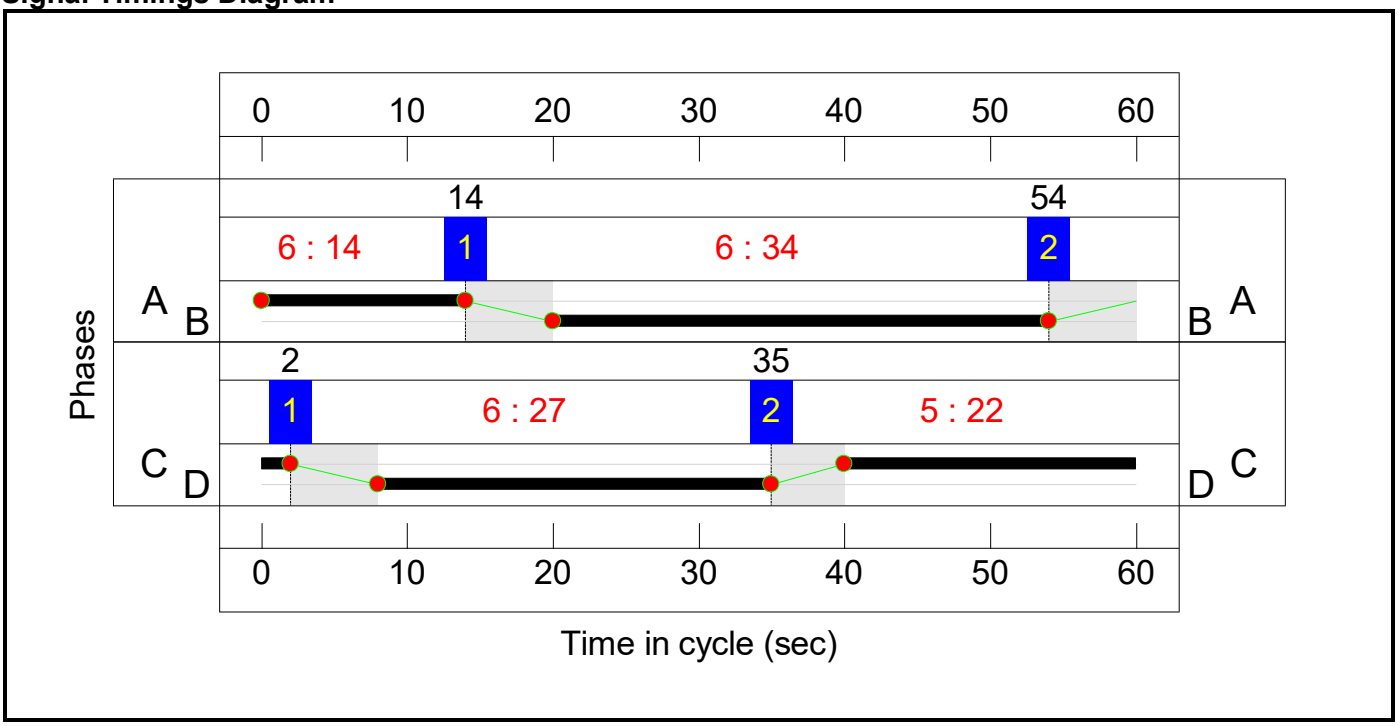
Stage Stream: 2

Stage	1	2
Duration	27	22
Change Point	2	35

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	22	40	2
D	W Circ Right Ahead	Traffic	2	27	8	35

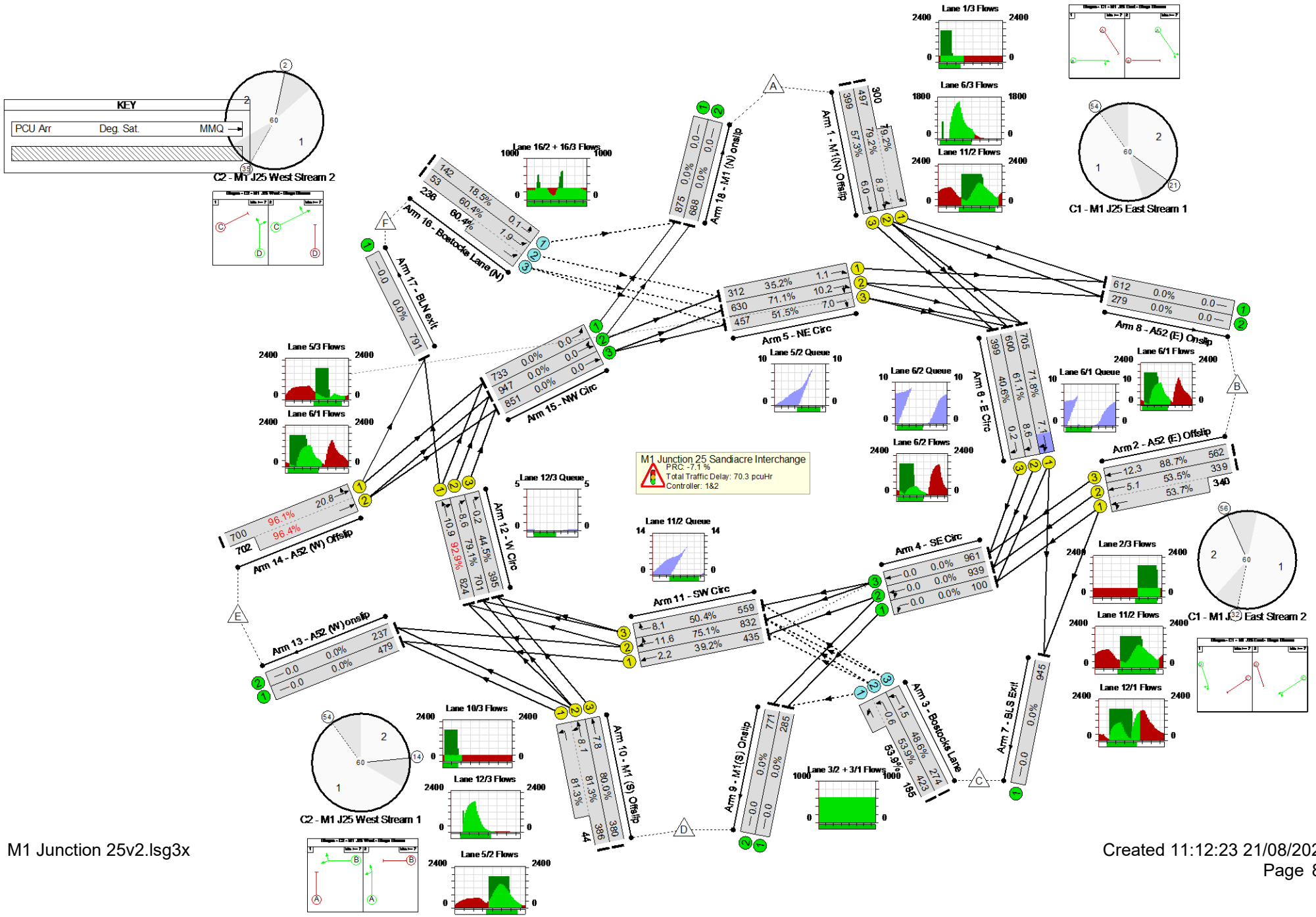
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	37	56
2/2	A52 (E) Offslip Ahead	U	C	37	56
2/3	A52 (E) Offslip Ahead	U	C	37	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	32
6/2	E Circ Right	U	D	2	32
6/3	E Circ Right	U	D	2	32
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	35
12/2	W Circ Right	U	D	8	35
12/3	W Circ Right	U	D	8	35
14/1	A52 (W) Offslip Ahead Left	U	C	40	2
14/2	A52 (W) Offslip Ahead	U	C	40	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -7.1 %
Total Traffic Delay: 70.3 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.4%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.4%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	797	1900:1900	628+379	79.2 : 79.2%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	399	1900	697	57.3%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	19	-	-	679	1900:1900	633+633	53.5 : 53.7%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	19	-	-	562	1900	633	88.7%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	608	1800:1800	785+343	53.9 : 53.9%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	274	1800	564	48.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	100	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	939	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	961	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	312	1900	887	35.2%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	630	1900	887	71.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	457	1900	887	51.5%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	30	-	-	705	1900	982	71.8%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	30	-	-	600	1900	982	61.1%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	30	-	-	399	1900	982	40.6%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	945	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	612	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	279	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	285	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	771	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	430	1900:1900	475+54	81.3 : 81.3%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	380	1900	475	80.0%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	435	1900	1108	39.2%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	832	1900	1108	75.1%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	559	1900	1108	50.4%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	27	-	-	824	1900	887	92.9%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	27	-	-	701	1900	887	79.1%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	27	-	-	395	1900	887	44.5%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	479	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	237	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1402	1900:1900	728+728	96.1 : 96.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	733	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	947	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	851	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	142	1800	768	18.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	289	1800:1800	88+390	60.4 : 60.4%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	791	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	875	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%

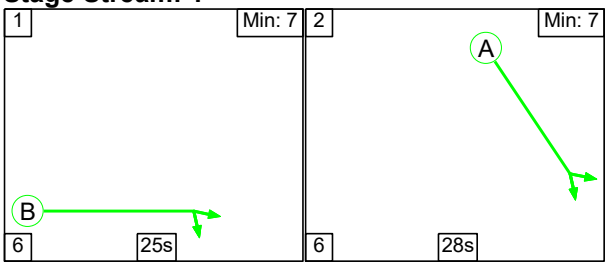
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2210**	**0**	**0**	**43.8**	**26.5**	**0.0**	**70.3**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2210**	**0**	**0**	**43.8**	**26.5**	**0.0**	**70.3**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	797	797	-	-	-	3.4	1.9	-	5.3	24.0	7.0	1.9	8.9	1/2+1/1
1/3	399	399	-	-	-	1.7	0.7	-	2.4	21.3	5.3	0.7	6.0	1/3
2/2+2/1	679	679	-	-	-	3.1	0.6	-	3.6	19.3	4.5	0.6	5.1	2/2+2/1
2/3	562	562	-	-	-	3.0	3.6	-	6.5	41.9	8.7	3.6	12.3	2/3
3/2+3/1	608	608	1216	0	0	0.0	0.6	-	0.6	3.5	0.0	0.6	0.6	3/2+3/1
3/3	274	274	274	0	0	0.0	0.5	-	0.5	6.6	1.0	0.5	1.5	3/3
4/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	961	961	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	312	312	-	-	-	0.3	0.3	-	0.6	6.5	0.9	0.3	1.1	5/1
5/2	630	630	-	-	-	1.4	1.2	-	2.6	15.0	9.0	1.2	10.2	5/2
5/3	457	457	-	-	-	2.0	0.5	-	2.5	19.8	6.5	0.5	7.0	5/3
6/1	705	705	-	-	-	2.2	0.0	-	2.2	11.4	7.1	0.0	7.1	6/1
6/2	600	600	-	-	-	2.9	0.0	-	2.9	17.4	8.6	0.0	8.6	6/2
6/3	399	399	-	-	-	0.1	0.0	-	0.1	0.9	0.2	0.0	0.2	6/3
7/1	945	945	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	279	279	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	430	430	-	-	-	2.5	2.1	-	4.6	38.2	6.0	2.1	8.1	10/2+10/1
10/3	380	380	-	-	-	2.2	1.9	-	4.1	39.3	5.9	1.9	7.8	10/3
11/1	435	435	-	-	-	0.4	0.3	-	0.7	6.1	1.9	0.3	2.2	11/1
11/2	832	832	-	-	-	2.1	1.5	-	3.6	15.5	10.1	1.5	11.6	11/2
11/3	559	559	-	-	-	2.1	0.5	-	2.6	17.0	7.6	0.5	8.1	11/3
12/1	824	824	-	-	-	3.9	0.0	-	3.9	17.3	10.9	0.0	10.9	12/1
12/2	701	701	-	-	-	3.3	0.0	-	3.3	16.7	8.6	0.0	8.6	12/2
12/3	395	395	-	-	-	0.1	0.0	-	0.1	0.7	0.2	0.0	0.2	12/3
13/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	237	237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1402	1402	-	-	-	7.0	9.5	-	16.6	42.5	11.3	9.5	20.8	14/1+14/2
15/1	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	947	947	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	851	851	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	142	142	142	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	289	289	578	0	0	0.1	0.8	-	0.8	10.3	1.2	0.8	1.9	16/2+16/3
17/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

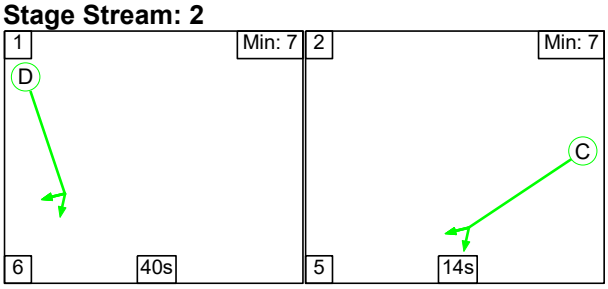
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	13.6	Total Delay for Signalled Lanes (pcuHr):	13.37	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	1.4	Total Delay for Signalled Lanes (pcuHr):	15.40	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	10.8	Total Delay for Signalled Lanes (pcuHr):	15.67	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	23.84	Cycle Time (s): 60
	PRC Over All Lanes (%):	-7.1	Total Delay Over All Lanes(pcuHr):	70.31	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	28
Change Point	58	24

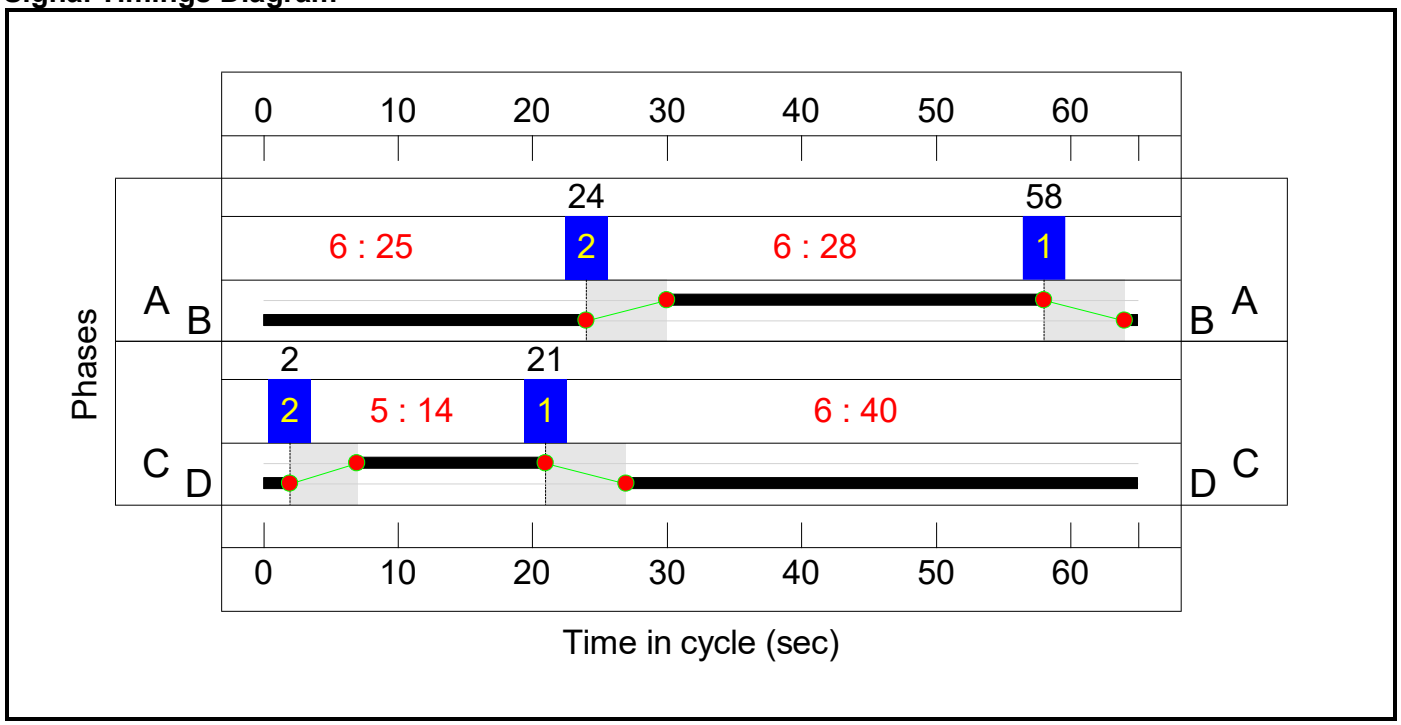
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

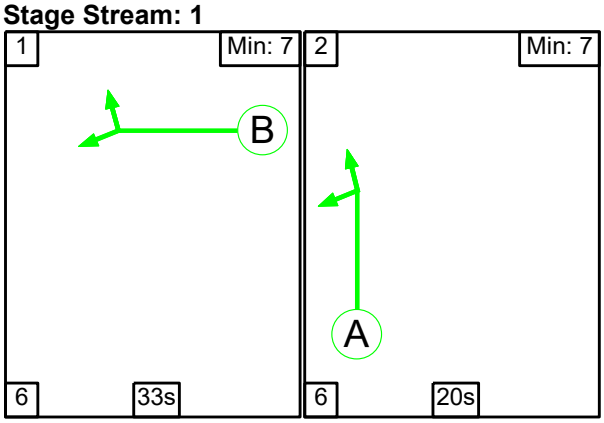
Signal Timings Diagram



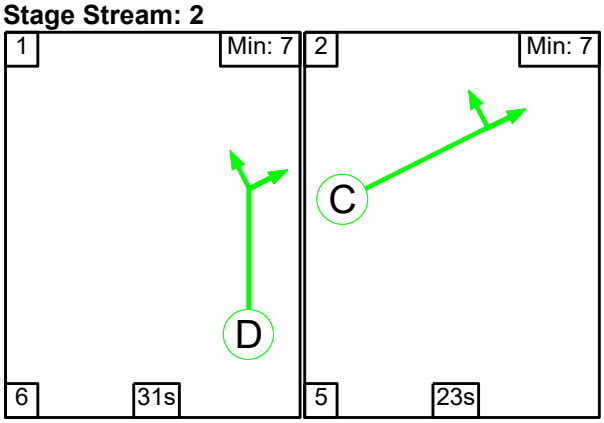
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

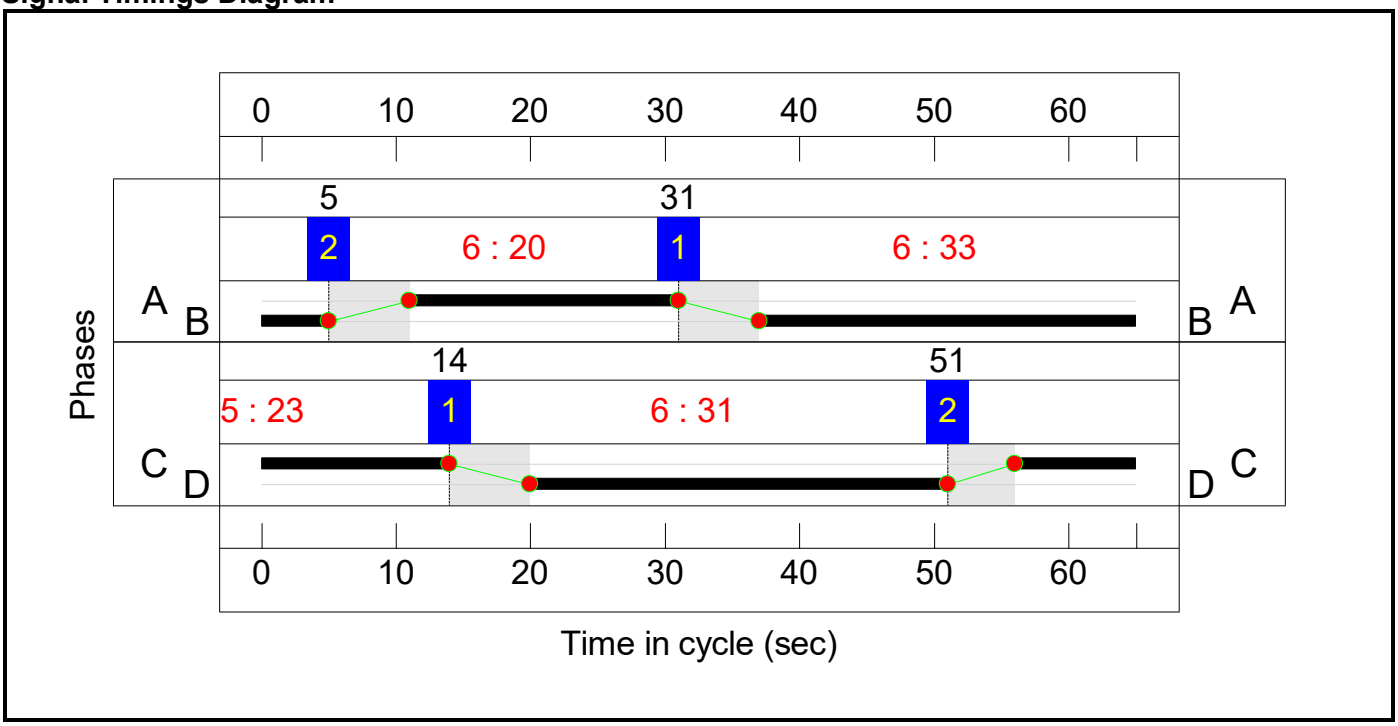
Stage Stream: 2

Stage	1	2
Duration	31	23
Change Point	14	51

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	23	56	14
D	W Circ Right Ahead	Traffic	2	31	20	51

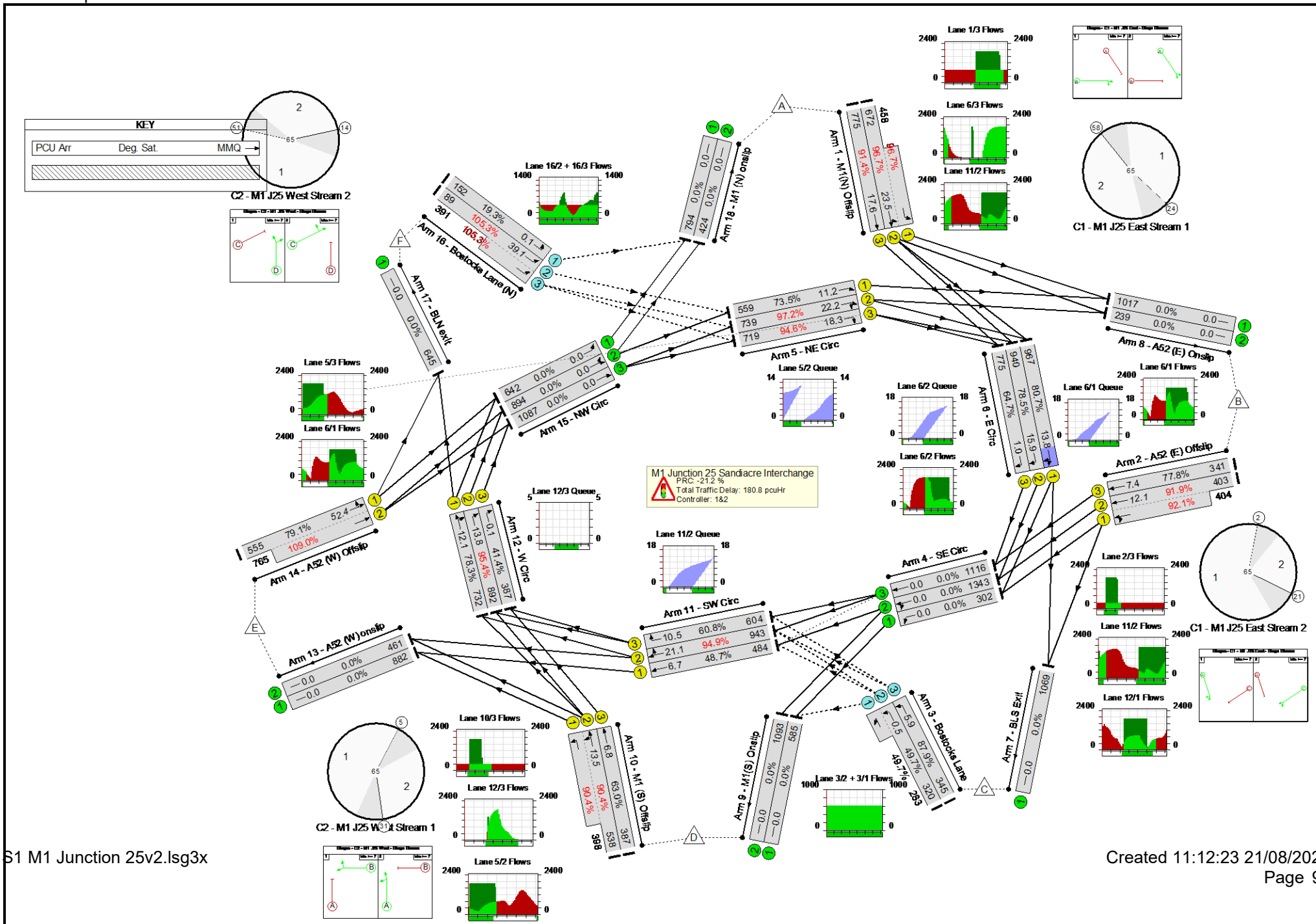
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	51
12/2	W Circ Right	U	D	20	51
12/3	W Circ Right	U	D	20	51
14/1	A52 (W) Offslip Ahead Left	U	C	56	14
14/2	A52 (W) Offslip Ahead	U	C	56	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -21.2 %
Total Traffic Delay: 180.8 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.0%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.0%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	1130	1900:1900	695+474	96.7 : 96.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	775	1900	848	91.4%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	807	1900:1900	438+438	91.9 : 92.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	341	1900	438	77.8%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	603	1800:1800	644+570	49.7 : 49.7%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	345	1800	392	87.9%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	309	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1381	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	1116	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	559	1900	760	73.5%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	768	1900	760	97.2%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	773	1900	760	94.6%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	996	1900	1198	80.7%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	978	1900	1198	78.5%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	775	1900	1198	64.7%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1091	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	1017	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	239	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	592	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1131	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	936	1900:1900	595+440	90.4 : 90.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	387	1900	614	63.0%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	484	1900	994	48.7%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	943	1900	994	94.9%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	604	1900	994	60.8%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	31	-	-	732	1900	935	78.3%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	31	-	-	892	1900	935	95.4%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	31	-	-	387	1900	935	41.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	882	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	461	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	1320	1900:1900	702+702	79.1 : 109.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	642	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	894	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1150	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	152	1800	787	19.3%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	480	1800:1800	84+371	105.3 : 105.3%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	645	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	794	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	424	Inf	Inf	0.0%

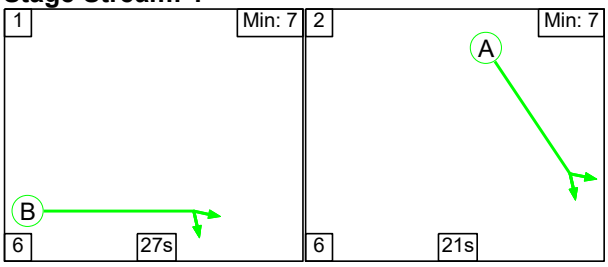
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2623**	**0**	**0**	**67.8**	**113.0**	**0.0**	**180.8**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2623**	**0**	**0**	**67.8**	**113.0**	**0.0**	**180.8**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	1130	1130	-	-	-	4.7	9.7	-	14.4	45.8	13.9	9.7	23.5	1/2+1/1
1/3	775	775	-	-	-	3.6	4.7	-	8.3	38.8	12.9	4.7	17.6	1/3
2/2+2/1	807	807	-	-	-	5.5	5.0	-	10.5	46.9	7.1	5.0	12.1	2/2+2/1
2/3	341	341	-	-	-	2.2	1.7	-	3.9	41.3	5.7	1.7	7.4	2/3
3/2+3/1	603	603	1206	0	0	0.0	0.5	-	0.5	2.9	0.0	0.5	0.5	3/2+3/1
3/3	345	345	345	0	0	0.3	3.2	-	3.5	36.7	2.7	3.2	5.9	3/3
4/1	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1343	1343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	559	559	-	-	-	1.9	1.4	-	3.3	21.3	9.8	1.4	11.2	5/1
5/2	739	739	-	-	-	4.6	9.3	-	13.9	67.7	12.9	9.3	22.2	5/2
5/3	719	719	-	-	-	3.9	6.7	-	10.5	52.7	11.6	6.7	18.3	5/3
6/1	967	967	-	-	-	2.5	0.0	-	2.5	9.2	13.8	0.0	13.8	6/1
6/2	940	940	-	-	-	3.6	0.0	-	3.6	13.8	15.9	0.0	15.9	6/2
6/3	775	775	-	-	-	0.3	0.0	-	0.3	1.5	1.0	0.0	1.0	6/3
7/1	1069	1069	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	1017	1017	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	239	239	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	936	936	-	-	-	5.2	4.4	-	9.5	36.7	9.1	4.4	13.5	10/2+10/1
10/3	387	387	-	-	-	2.0	0.8	-	2.9	26.6	5.9	0.8	6.8	10/3
11/1	484	484	-	-	-	2.3	0.5	-	2.8	20.9	6.2	0.5	6.7	11/1
11/2	943	943	-	-	-	5.1	7.2	-	12.3	46.9	13.9	7.2	21.1	11/2
11/3	604	604	-	-	-	1.9	0.8	-	2.7	16.1	9.7	0.8	10.5	11/3
12/1	732	732	-	-	-	3.6	0.0	-	3.6	17.8	12.1	0.0	12.1	12/1
12/2	892	892	-	-	-	5.0	0.0	-	5.0	20.0	13.8	0.0	13.8	12/2
12/3	387	387	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1	12/3
13/1	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1320	1257	-	-	-	8.2	38.6	-	46.8	127.6	13.8	38.6	52.4	14/1+14/2
15/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	894	894	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	1087	1087	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	152	152	152	0	0	0.0	0.1	-	0.1	2.8	0.0	0.1	0.1	16/1
16/2+16/3	480	460	920	0	0	1.3	18.6	-	19.9	148.9	20.5	18.6	39.1	16/2+16/3
17/1	645	645	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	794	794	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	424	424	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

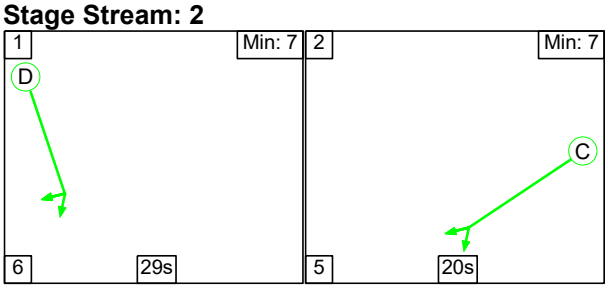
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	-8.0	Total Delay for Signalled Lanes (pcuHr):	50.45	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-2.4	Total Delay for Signalled Lanes (pcuHr):	20.83	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-5.4	Total Delay for Signalled Lanes (pcuHr):	30.18	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-21.2	Total Delay for Signalled Lanes (pcuHr):	55.37	Cycle Time (s): 65
	PRC Over All Lanes (%):	-21.2	Total Delay Over All Lanes(pcuHr):	180.82	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

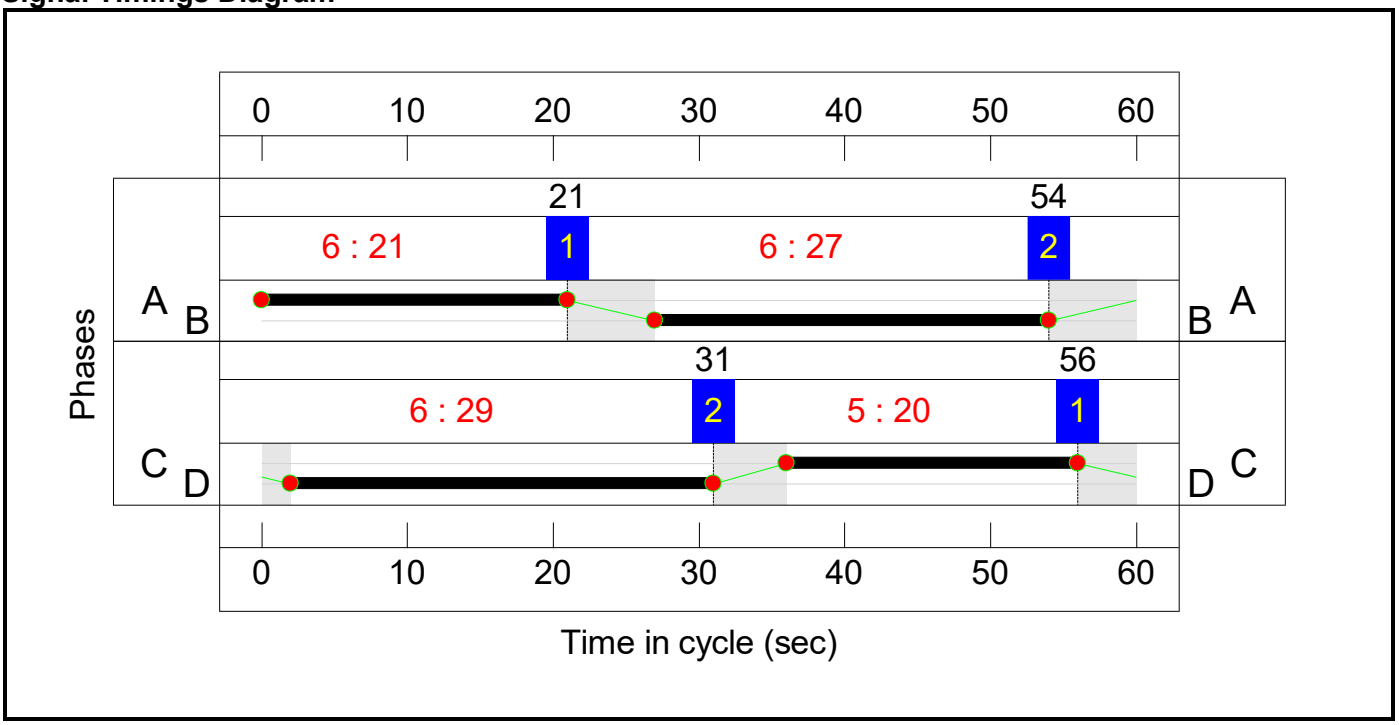
Stage Stream: 2

Stage	1	2
Duration	29	20
Change Point	56	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	20	36	56
D	E Circ Right Ahead	Traffic	2	29	2	31

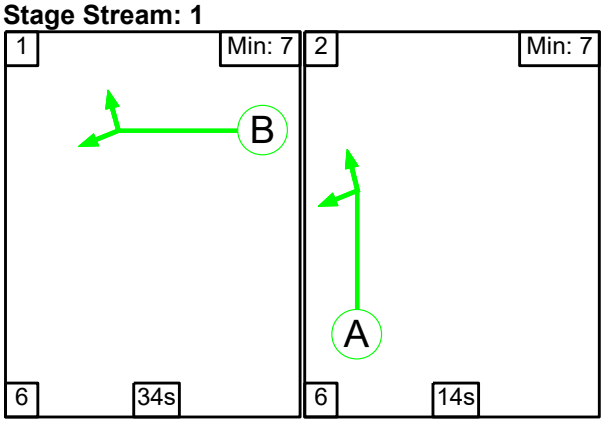
Signal Timings Diagram



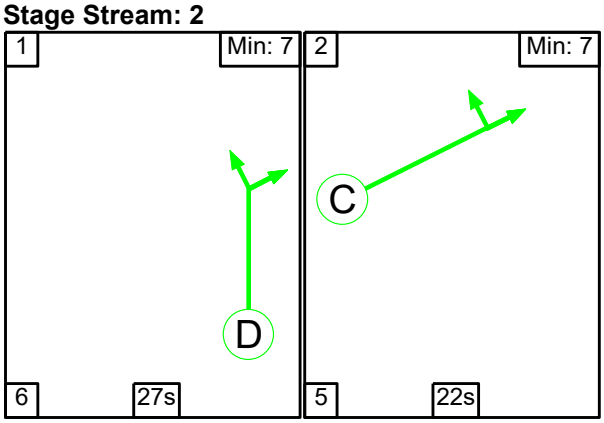
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

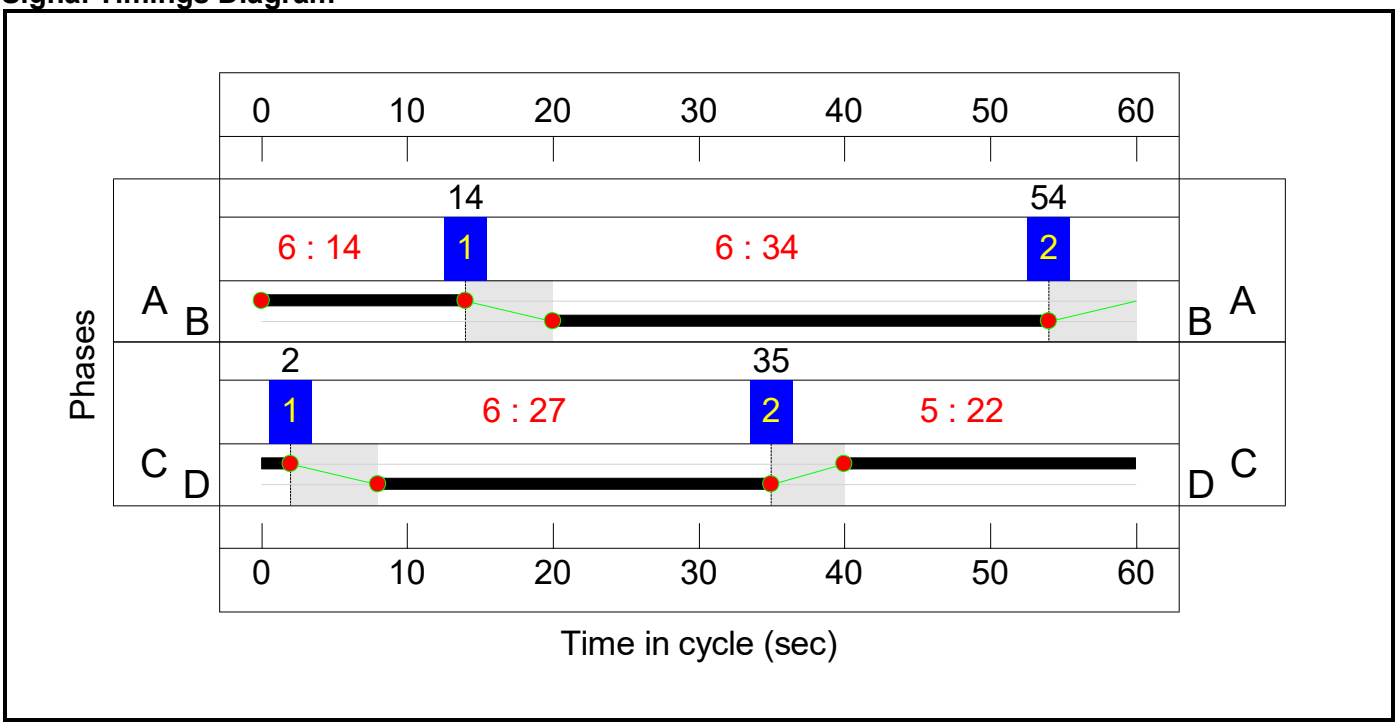
Stage Stream: 2

Stage	1	2
Duration	27	22
Change Point	2	35

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	22	40	2
D	W Circ Right Ahead	Traffic	2	27	8	35

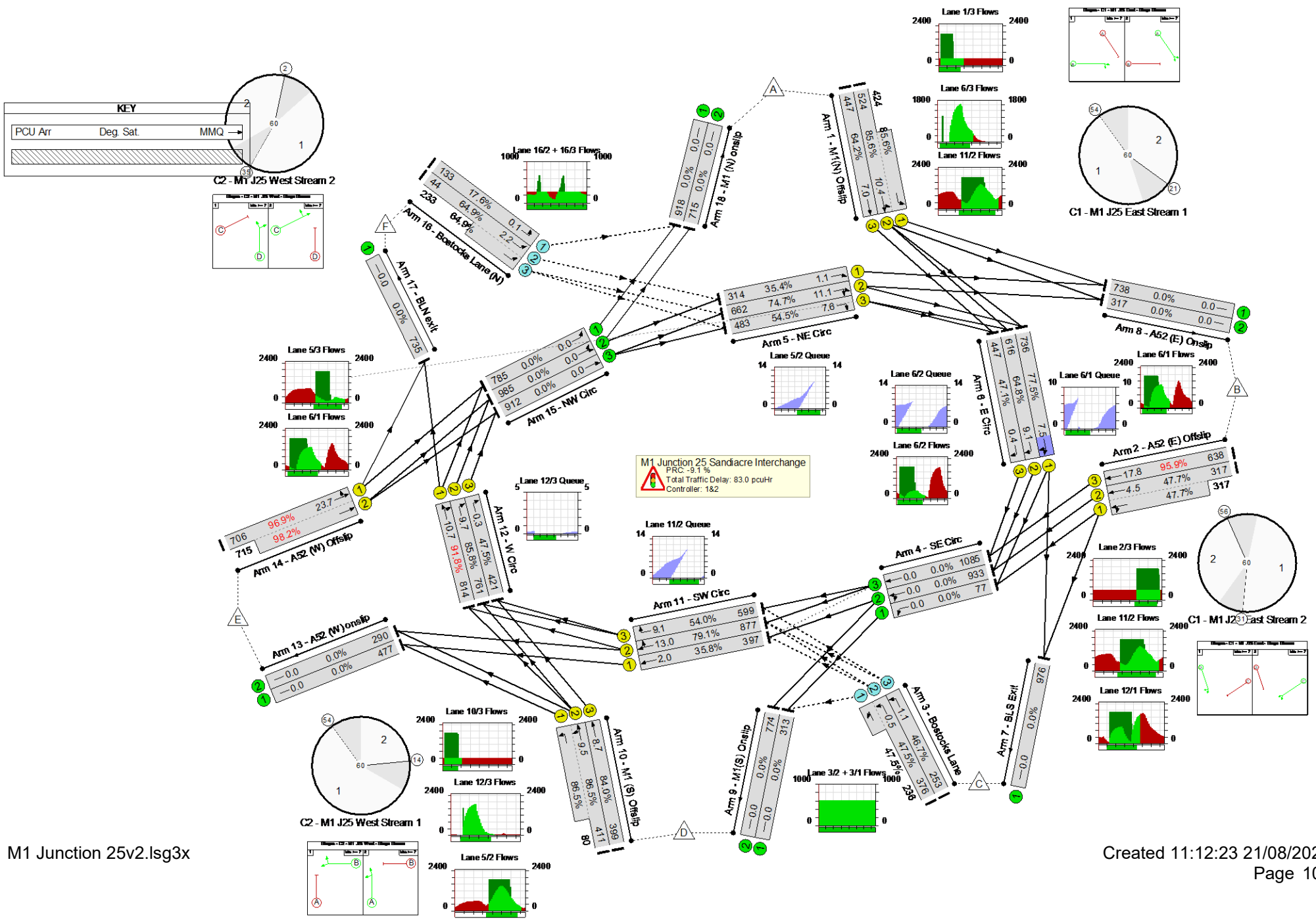
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	36	56
2/2	A52 (E) Offslip Ahead	U	C	36	56
2/3	A52 (E) Offslip Ahead	U	C	36	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	31
6/2	E Circ Right	U	D	2	31
6/3	E Circ Right	U	D	2	31
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	35
12/2	W Circ Right	U	D	8	35
12/3	W Circ Right	U	D	8	35
14/1	A52 (W) Offslip Ahead Left	U	C	40	2
14/2	A52 (W) Offslip Ahead	U	C	40	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -9.1 %
Total Traffic Delay: 83.0 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.2%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.2%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	948	1900:1900	612+496	85.6 : 85.6%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	447	1900	697	64.2%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	20	-	-	634	1900:1900	665+665	47.7 : 47.7%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	20	-	-	638	1900	665	95.9%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	612	1800:1800	792+497	47.5 : 47.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	253	1800	542	46.7%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	77	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	933	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	1085	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	314	1900	887	35.4%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	662	1900	887	74.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	483	1900	887	54.5%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	29	-	-	736	1900	950	77.5%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	29	-	-	616	1900	950	64.8%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	29	-	-	447	1900	950	47.1%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	976	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	738	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	317	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	313	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	774	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	491	1900:1900	475+92	86.5 : 86.5%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	399	1900	475	84.0%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	397	1900	1108	35.8%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	877	1900	1108	79.1%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	599	1900	1108	54.0%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	27	-	-	814	1900	887	91.8%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	27	-	-	761	1900	887	85.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	27	-	-	421	1900	887	47.5%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	477	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	290	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1421	1900:1900	728+728	96.9 : 98.2%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	785	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	985	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	912	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	133	1800	757	17.6%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	277	1800:1800	68+359	64.9 : 64.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	735	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	918	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	715	Inf	Inf	0.0%

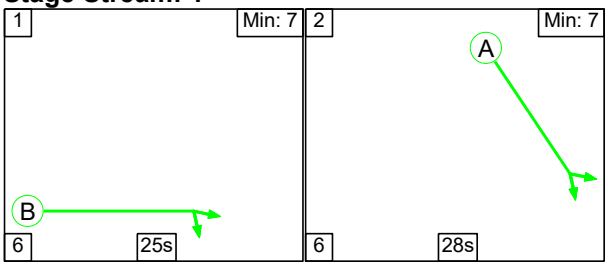
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2164**	**0**	**0**	**46.8**	**36.1**	**0.0**	**83.0**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2164**	**0**	**0**	**46.8**	**36.1**	**0.0**	**83.0**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	948	948	-	-	-	4.2	2.9	-	7.1	27.0	7.6	2.9	10.4	1/2+1/1
1/3	447	447	-	-	-	2.0	0.9	-	2.8	22.9	6.1	0.9	7.0	1/3
2/2+2/1	634	634	-	-	-	2.7	0.5	-	3.1	17.8	4.1	0.5	4.5	2/2+2/1
2/3	638	638	-	-	-	3.4	7.6	-	11.0	61.8	10.3	7.6	17.8	2/3
3/2+3/1	612	612	1224	0	0	0.0	0.5	-	0.5	2.7	0.0	0.5	0.5	3/2+3/1
3/3	253	253	253	0	0	0.0	0.4	-	0.4	6.4	0.6	0.4	1.1	3/3
4/1	77	77	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	1085	1085	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	314	314	-	-	-	0.3	0.3	-	0.6	6.5	0.8	0.3	1.1	5/1
5/2	662	662	-	-	-	1.5	1.5	-	3.0	16.0	9.7	1.5	11.1	5/2
5/3	483	483	-	-	-	2.2	0.6	-	2.8	20.5	7.0	0.6	7.6	5/3
6/1	736	736	-	-	-	2.3	0.0	-	2.3	11.1	7.5	0.0	7.5	6/1
6/2	616	616	-	-	-	3.1	0.0	-	3.1	18.2	9.1	0.0	9.1	6/2
6/3	447	447	-	-	-	0.2	0.0	-	0.2	1.3	0.4	0.0	0.4	6/3
7/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	774	774	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	491	491	-	-	-	2.9	3.0	-	5.8	42.7	6.5	3.0	9.5	10/2+10/1
10/3	399	399	-	-	-	2.4	2.5	-	4.8	43.6	6.2	2.5	8.7	10/3
11/1	397	397	-	-	-	0.4	0.3	-	0.6	5.7	1.7	0.3	2.0	11/1
11/2	877	877	-	-	-	2.1	1.9	-	4.0	16.4	11.2	1.9	13.0	11/2
11/3	599	599	-	-	-	2.5	0.6	-	3.1	18.4	8.5	0.6	9.1	11/3
12/1	814	814	-	-	-	3.8	0.0	-	3.8	17.0	10.7	0.0	10.7	12/1
12/2	761	761	-	-	-	3.7	0.0	-	3.7	17.4	9.7	0.0	9.7	12/2
12/3	421	421	-	-	-	0.1	0.0	-	0.1	0.9	0.3	0.0	0.3	12/3
13/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1421	1421	-	-	-	7.2	11.9	-	19.1	48.5	11.7	11.9	23.7	14/1+14/2
15/1	785	785	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	985	985	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	133	133	133	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	277	277	554	0	0	0.1	0.9	-	1.0	13.2	1.3	0.9	2.2	16/2+16/3
17/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	715	715	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

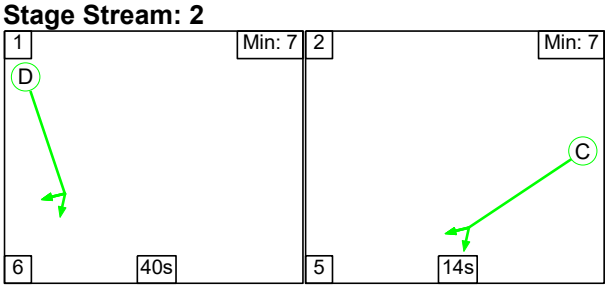
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	5.2	Total Delay for Signalled Lanes (pcuHr):	16.22	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-6.6	Total Delay for Signalled Lanes (pcuHr):	19.62	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	4.0	Total Delay for Signalled Lanes (pcuHr):	18.35	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-9.1	Total Delay for Signalled Lanes (pcuHr):	26.75	Cycle Time (s): 60
	PRC Over All Lanes (%):	-9.1	Total Delay Over All Lanes(pcuHr):	82.96	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	28
Change Point	58	24

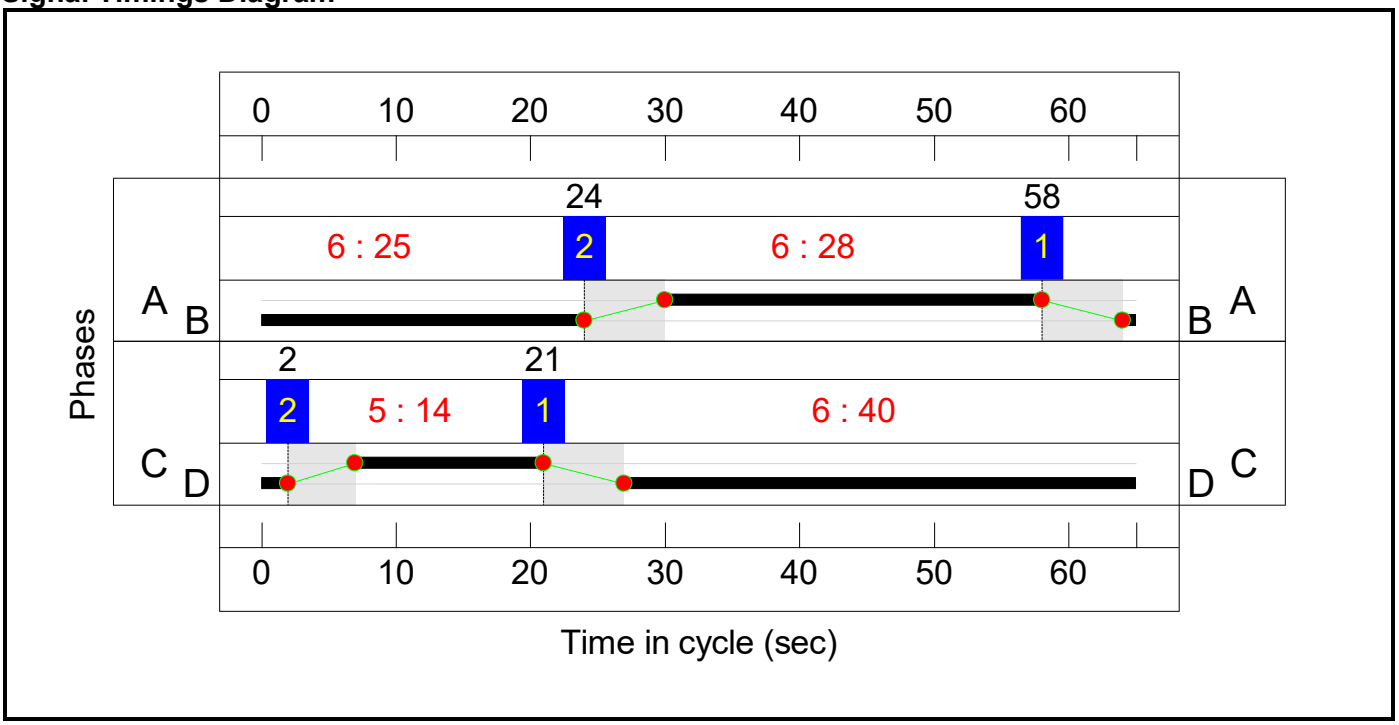
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

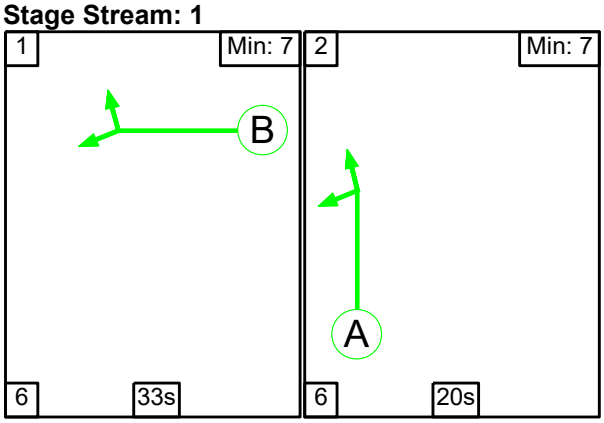
Signal Timings Diagram



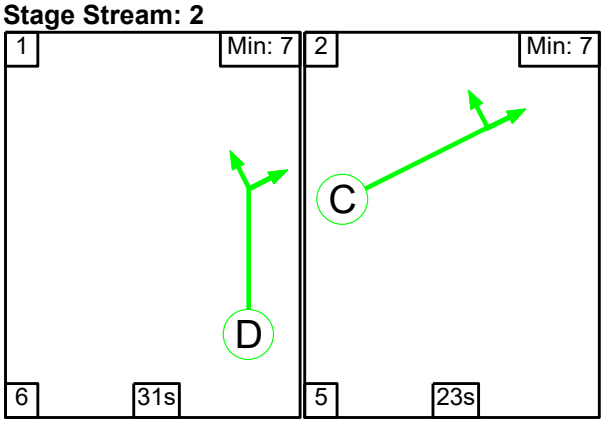
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

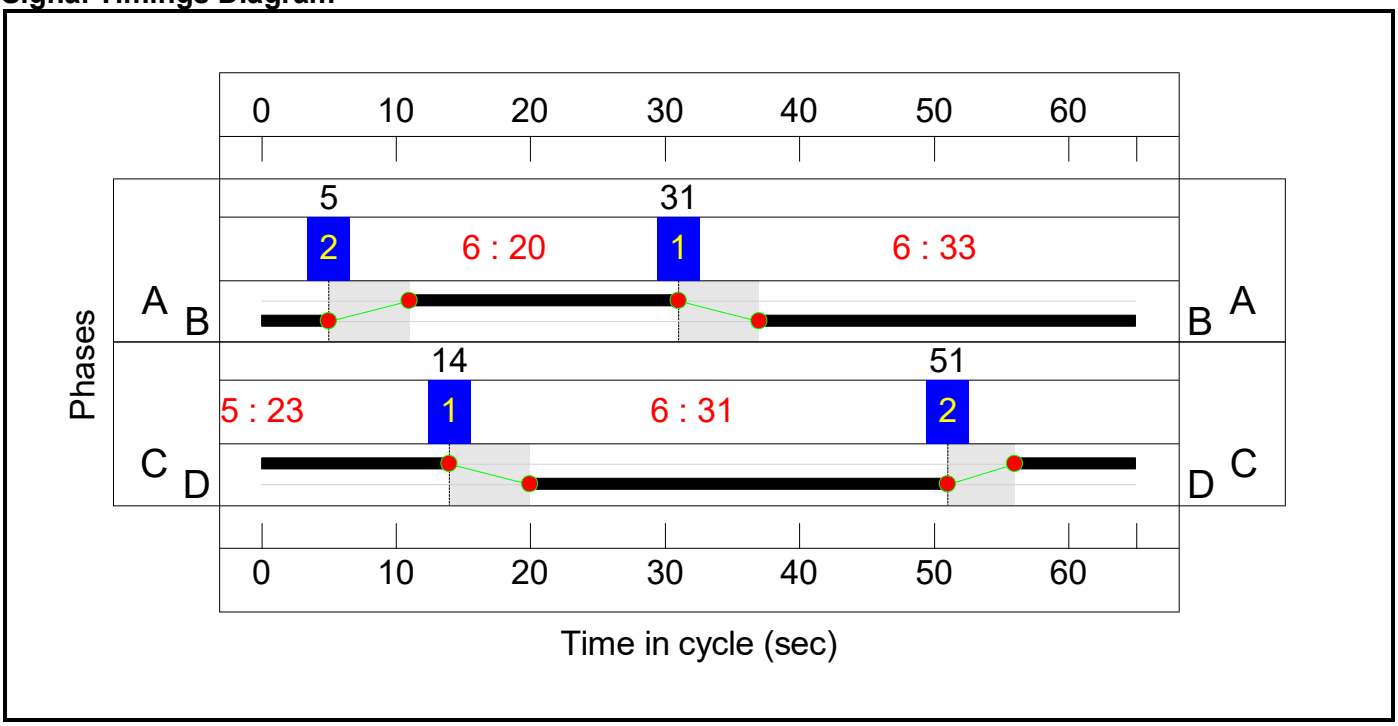
Stage Stream: 2

Stage	1	2
Duration	31	23
Change Point	14	51

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	23	56	14
D	W Circ Right Ahead	Traffic	2	31	20	51

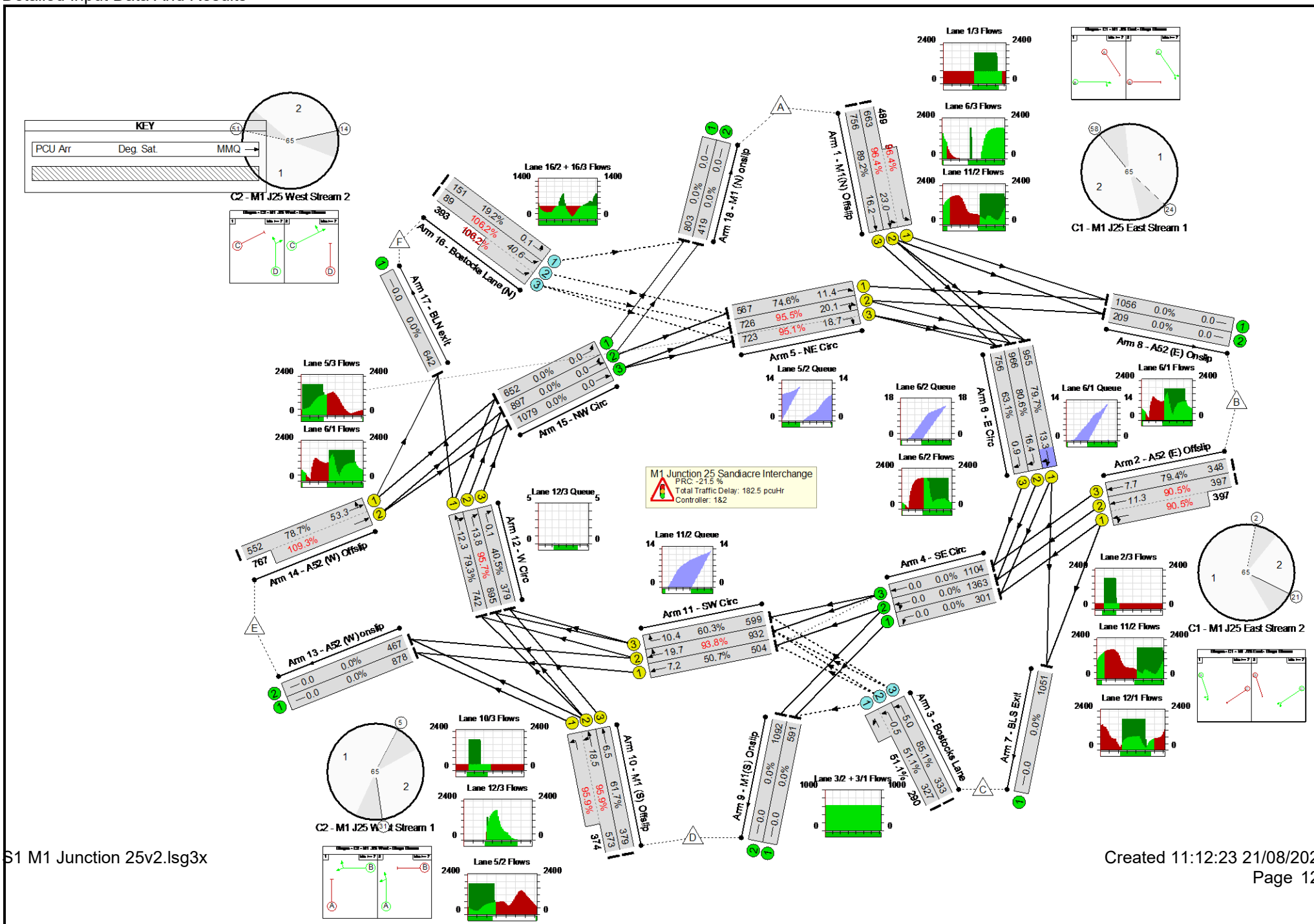
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	51
12/2	W Circ Right	U	D	20	51
12/3	W Circ Right	U	D	20	51
14/1	A52 (W) Offslip Ahead Left	U	C	56	14
14/2	A52 (W) Offslip Ahead	U	C	56	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -21.5 %
Total Traffic Delay: 182.5 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.3%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.3%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	1152	1900:1900	688+507	96.4 : 96.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	756	1900	848	89.2%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	794	1900:1900	438+438	90.5 : 90.5%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	348	1900	438	79.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	617	1800:1800	640+567	51.1 : 51.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	333	1800	391	85.1%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	308	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1403	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	1104	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	567	1900	760	74.6%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	756	1900	760	95.5%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	781	1900	760	95.1%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	985	1900	1198	79.7%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	1006	1900	1198	80.6%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	756	1900	1198	63.1%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1074	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	1056	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	209	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	598	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1132	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	947	1900:1900	598+390	95.9 : 95.9%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	379	1900	614	61.7%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	504	1900	994	50.7%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	932	1900	994	93.8%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	599	1900	994	60.3%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	31	-	-	742	1900	935	79.3%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	31	-	-	895	1900	935	95.7%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	31	-	-	379	1900	935	40.5%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	878	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	467	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	1319	1900:1900	702+702	78.7 : 109.3%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	897	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1144	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	151	1800	785	19.2%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	482	1800:1800	84+370	106.2 : 106.2%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	642	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	803	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	419	Inf	Inf	0.0%

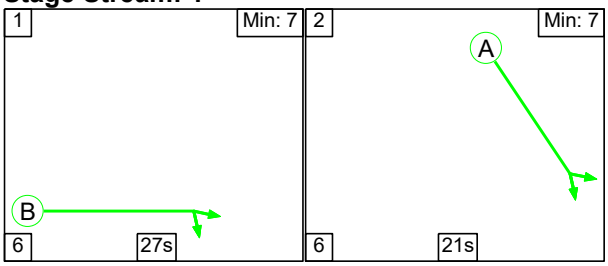
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2636**	**0**	**0**	**67.9**	**114.7**	**0.0**	**182.5**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2636**	**0**	**0**	**67.9**	**114.7**	**0.0**	**182.5**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	1152	1152	-	-	-	4.8	9.4	-	14.2	44.3	13.6	9.4	23.0	1/2+1/1
1/3	756	756	-	-	-	3.5	3.8	-	7.3	34.7	12.4	3.8	16.2	1/3
2/2+2/1	794	794	-	-	-	5.4	4.3	-	9.7	44.0	6.9	4.3	11.3	2/2+2/1
2/3	348	348	-	-	-	2.3	1.8	-	4.1	42.7	5.9	1.8	7.7	2/3
3/2+3/1	617	617	1234	0	0	0.0	0.5	-	0.5	3.0	0.0	0.5	0.5	3/2+3/1
3/3	333	333	333	0	0	0.3	2.6	-	2.9	31.4	2.4	2.6	5.0	3/3
4/1	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1363	1363	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	1104	1104	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	567	567	-	-	-	2.0	1.4	-	3.4	21.8	9.9	1.4	11.4	5/1
5/2	726	726	-	-	-	4.5	7.4	-	11.9	59.2	12.7	7.4	20.1	5/2
5/3	723	723	-	-	-	3.9	7.0	-	11.0	54.6	11.7	7.0	18.7	5/3
6/1	955	955	-	-	-	2.4	0.0	-	2.4	9.2	13.3	0.0	13.3	6/1
6/2	966	966	-	-	-	3.7	0.0	-	3.7	13.7	16.4	0.0	16.4	6/2
6/3	756	756	-	-	-	0.3	0.0	-	0.3	1.4	0.9	0.0	0.9	6/3
7/1	1051	1051	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1092	1092	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	947	947	-	-	-	5.3	8.3	-	13.6	51.7	10.2	8.3	18.5	10/2+10/1
10/3	379	379	-	-	-	2.0	0.8	-	2.8	26.2	5.7	0.8	6.5	10/3
11/1	504	504	-	-	-	2.5	0.5	-	3.0	21.8	6.7	0.5	7.2	11/1
11/2	932	932	-	-	-	4.9	6.3	-	11.2	43.3	13.4	6.3	19.7	11/2
11/3	599	599	-	-	-	1.9	0.8	-	2.6	15.8	9.6	0.8	10.4	11/3
12/1	742	742	-	-	-	3.7	0.0	-	3.7	17.9	12.3	0.0	12.3	12/1
12/2	895	895	-	-	-	4.9	0.0	-	4.9	19.7	13.8	0.0	13.8	12/2
12/3	379	379	-	-	-	0.0	0.0	-	0.0	0.1	0.1	0.0	0.1	12/3
13/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1319	1254	-	-	-	8.3	39.5	-	47.8	130.3	13.8	39.5	53.3	14/1+14/2
15/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	897	897	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	1079	1079	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	151	151	151	0	0	0.0	0.1	-	0.1	2.8	0.0	0.1	0.1	16/1
16/2+16/3	482	459	918	0	0	1.4	20.0	-	21.4	159.9	20.6	20.0	40.6	16/2+16/3
17/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	419	419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

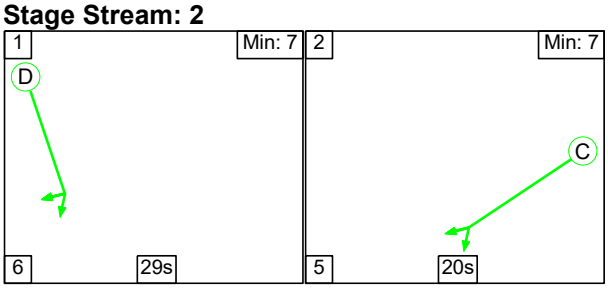
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	-7.1	Total Delay for Signalled Lanes (pcuHr):	47.79	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-0.6	Total Delay for Signalled Lanes (pcuHr):	20.24	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-6.5	Total Delay for Signalled Lanes (pcuHr):	33.24	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-21.5	Total Delay for Signalled Lanes (pcuHr):	56.33	Cycle Time (s): 65
	PRC Over All Lanes (%):	-21.5	Total Delay Over All Lanes(pcuHr):	182.54	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

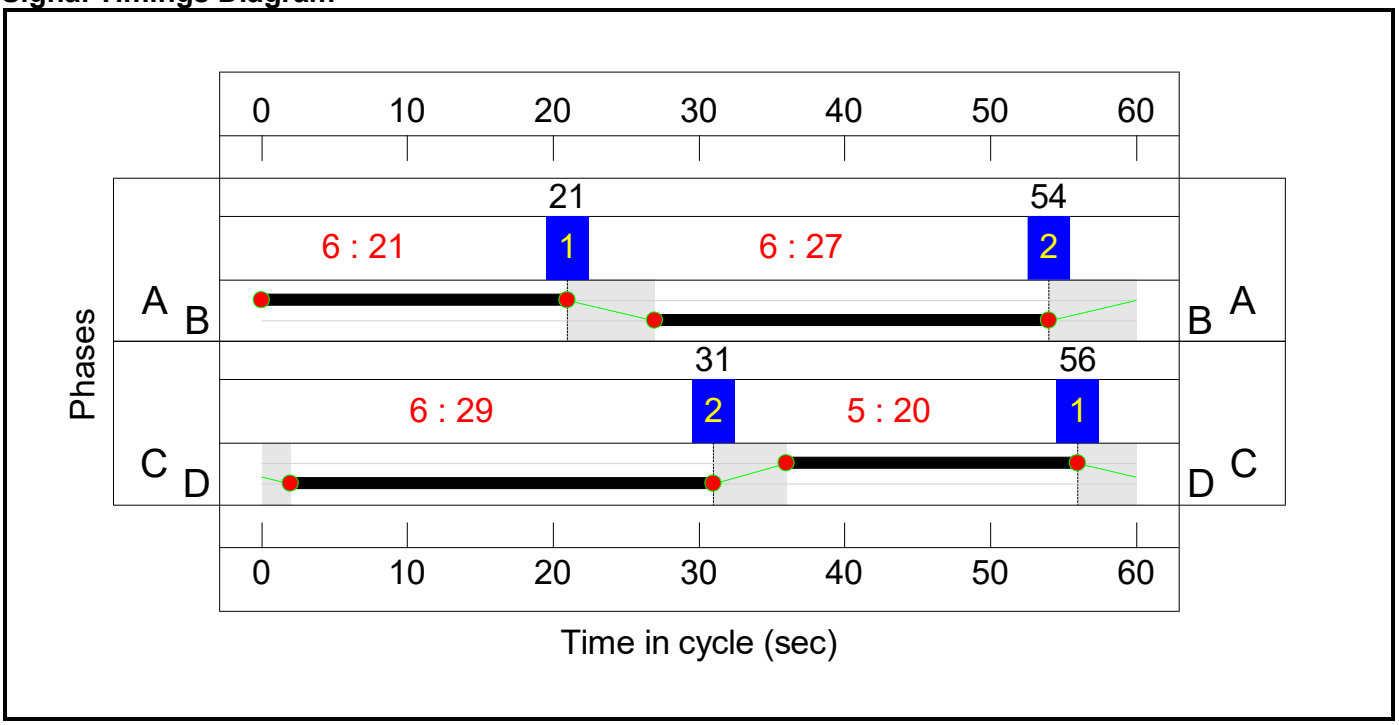
Stage Stream: 2

Stage	1	2
Duration	29	20
Change Point	56	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	20	36	56
D	E Circ Right Ahead	Traffic	2	29	2	31

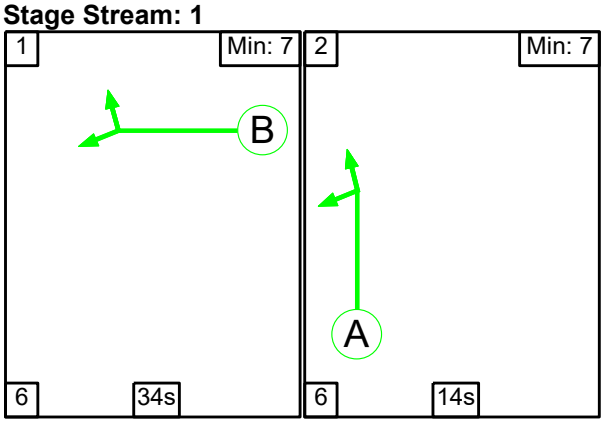
Signal Timings Diagram



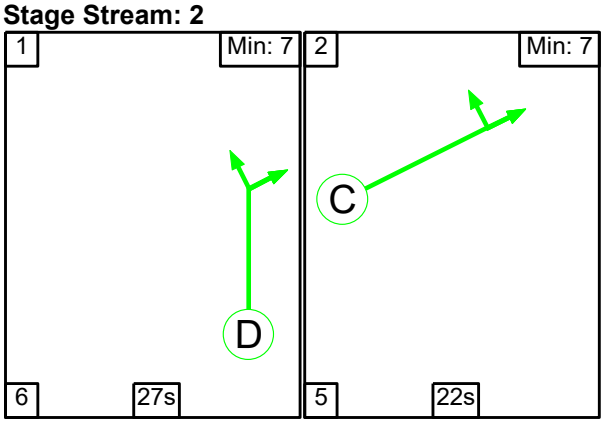
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

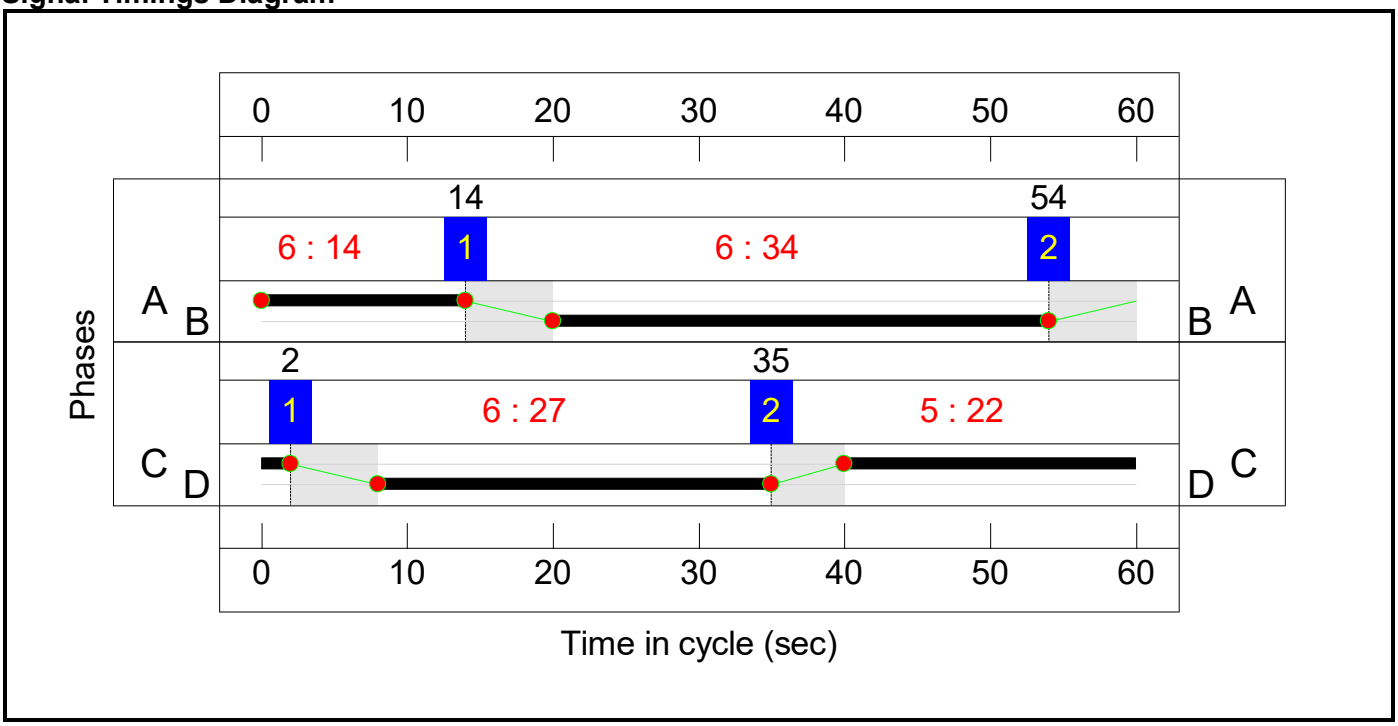
Stage Stream: 2

Stage	1	2
Duration	27	22
Change Point	2	35

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	22	40	2
D	W Circ Right Ahead	Traffic	2	27	8	35

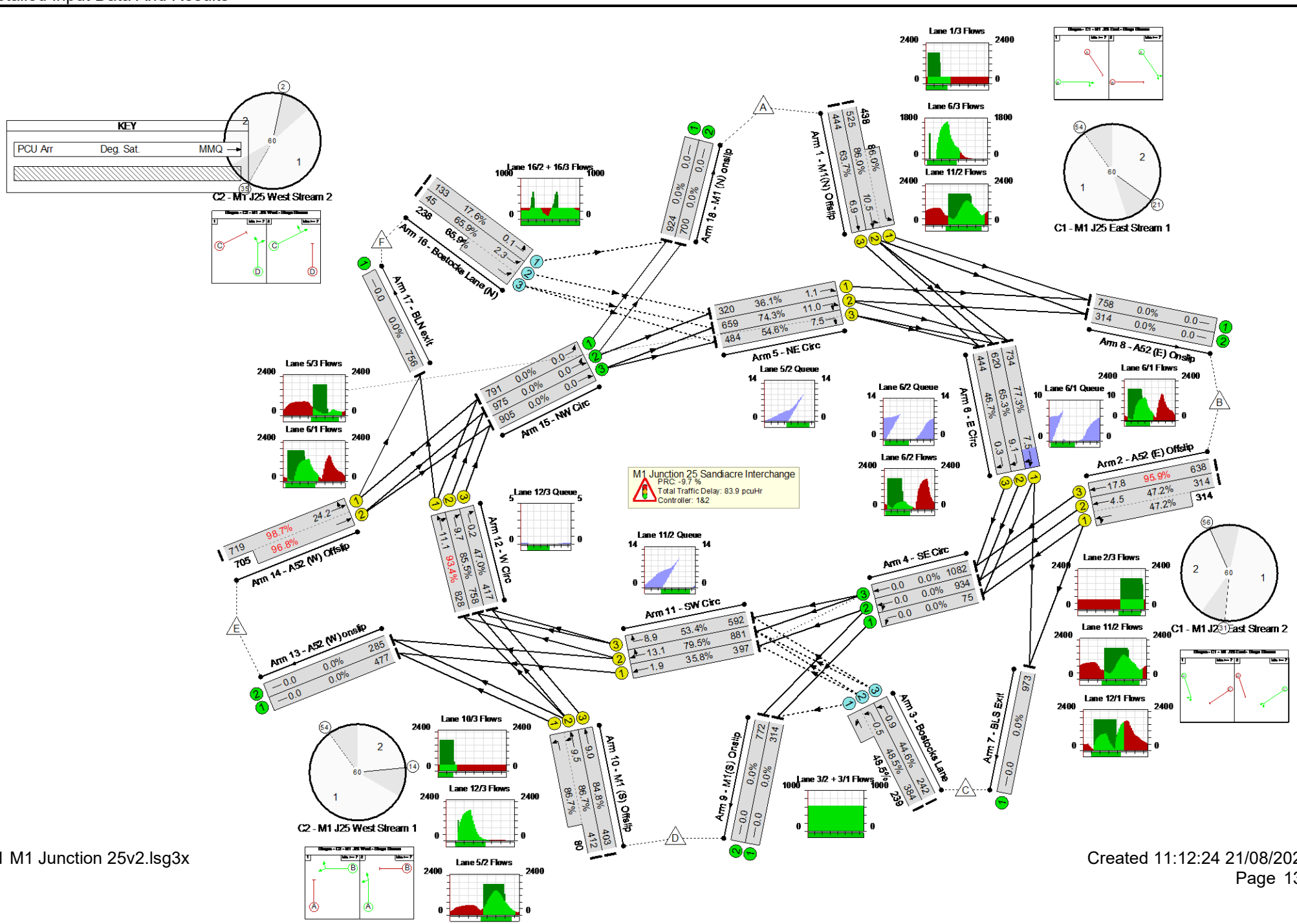
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	36	56
2/2	A52 (E) Offslip Ahead	U	C	36	56
2/3	A52 (E) Offslip Ahead	U	C	36	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	31
6/2	E Circ Right	U	D	2	31
6/3	E Circ Right	U	D	2	31
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	8	35
12/2	W Circ Right	U	D	8	35
12/3	W Circ Right	U	D	8	35
14/1	A52 (W) Offslip Ahead Left	U	C	40	2
14/2	A52 (W) Offslip Ahead	U	C	40	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -9.7 %
Total Traffic Delay: 83.9 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 11/2 Flows
Lane 12/1 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	963	1900:1900	611+510	86.0 : 86.0%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	444	1900	697	63.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	20	-	-	628	1900:1900	665+665	47.2 : 47.2%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	20	-	-	638	1900	665	95.9%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	623	1800:1800	792+493	48.5 : 48.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	242	1800	543	44.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	75	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	934	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	1082	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	320	1900	887	36.1%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	659	1900	887	74.3%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	484	1900	887	54.6%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	29	-	-	734	1900	950	77.3%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	29	-	-	620	1900	950	65.3%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	29	-	-	444	1900	950	46.7%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	973	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	758	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	772	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	492	1900:1900	475+92	86.7 : 86.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	403	1900	475	84.8%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	397	1900	1108	35.8%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	881	1900	1108	79.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	592	1900	1108	53.4%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	27	-	-	828	1900	887	93.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	27	-	-	758	1900	887	85.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	27	-	-	417	1900	887	47.0%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	477	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	285	Inf	Inf	0.0%
14/1+14/2	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	1424	1900:1900	728+728	98.7 : 96.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	791	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	975	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	905	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	133	1800	756	17.6%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	283	1800:1800	68+361	65.9 : 65.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	756	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	924	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	700	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2187**	**0**	**0**	**47.0**	**36.9**	**0.0**	**83.9**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2187**	**0**	**0**	**47.0**	**36.9**	**0.0**	**83.9**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	963	963	-	-	-	4.3	2.9	-	7.3	27.2	7.6	2.9	10.5	1/2+1/1
1/3	444	444	-	-	-	1.9	0.9	-	2.8	22.8	6.0	0.9	6.9	1/3
2/2+2/1	628	628	-	-	-	2.7	0.4	-	3.1	17.8	4.0	0.4	4.5	2/2+2/1
2/3	638	638	-	-	-	3.4	7.6	-	11.0	61.8	10.3	7.6	17.8	2/3
3/2+3/1	623	623	1246	0	0	0.0	0.5	-	0.5	2.7	0.0	0.5	0.5	3/2+3/1
3/3	242	242	242	0	0	0.0	0.4	-	0.4	6.1	0.5	0.4	0.9	3/3
4/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	934	934	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	1082	1082	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	320	320	-	-	-	0.3	0.3	-	0.6	6.6	0.9	0.3	1.1	5/1
5/2	659	659	-	-	-	1.5	1.4	-	2.9	16.0	9.6	1.4	11.0	5/2
5/3	484	484	-	-	-	2.2	0.6	-	2.8	20.5	6.9	0.6	7.5	5/3
6/1	734	734	-	-	-	2.3	0.0	-	2.3	11.2	7.5	0.0	7.5	6/1
6/2	620	620	-	-	-	3.1	0.0	-	3.1	18.1	9.1	0.0	9.1	6/2
6/3	444	444	-	-	-	0.2	0.0	-	0.2	1.3	0.3	0.0	0.3	6/3
7/1	973	973	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	492	492	-	-	-	2.9	3.0	-	5.9	43.1	6.5	3.0	9.5	10/2+10/1
10/3	403	403	-	-	-	2.4	2.6	-	5.0	44.7	6.4	2.6	9.0	10/3
11/1	397	397	-	-	-	0.3	0.3	-	0.6	5.7	1.7	0.3	1.9	11/1
11/2	881	881	-	-	-	2.1	1.9	-	4.1	16.6	11.2	1.9	13.1	11/2
11/3	592	592	-	-	-	2.5	0.6	-	3.0	18.5	8.4	0.6	8.9	11/3
12/1	828	828	-	-	-	3.9	0.0	-	3.9	17.1	11.1	0.0	11.1	12/1
12/2	758	758	-	-	-	3.7	0.0	-	3.7	17.4	9.7	0.0	9.7	12/2
12/3	417	417	-	-	-	0.1	0.0	-	0.1	0.6	0.2	0.0	0.2	12/3
13/1	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	285	285	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1+14/2	1424	1424	-	-	-	7.2	12.4	-	19.6	49.6	11.8	12.4	24.2	14/1+14/2
15/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	905	905	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	133	133	133	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	283	283	566	0	0	0.1	1.0	-	1.1	13.5	1.3	1.0	2.3	16/2+16/3
17/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	924	924	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

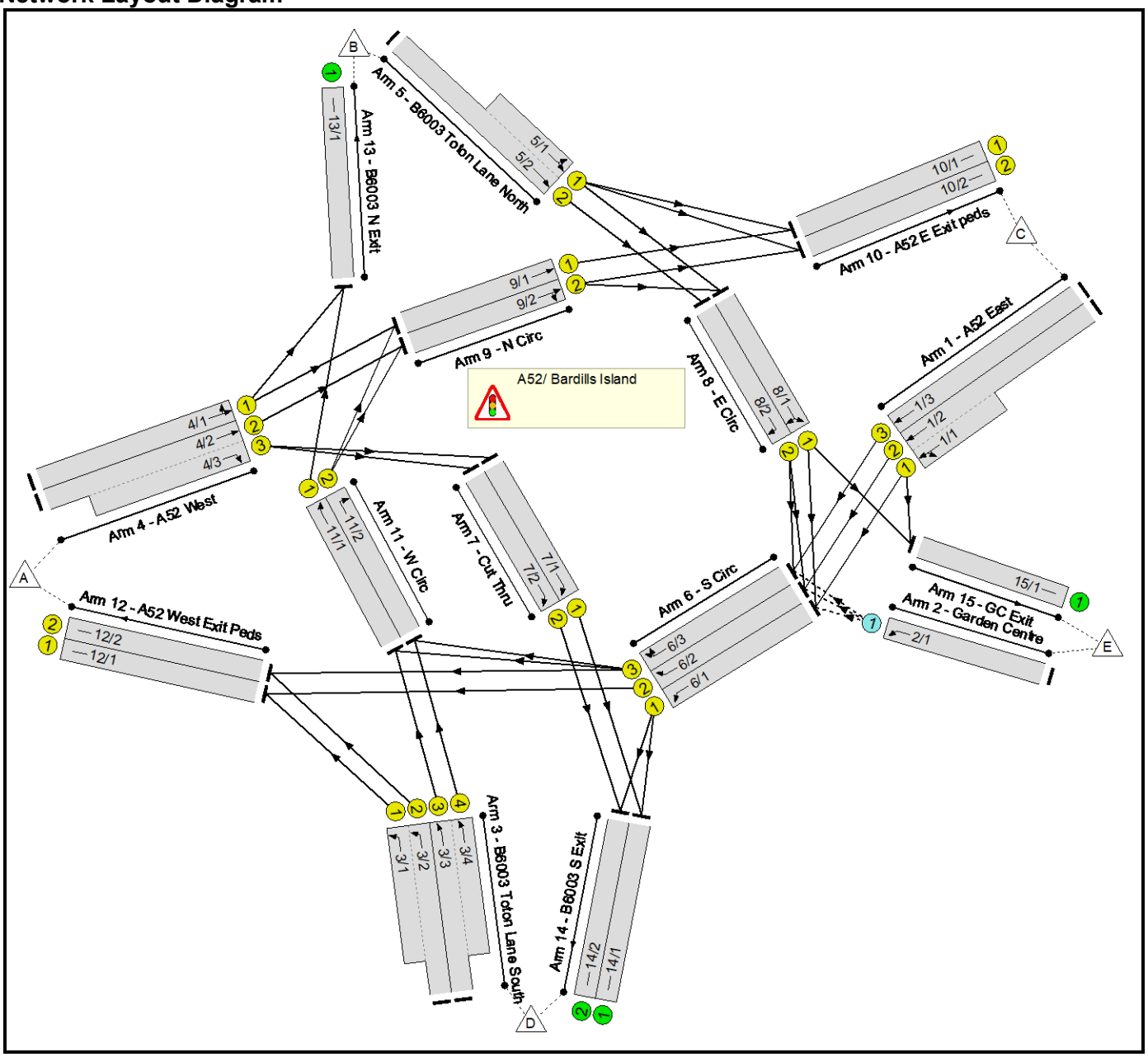
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	4.7	Total Delay for Signalled Lanes (pcuHr):	16.35	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-6.6	Total Delay for Signalled Lanes (pcuHr):	19.60	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	3.8	Total Delay for Signalled Lanes (pcuHr):	18.61	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-9.7	Total Delay for Signalled Lanes (pcuHr):	27.29	Cycle Time (s): 60
	PRC Over All Lanes (%):	-9.7	Total Delay Over All Lanes(pcuHr):	83.89	

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**A52 / Bardills Island**
Location:	Nottingham
Additional detail:	Existing network
File name:	S1 A52 Bardills Island v2.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



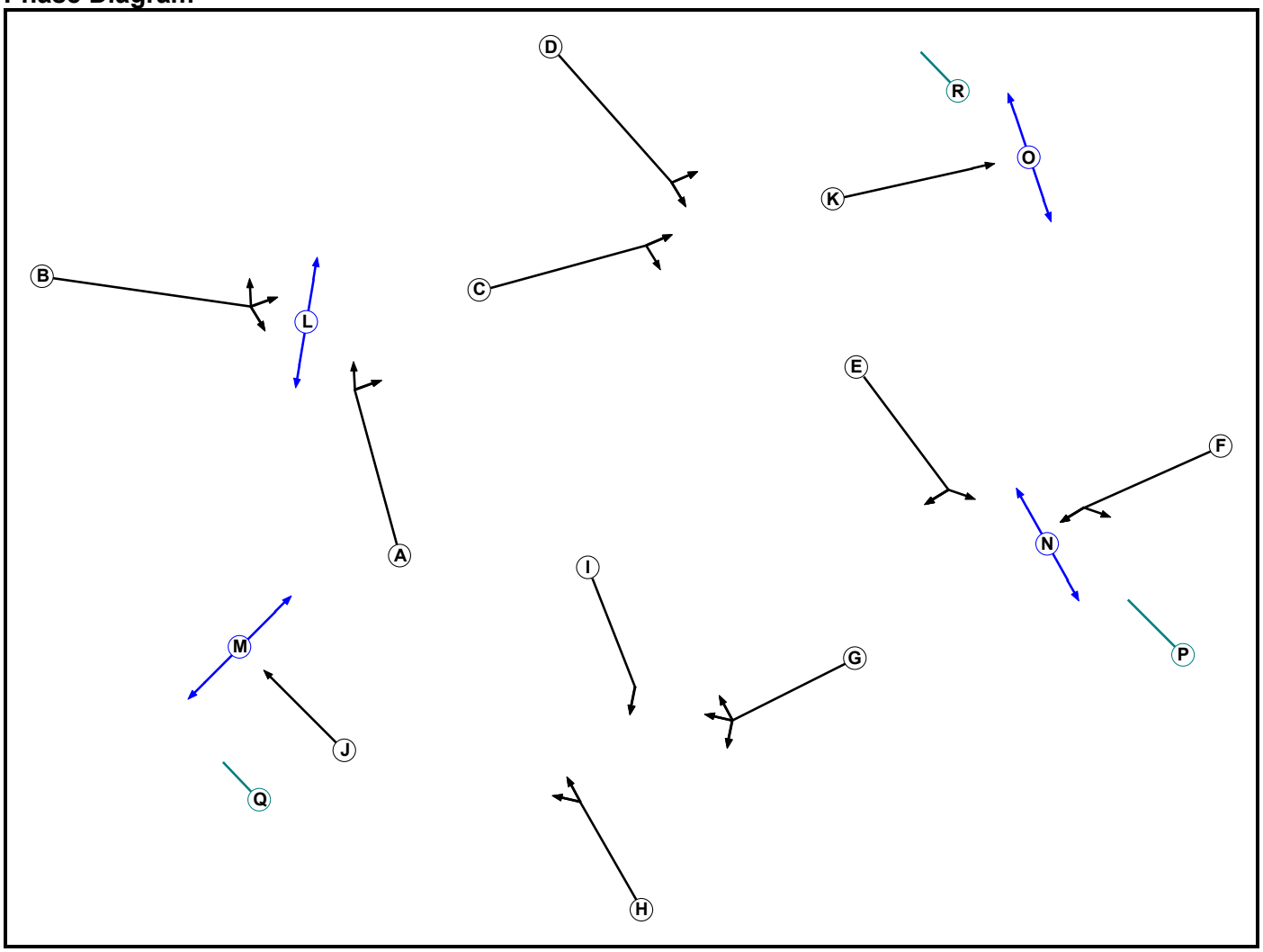
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Scenario 1	2026 Reference Case AM	Network Control Plan 2	08:00 - 09:00	70	-0.5	51.03
2	Scenario 1	2026 Reference Case PM	Network Control Plan 2	17:00 - 18:00	70	1.8	46.14
3	Scenario 1	2041 Reference Case AM	Network Control Plan 2	08:00 - 09:00	70	-3.6	61.92
4	Scenario 1	2041 Reference Case PM	Network Control Plan 2	17:00 - 18:00	70	-10.7	81.10
5	Scenario 1	2026 Do Something	Network Control Plan 2	08:00 - 09:00	70	-0.3	53.93
6	Scenario 1	2026 Do Something	Network Control Plan 2	17:00 - 18:00	70	-2.7	50.91
7	Scenario 1	2041 So Something AM	Network Control Plan 2	08:00 - 09:00	70	-3.2	64.62
8	Scenario 1	2041 Do Something PM	Network Control Plan 2	17:00 - 18:00	70	-9.7	78.44

Controller Summary

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

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

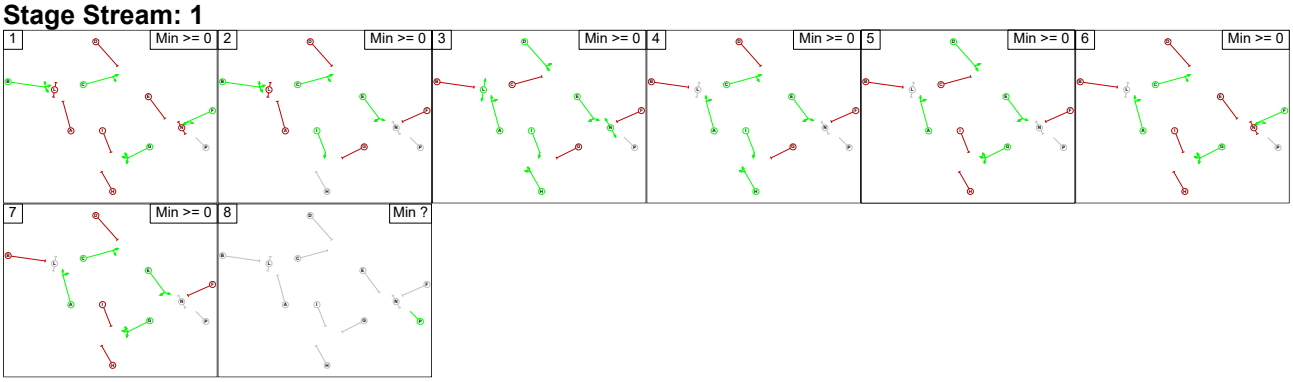
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	6		-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
C	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	6		-	-	-	-	-	-	-	6	-	-	-	-
G	-	-	-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

Phases in Stage

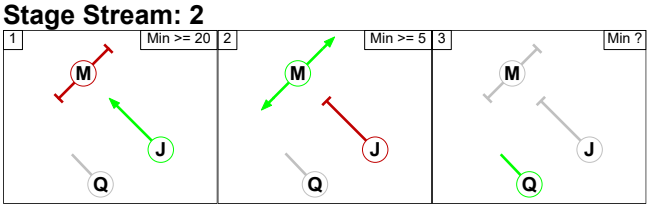
Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

Stage Diagram

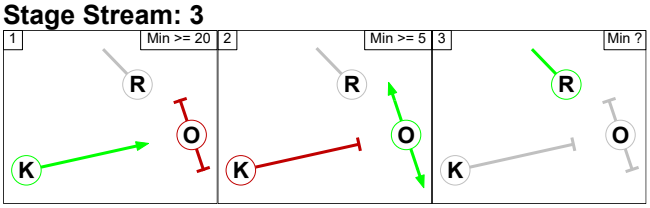
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Lane Input Data

Junction: A52/ Bardills Island

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

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

Give-Way Lane Input Data

Junction: A52/ Bardills Island

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Garden Centre)	6/1 (Left)	1000	0	1/1	1.00	All	-	-	-	-	-
				8/1	1.00	All					
	6/2 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
	6/3 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				1/3	1.00	All					

Lane Connector Input Data

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

11/2	9/2	Internal	4	35

Scenario 1: 'Scenario 1' (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
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 1' (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
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 1' (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
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 1' (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
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 1' (FG3: '2026 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
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 1' (FG4: '2026 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
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 1' (FG7: '2041 So 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
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 1' (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
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 Do Something'	08:00	09:00	01:00	
4: '2026 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 So 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 Do Something'

Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	190	1514	627	5	2336
	B	236	0	101	278	2	617
	C	1354	74	0	270	3	1701
	D	511	244	253	0	0	1008
	E	1	0	1	1	0	3
	Tot.	2102	508	1869	1176	10	5665

FG4: '2026 Do Something'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	255	1413	543	0	2211
	B	206	0	95	304	0	605
	C	918	80	0	310	0	1308
	D	582	351	256	0	1	1190
	E	2	4	0	1	0	7
	Tot.	1708	690	1764	1158	1	5321

FG5: '2041 Reference Case AM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	275	1492	705	5	2477
	B	303	0	107	213	2	625
	C	1571	80	0	120	0	1771
	D	650	235	187	0	0	1072
	E	1	0	1	1	0	3
	Tot.	2525	590	1787	1039	7	5948

FG6: '2041 Reference Case PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	502	1468	585	0	2555
	B	204	0	103	289	0	596
	C	978	80	0	268	0	1326
	D	610	372	261	0	1	1244
	E	2	4	0	1	0	7
	Tot.	1794	958	1832	1143	1	5728

FG7: '2041 So Something AM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	270	1480	733	5	2488
	B	299	0	107	220	2	628
	C	1563	80	0	144	3	1790
	D	722	248	183	0	0	1153
	E	1	0	1	1	0	3
	Tot.	2585	598	1771	1098	10	6062

FG8: '2041 Do Something PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	481	1449	656	0	2586
	B	207	0	103	298	0	608
	C	955	80	0	276	0	1311
	D	635	379	264	0	1	1279
	E	2	4	0	1	0	7
	Tot.	1799	944	1816	1231	1	5791

Scenario 1: 'Scenario 1' (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 1' (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 1' (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	275	1492	705	5	2477
	B	303	0	107	213	2	625
	C	1571	80	0	120	0	1771
	D	650	235	187	0	0	1072
	E	1	0	1	1	0	3
	Tot.	2525	590	1787	1039	7	5948

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 1' (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	502	1468	585	0	2555
	B	204	0	103	289	0	596
	C	978	80	0	268	0	1326
	D	610	372	261	0	1	1244
	E	2	4	0	1	0	7
	Tot.	1794	958	1832	1143	1	5728

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 1' (FG3: '2026 Do Something', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	190	1514	627	5	2336
	B	236	0	101	278	2	617
	C	1354	74	0	270	3	1701
	D	511	244	253	0	0	1008
	E	1	0	1	1	0	3
	Tot.	2102	508	1869	1176	10	5665

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 1' (FG4: '2026 Do Something', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	255	1413	543	0	2211
	B	206	0	95	304	0	605
	C	918	80	0	310	0	1308
	D	582	351	256	0	1	1190
	E	2	4	0	1	0	7
	Tot.	1708	690	1764	1158	1	5321

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 1' (FG7: '2041 So Something AM', Plan 2: 'Network Control Plan 2')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	270	1480	733	5	2488
	B	299	0	107	220	2	628
	C	1563	80	0	144	3	1790
	D	722	248	183	0	0	1153
	E	1	0	1	1	0	3
	Tot.	2585	598	1771	1098	10	6062

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 1' (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	481	1449	656	0	2586
	B	207	0	103	298	0	608
	C	955	80	0	276	0	1311
	D	635	379	264	0	1	1279
	E	2	4	0	1	0	7
	Tot.	1799	944	1816	1231	1	5791

Traffic Flows, Difference

Difference :

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

Traffic Lane Flows

Lane	Scenario 1: Scenario 1	Scenario 2: Scenario 1	Scenario 3: Scenario 1	Scenario 4: Scenario 1	Scenario 5: Scenario 1	Scenario 6: Scenario 1
Junction: A52/ Bardills Island						
1/1 (short)	263	267	120	268	273	310
1/2 (with short)	936(In) 673(Out)	797(In) 530(Out)	919(In) 799(Out)	778(In) 510(Out)	939(In) 666(Out)	791(In) 481(Out)
1/3	767	571	852	548	762	517
2/1	3	7	3	7	3	7
3/1 (short)	235	260	325	305	257	291
3/2 (with short)	469(In) 234(Out)	520(In) 260(Out)	650(In) 325(Out)	610(In) 305(Out)	511(In) 254(Out)	582(In) 291(Out)
3/3 (with short)	447(In) 232(Out)	565(In) 309(Out)	422(In) 235(Out)	634(In) 372(Out)	497(In) 244(Out)	608(In) 351(Out)
3/4 (short)	215	256	187	262	253	257
4/1	916	893	958	1068	911	884
4/2 (with short)	1411(In) 803(Out)	1272(In) 797(Out)	1519(In) 814(Out)	1487(In) 902(Out)	1425(In) 798(Out)	1327(In) 784(Out)
4/3 (short)	608	475	705	585	627	543
5/1 (short)	371	380	322	392	381	399
5/2 (with short)	616(In) 245(Out)	591(In) 211(Out)	625(In) 303(Out)	596(In) 204(Out)	617(In) 236(Out)	605(In) 206(Out)
6/1	529	558	334	558	549	615
6/2	796	639	952	616	789	588
6/3	891	679	1004	652	877	622
7/1	313	247	362	302	323	281
7/2	295	228	343	283	304	262
8/1	275	291	220	290	285	305
8/2	245	211	303	204	236	206
9/1	845	776	793	735	860	767
9/2	899	906	892	995	913	903
10/1	899	820	854	813	912	808
10/2	941	951	933	1019	957	956
11/1	306	396	315	456	318	435
11/2	216	256	188	262	254	257
12/1	1031	899	1277	921	1046	879
12/2	1050	852	1248	873	1056	829
13/1	497	660	590	958	508	690
14/1	577	525	528	580	597	588
14/2	560	508	511	563	579	570
15/1	10	1	7	1	10	1

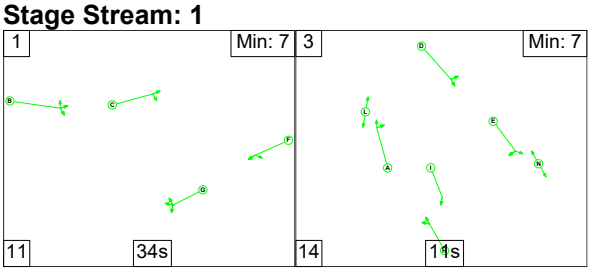
Detailed Input Data And Results

Lane	Scenario 7: Scenario 1	Scenario 8: Scenario 1
Junction: A52/ Bardills Island		
1/1 (short)	147	276
1/2 (with short)	935(In) 788(Out)	776(In) 500(Out)
1/3	855	535
2/1	3	7
3/1 (short)	362	318
3/2 (with short)	722(In) 360(Out)	635(In) 317(Out)
3/3 (with short)	431(In) 248(Out)	644(In) 379(Out)
3/4 (short)	183	265
4/1	949	1052
4/2 (with short)	1539(In) 806(Out)	1534(In) 878(Out)
4/3 (short)	733	656
5/1 (short)	329	401
5/2 (with short)	628(In) 299(Out)	608(In) 207(Out)
6/1	365	575
6/2	938	607
6/3	1006	641
7/1	376	337
7/2	357	319
8/1	227	299
8/2	299	207
9/1	788	737
9/2	881	977
10/1	849	810
10/2	922	1006
11/1	328	463
11/2	184	265
12/1	1300	925
12/2	1285	874
13/1	598	944
14/1	558	624
14/2	540	607
15/1	10	1

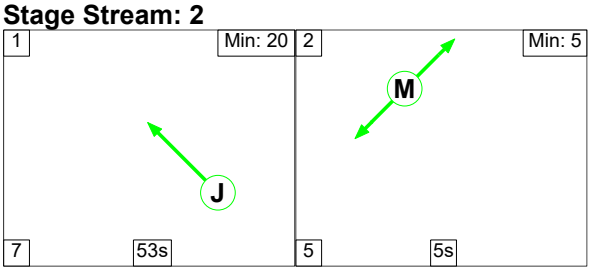
Scenario 1: 'Scenario 1' (FG1: '2026 Reference Case AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

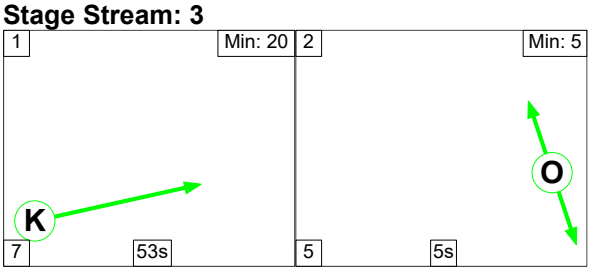
Stage Stream: 1



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	53	5
Change Point	3	63

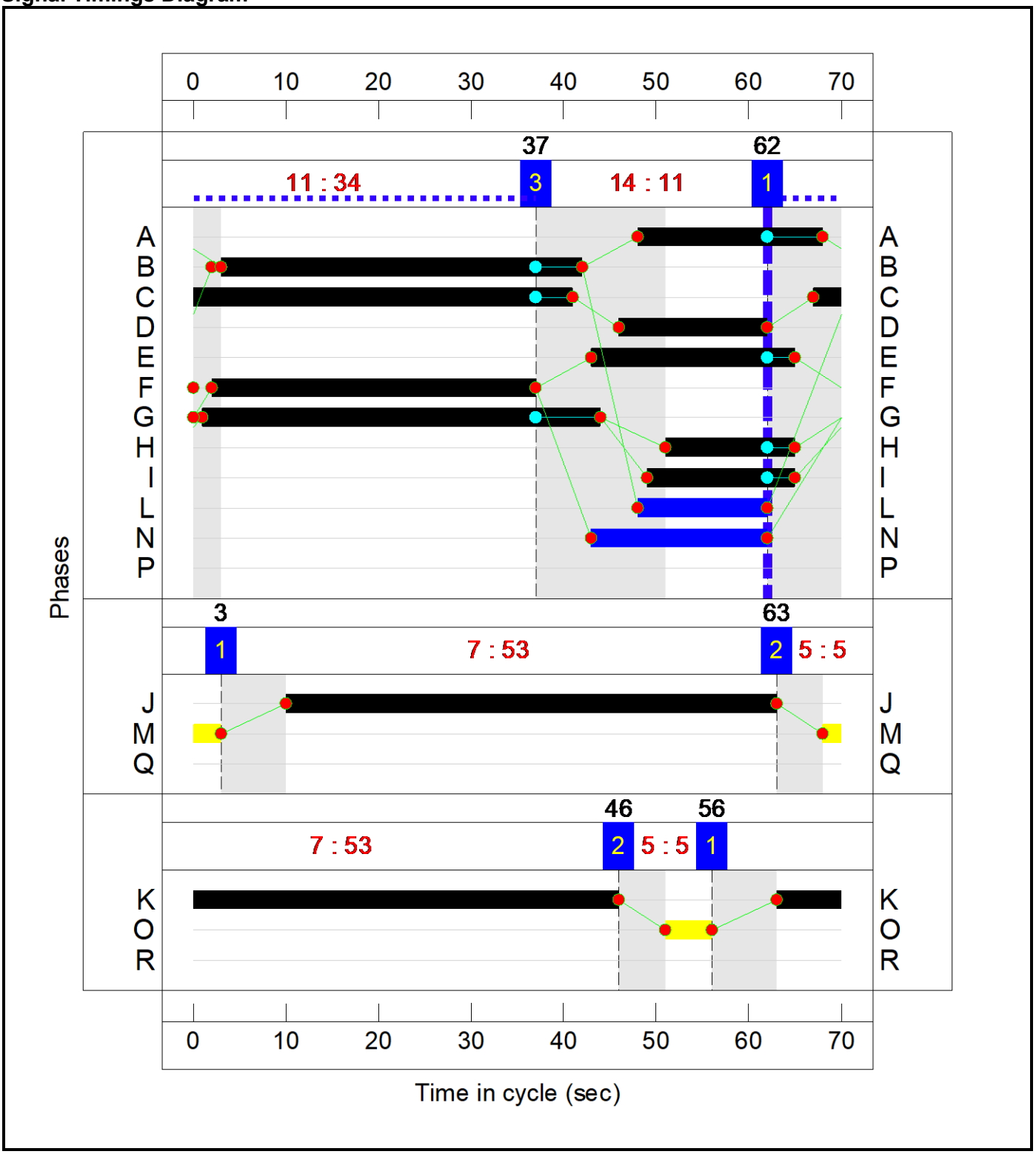
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	10	63
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	68	3
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

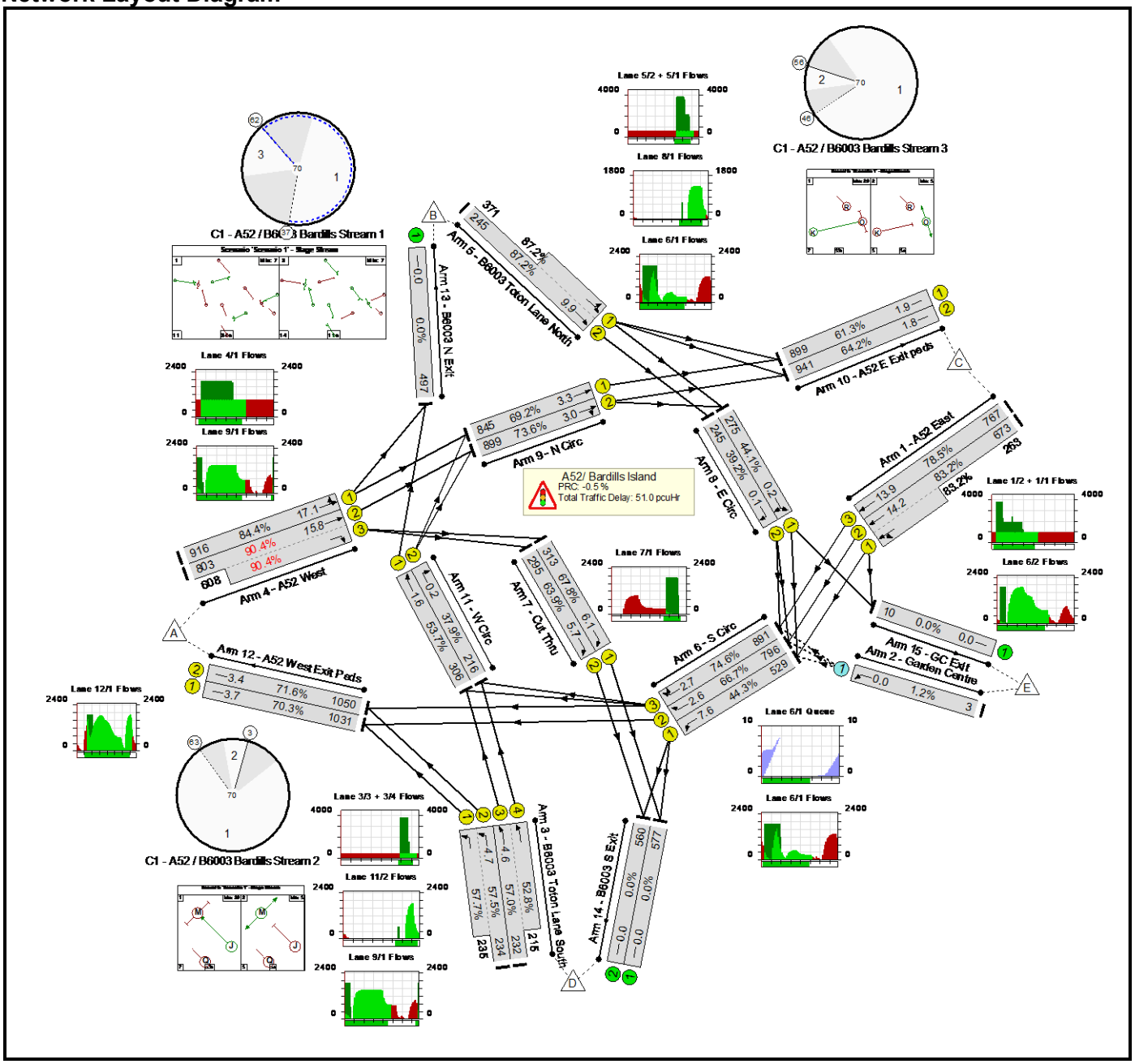
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	10	63
12/2	A52 West Exit Peds	U	J	10	63

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**90.4%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**90.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	936	1900:1900	809+316	83.2 : 83.2%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	767	1900	977	78.5%
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	57.5 : 57.7%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	447	1900:1900	407+407	57.0 : 52.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	916	1900	1086	84.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1411	1900:1900	888+672	90.4 : 90.4%
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 Left	U	1	N/A	G		1	43	-	-	529	1900	1194	44.3%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	796	1900	1194	66.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	891	1900	1194	74.6%
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	-	-	845	1900	1221	69.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	899	1900	1221	73.6%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	899	1900	1466	61.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	941	1900	1466	64.2%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	306	1900	570	53.7%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	216	1900	570	37.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1031	1900	1466	70.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1050	1900	1466	71.6%
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**	**33.6**	**17.4**	**0.0**	**51.0**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**33.6**	**17.4**	**0.0**	**51.0**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	936	936	-	-	-	3.2	2.4	-	5.6	21.7	11.8	2.4	14.2	1/2+1/1
1/3	767	767	-	-	-	3.0	1.8	-	4.7	22.3	12.1	1.8	13.9	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	4.0	0.7	4.7	3/2+3/1
3/3+3/4	447	447	-	-	-	3.0	0.6	-	3.6	29.4	4.0	0.6	4.6	3/3+3/4
4/1	916	916	-	-	-	3.2	2.6	-	5.8	22.7	14.5	2.6	17.1	4/1
4/2+4/3	1411	1411	-	-	-	4.1	4.5	-	8.5	21.8	11.4	4.5	15.8	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	529	529	-	-	-	1.0	0.0	-	1.0	7.1	7.6	0.0	7.6	6/1
6/2	796	796	-	-	-	0.5	0.0	-	0.5	2.3	2.6	0.0	2.6	6/2
6/3	891	891	-	-	-	0.5	0.0	-	0.5	2.2	2.7	0.0	2.7	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	845	845	-	-	-	0.6	0.0	-	0.6	2.5	3.3	0.0	3.3	9/1
9/2	899	899	-	-	-	0.6	0.0	-	0.6	2.3	3.0	0.0	3.0	9/2
10/1	899	899	-	-	-	0.1	0.8	-	0.9	3.6	1.1	0.8	1.9	10/1
10/2	941	941	-	-	-	0.1	0.9	-	1.0	3.8	0.9	0.9	1.8	10/2
11/1	306	306	-	-	-	0.5	0.0	-	0.5	6.0	1.6	0.0	1.6	11/1

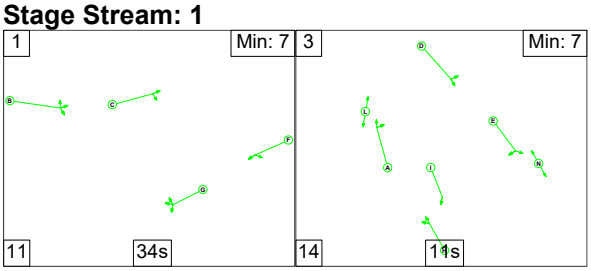
11/2	216	216	-	-	-	0.1	0.0	-	0.1	2.0	0.2	0.0	0.2	11/2
12/1	1031	1031	-	-	-	0.3	0.0	-	0.3	0.9	3.7	0.0	3.7	12/1
12/2	1050	1050	-	-	-	0.3	0.0	-	0.3	0.9	3.4	0.0	3.4	12/2
13/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	560	560	-	-	-	0.0	0.0	-	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 (%):	-0.5	Total Delay for Signalled Lanes (pcuHr):	48.58	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	25.6	Total Delay for Signalled Lanes (pcuHr):	0.52	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	40.2	Total Delay for Signalled Lanes (pcuHr):	1.91	Cycle Time (s): 70
	PRC Over All Lanes (%):	-0.5	Total Delay Over All Lanes(pcuHr):	51.03	

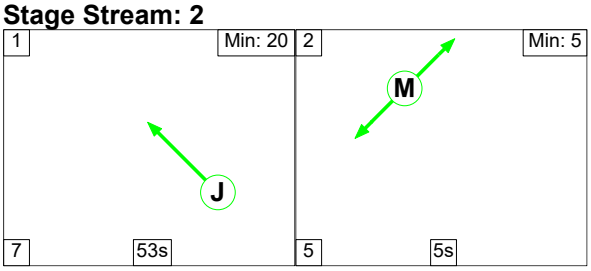
Scenario 2: 'Scenario 1' (FG2: '2026 Reference Case PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

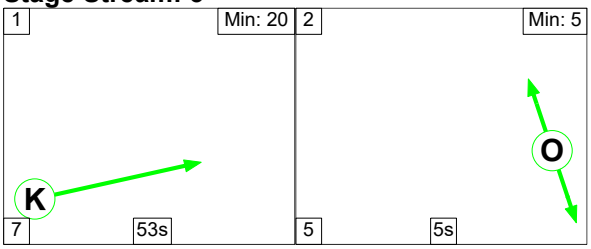
Stage Stream: 1



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	53	5
Change Point	43	33

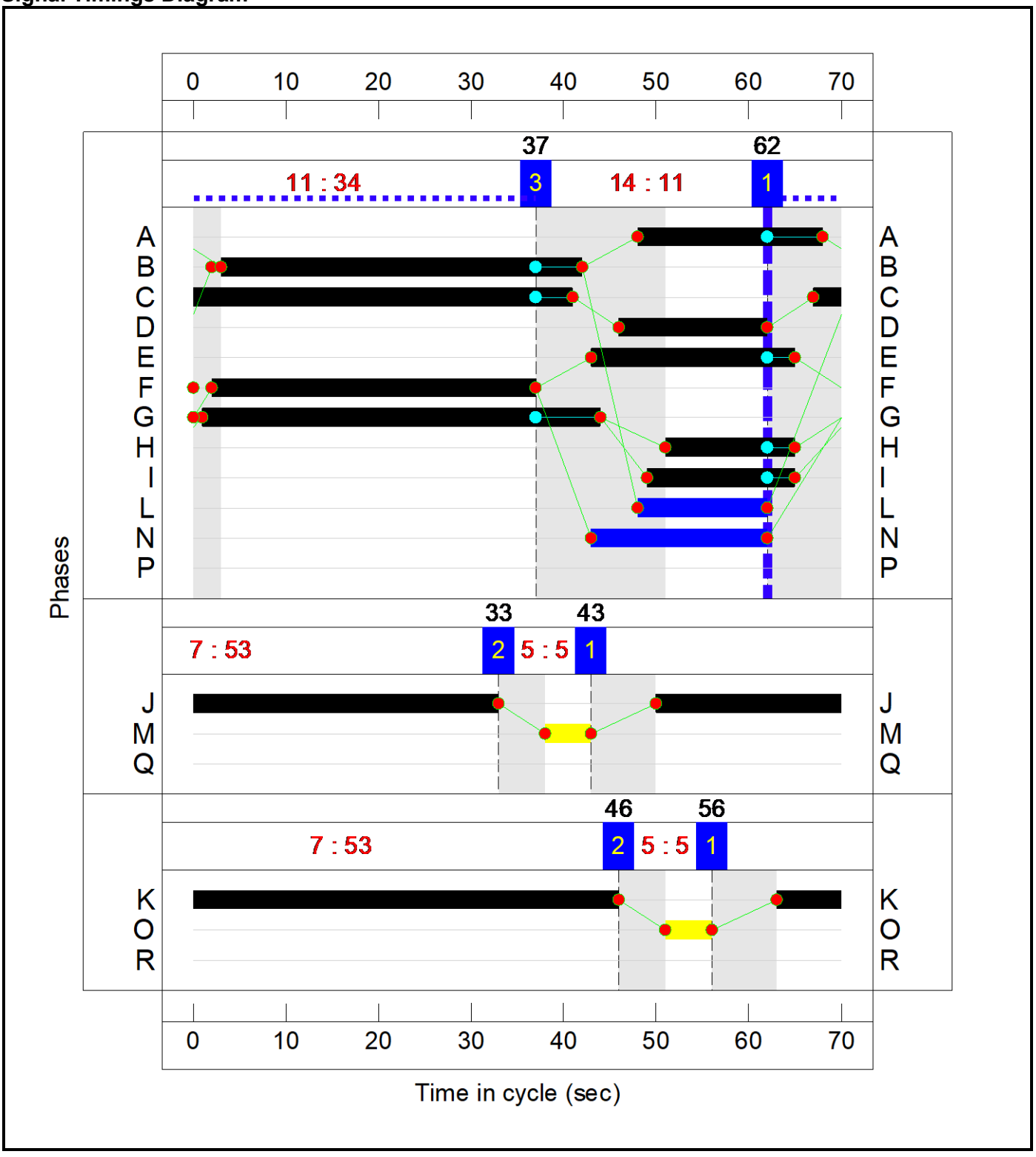
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

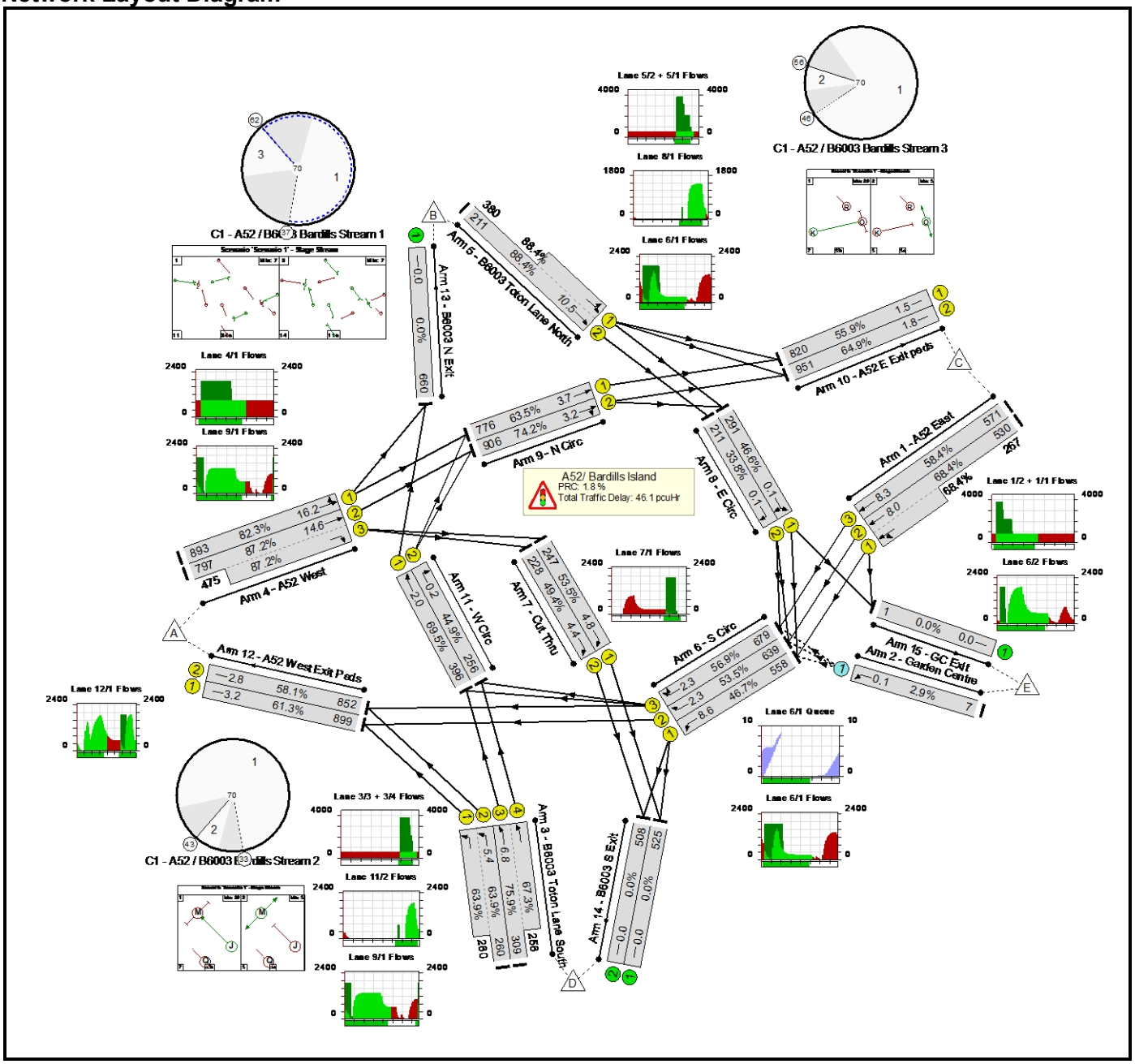
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.4%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**88.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	797	1900:1900	775+390	68.4 : 68.4%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	571	1900	977	58.4%
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	63.9 : 63.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	565	1900:1900	407+380	75.9 : 67.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	893	1900	1086	82.3%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1272	1900:1900	914+545	87.2 : 87.2%
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 Left	U	1	N/A	G		1	43	-	-	558	1900	1194	46.7%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	639	1900	1194	53.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	679	1900	1194	56.9%
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	-	-	776	1900	1221	63.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	906	1900	1221	74.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	820	1900	1466	55.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	951	1900	1466	64.9%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	396	1900	570	69.5%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	256	1900	570	44.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	899	1900	1466	61.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	852	1900	1466	58.1%
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**	**31.6**	**14.5**	**0.0**	**46.1**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**31.6**	**14.5**	**0.0**	**46.1**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	797	797	-	-	-	2.4	1.1	-	3.5	15.7	6.9	1.1	8.0	1/2+1/1
1/3	571	571	-	-	-	1.9	0.7	-	2.6	16.2	7.6	0.7	8.3	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	4.5	0.9	5.4	3/2+3/1
3/3+3/4	565	565	-	-	-	4.0	1.3	-	5.2	33.4	5.6	1.3	6.8	3/3+3/4
4/1	893	893	-	-	-	3.0	2.3	-	5.3	21.3	13.9	2.3	16.2	4/1
4/2+4/3	1272	1272	-	-	-	3.6	3.3	-	6.9	19.4	11.3	3.3	14.6	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	558	558	-	-	-	1.2	0.0	-	1.2	7.7	8.6	0.0	8.6	6/1
6/2	639	639	-	-	-	0.4	0.0	-	0.4	2.5	2.3	0.0	2.3	6/2
6/3	679	679	-	-	-	0.5	0.0	-	0.5	2.4	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	1.1	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	776	776	-	-	-	0.6	0.0	-	0.6	2.7	3.7	0.0	3.7	9/1
9/2	906	906	-	-	-	0.6	0.0	-	0.6	2.3	3.2	0.0	3.2	9/2
10/1	820	820	-	-	-	0.1	0.6	-	0.7	3.2	0.9	0.6	1.5	10/1
10/2	951	951	-	-	-	0.1	0.9	-	1.0	3.9	0.9	0.9	1.8	10/2
11/1	396	396	-	-	-	0.8	0.0	-	0.8	6.8	2.0	0.0	2.0	11/1

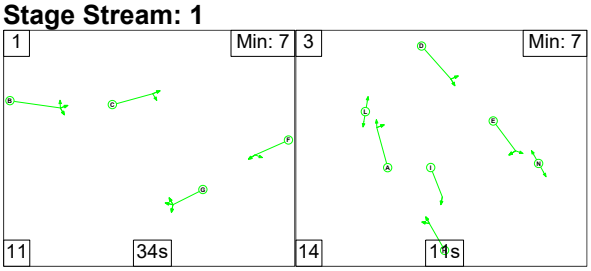
11/2	256	256	-	-	-	0.1	0.0	-	0.1	2.0	0.2	0.0	0.2	11/2
12/1	899	899	-	-	-	0.4	0.0	-	0.4	1.7	3.2	0.0	3.2	12/1
12/2	852	852	-	-	-	0.4	0.0	-	0.4	1.7	2.8	0.0	2.8	12/2
13/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	508	508	-	-	-	0.0	0.0	-	0.0	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):	43.53	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	46.7	Total Delay for Signalled Lanes (pcuHr):	0.82	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	38.7	Total Delay for Signalled Lanes (pcuHr):	1.75	Cycle Time (s): 70
	PRC Over All Lanes (%):	1.8	Total Delay Over All Lanes(pcuHr):	46.14	

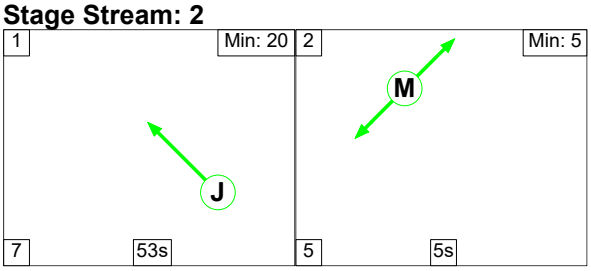
Scenario 3: 'Scenario 1' (FG5: '2041 Reference Case AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

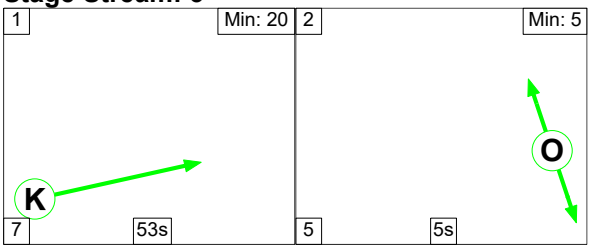
Stage Stream: 1



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	53	5
Change Point	52	42

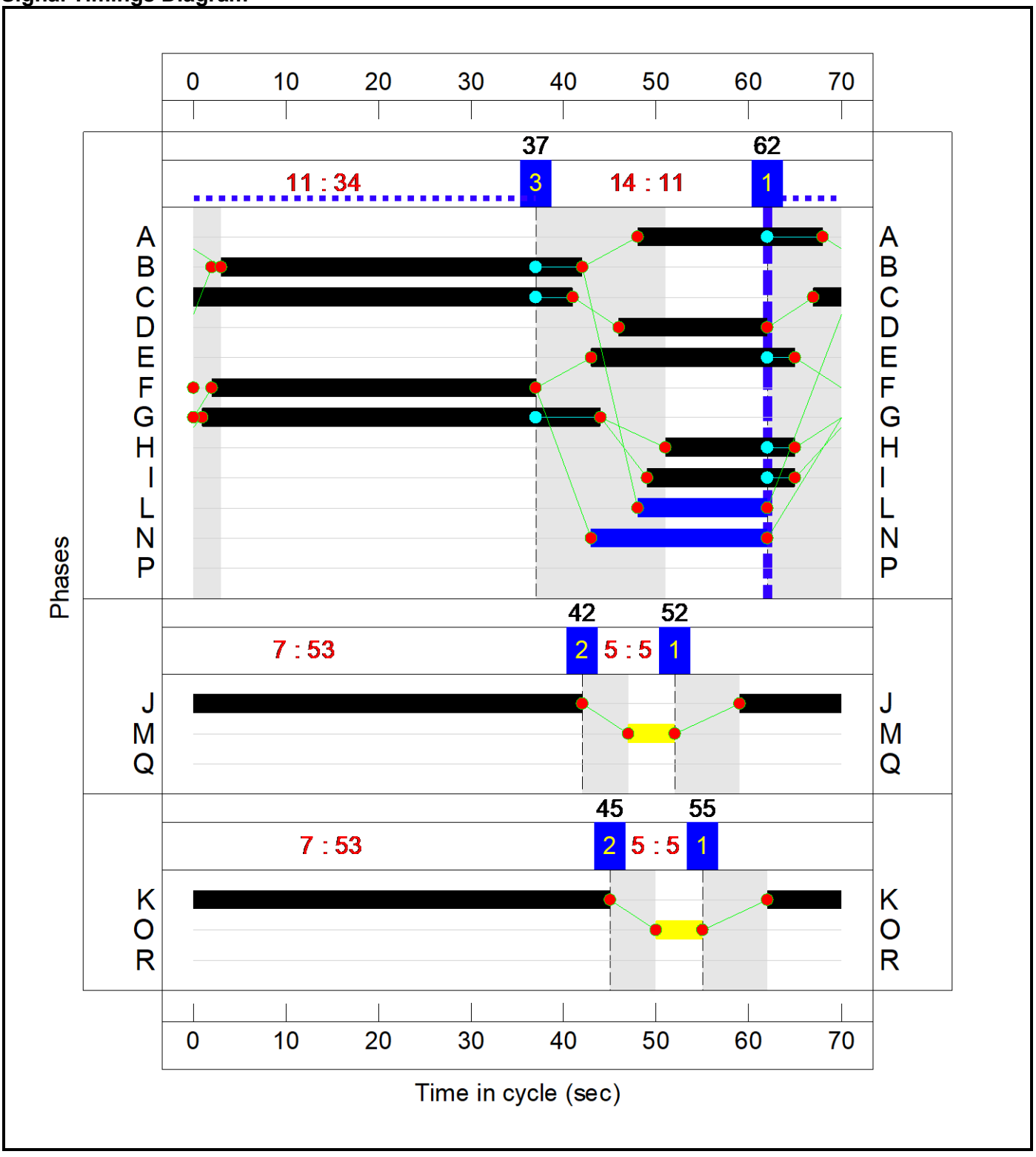
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	59	42
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	47	52
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

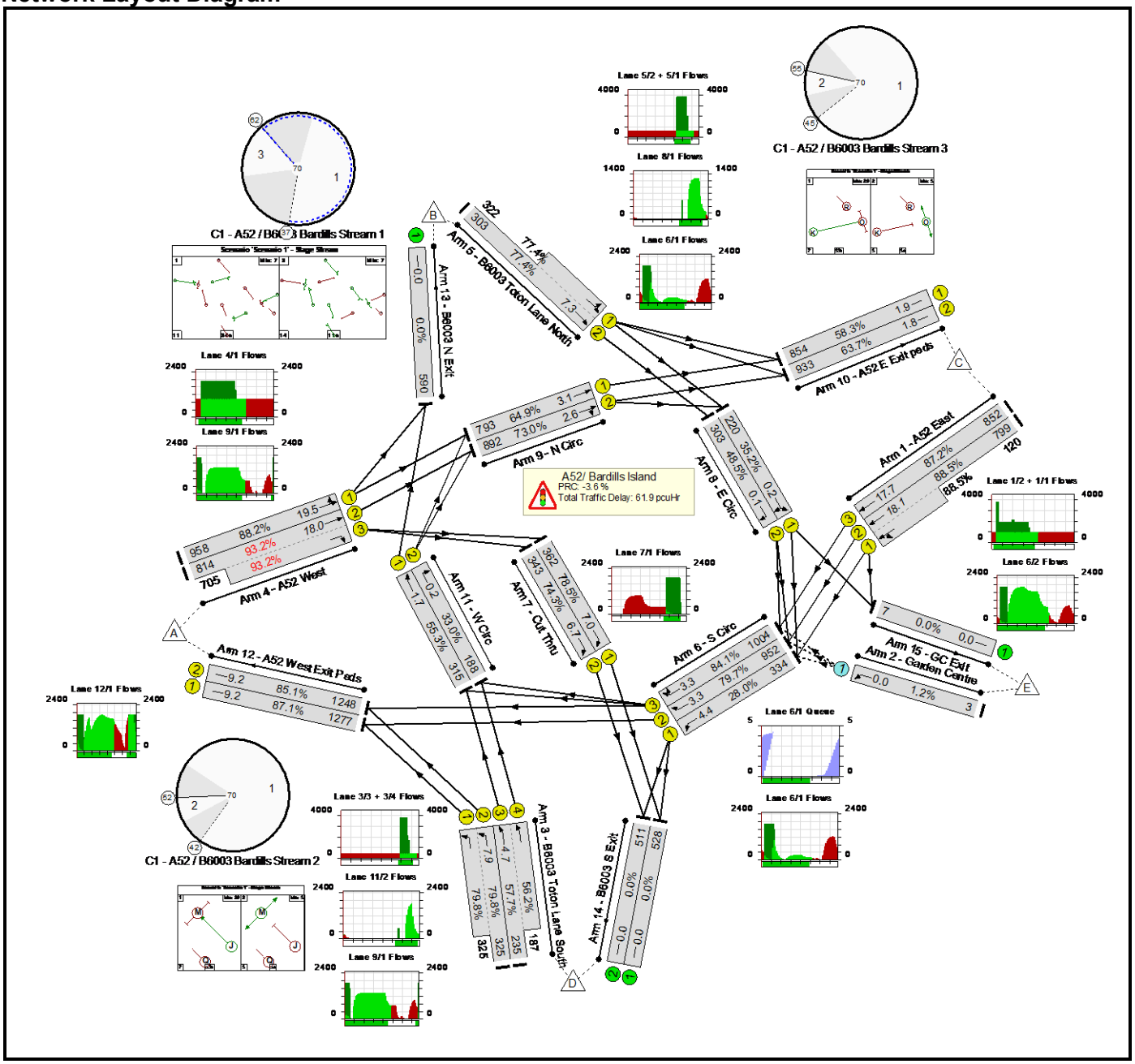
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	59	42
12/2	A52 West Exit Peds	U	J	59	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 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.2%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.2%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	919	1900:1900	903+136	88.5 : 88.5%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	852	1900	977	87.2%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	255	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	650	1900:1900	407+407	79.8 : 79.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	422	1900:1900	407+333	57.7 : 56.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	958	1900	1086	88.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1519	1900:1900	873+756	93.2 : 93.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	625	1900:1900	391+416	77.4 : 77.4%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	334	1900	1194	28.0%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	952	1900	1194	79.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1004	1900	1194	84.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	362	1900	461	78.5%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	343	1900	461	74.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	220	1900	624	35.2%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	303	1900	624	48.5%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	793	1900	1221	64.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	892	1900	1221	73.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	854	1900	1466	58.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	933	1900	1466	63.7%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	315	1900	570	55.3%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	188	1900	570	33.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1277	1900	1466	87.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1248	1900	1466	85.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	590	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	-		-	-	-	-	7	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**39.5**	**22.5**	**0.0**	**61.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**39.5**	**22.5**	**0.0**	**61.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	919	919	-	-	-	3.6	3.6	-	7.3	28.4	14.5	3.6	18.1	1/2+1/1
1/3	852	852	-	-	-	3.5	3.2	-	6.8	28.6	14.4	3.2	17.7	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	17.9	0.0	0.0	0.0	2/1
3/2+3/1	650	650	-	-	-	4.7	1.9	-	6.6	36.8	6.0	1.9	7.9	3/2+3/1
3/3+3/4	422	422	-	-	-	2.9	0.7	-	3.5	30.0	4.0	0.7	4.7	3/3+3/4
4/1	958	958	-	-	-	3.5	3.6	-	7.0	26.3	16.0	3.6	19.5	4/1
4/2+4/3	1519	1519	-	-	-	4.5	6.2	-	10.7	25.5	11.8	6.2	18.0	4/2+4/3
5/2+5/1	625	625	-	-	-	4.2	1.7	-	5.9	33.7	5.6	1.7	7.3	5/2+5/1
6/1	334	334	-	-	-	0.8	0.0	-	0.8	8.2	4.4	0.0	4.4	6/1
6/2	952	952	-	-	-	0.6	0.0	-	0.6	2.4	3.3	0.0	3.3	6/2
6/3	1004	1004	-	-	-	0.6	0.0	-	0.6	2.3	3.3	0.0	3.3	6/3
7/1	362	362	-	-	-	3.0	0.0	-	3.0	29.4	7.0	0.0	7.0	7/1
7/2	343	343	-	-	-	2.9	0.0	-	2.9	30.4	6.7	0.0	6.7	7/2
8/1	220	220	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	303	303	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	8/2
9/1	793	793	-	-	-	0.5	0.0	-	0.5	2.5	3.1	0.0	3.1	9/1
9/2	892	892	-	-	-	0.5	0.0	-	0.5	2.2	2.6	0.0	2.6	9/2
10/1	854	854	-	-	-	0.1	0.7	-	0.8	3.6	1.2	0.7	1.9	10/1
10/2	933	933	-	-	-	0.1	0.9	-	1.0	3.8	1.0	0.9	1.8	10/2
11/1	315	315	-	-	-	0.5	0.0	-	0.5	6.0	1.7	0.0	1.7	11/1

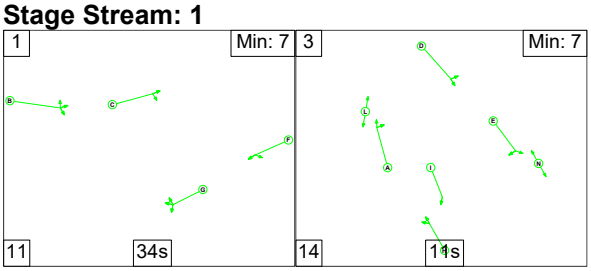
11/2	188	188	-	-	-	0.1	0.0	-	0.1	1.9	0.2	0.0	0.2	11/2
12/1	1277	1277	-	-	-	1.3	0.0	-	1.3	3.6	9.2	0.0	9.2	12/1
12/2	1248	1248	-	-	-	1.3	0.0	-	1.3	3.7	9.2	0.0	9.2	12/2
13/1	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	528	528	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	511	511	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	7	7	-	-	-	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 (%):	-3.6	Total Delay for Signalled Lanes (pcuHr):	57.50	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	3.3	Total Delay for Signalled Lanes (pcuHr):	2.58	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	41.4	Total Delay for Signalled Lanes (pcuHr):	1.83	Cycle Time (s): 70
	PRC Over All Lanes (%):	-3.6	Total Delay Over All Lanes(pcuHr):	61.92	

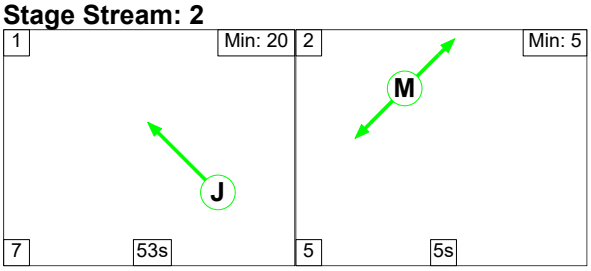
Scenario 4: 'Scenario 1' (FG6: '2041 Reference Case PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

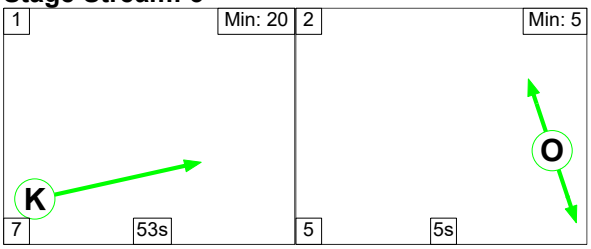
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	43	33

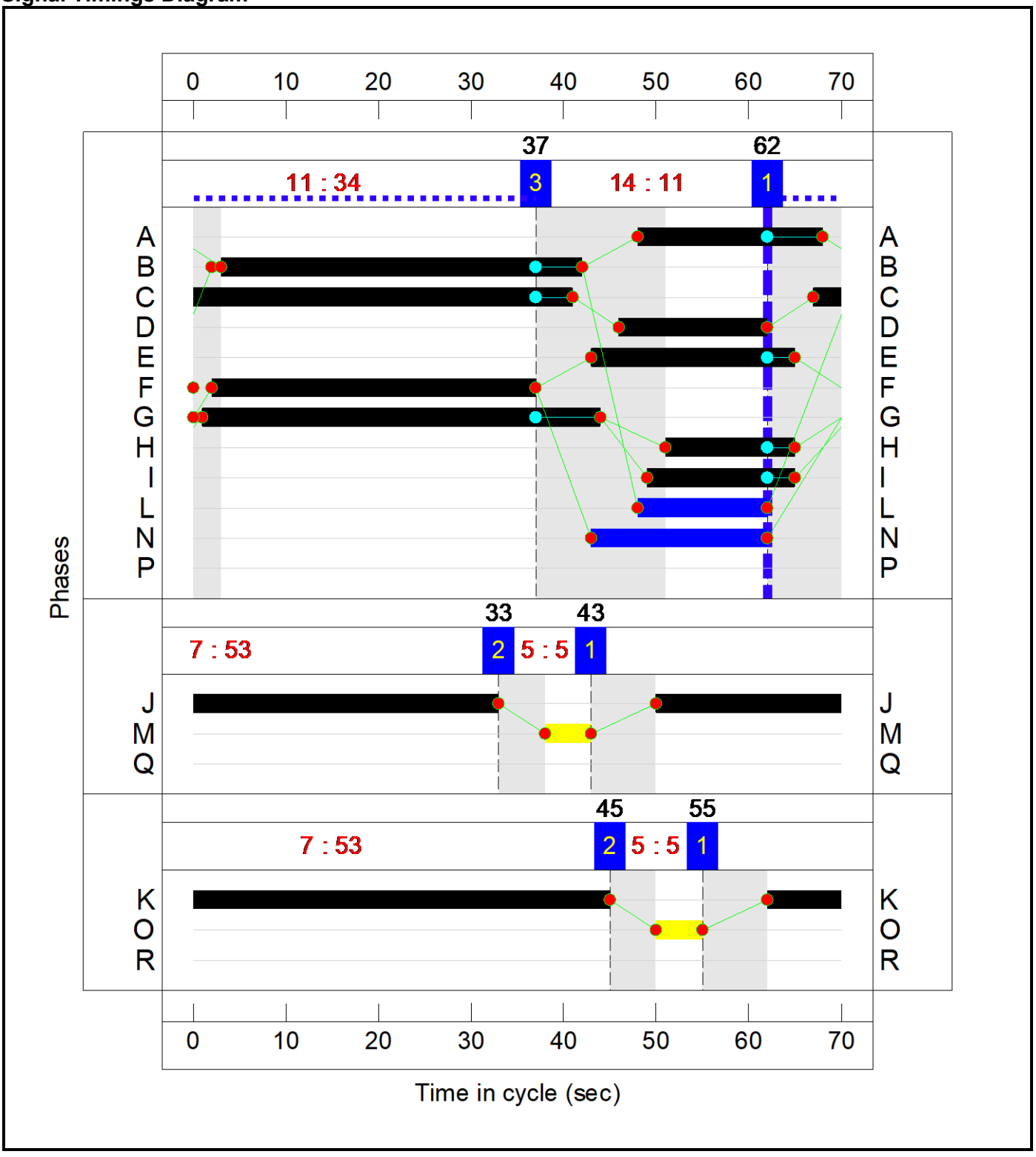
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

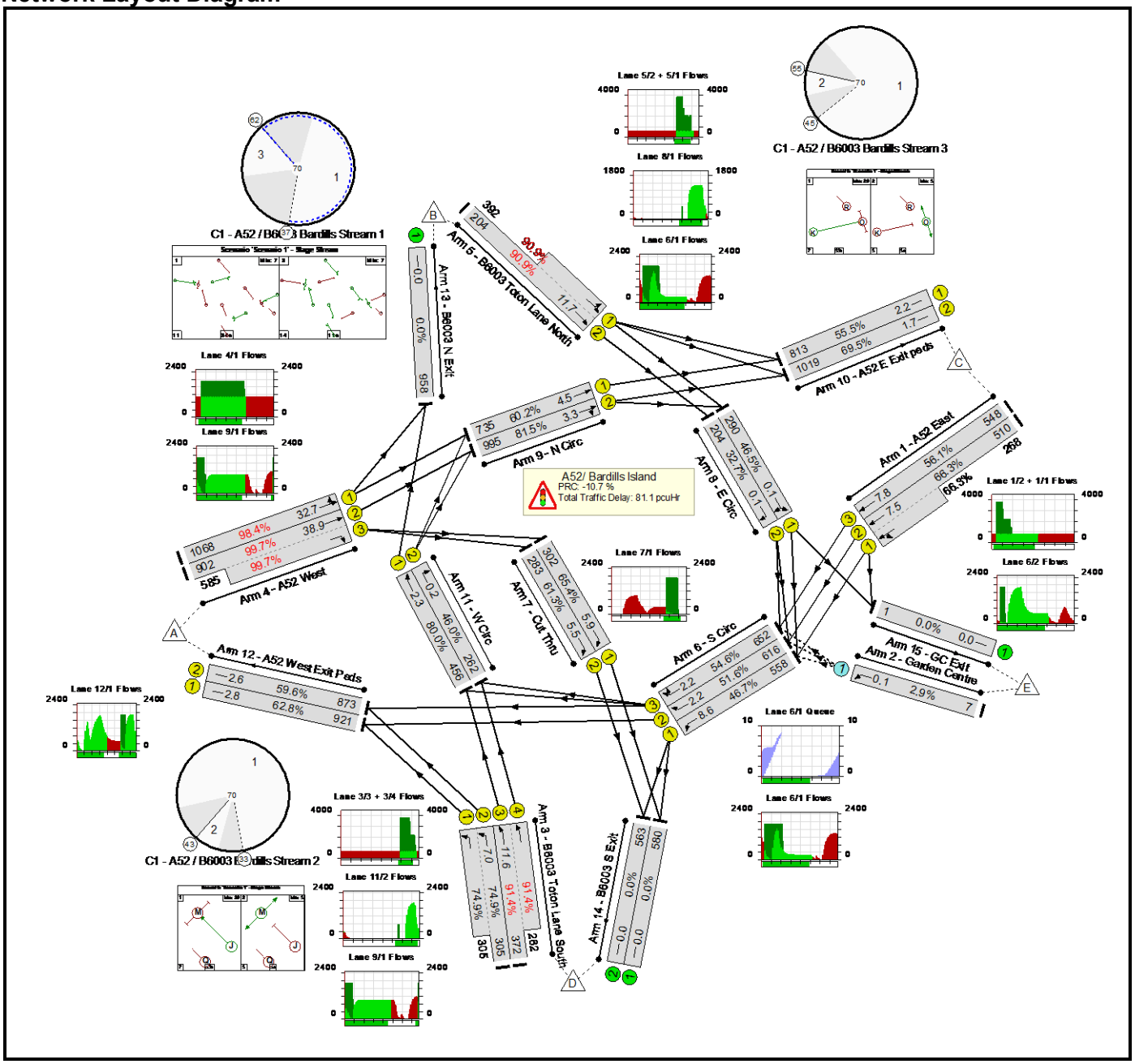
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.7%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.7%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	778	1900:1900	769+404	66.3 : 66.3%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	548	1900	977	56.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	241	2.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	610	1900:1900	407+407	74.9 : 74.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	634	1900:1900	407+287	91.4 : 91.4%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1068	1900	1086	98.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1487	1900:1900	905+587	99.7 : 99.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	596	1900:1900	225+431	90.9 : 90.9%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	558	1900	1194	46.7%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	616	1900	1194	51.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	652	1900	1194	54.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	302	1900	461	65.4%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	283	1900	461	61.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	290	1900	624	46.5%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	204	1900	624	32.7%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	735	1900	1221	60.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	995	1900	1221	81.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	813	1900	1466	55.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1019	1900	1466	69.5%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	456	1900	570	80.0%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	262	1900	570	46.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	921	1900	1466	62.8%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	873	1900	1466	59.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	958	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**	**36.8**	**44.3**	**0.0**	**81.1**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**36.8**	**44.3**	**0.0**	**81.1**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	778	778	-	-	-	2.3	1.0	-	3.3	15.2	6.5	1.0	7.5	1/2+1/1
1/3	548	548	-	-	-	1.8	0.6	-	2.4	15.8	7.2	0.6	7.8	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	18.9	0.1	0.0	0.1	2/1
3/2+3/1	610	610	-	-	-	4.4	1.5	-	5.8	34.4	5.5	1.5	7.0	3/2+3/1
3/3+3/4	634	634	-	-	-	4.6	4.6	-	9.2	52.2	7.0	4.6	11.6	3/3+3/4
4/1	1068	1068	-	-	-	4.4	12.5	-	16.9	56.8	20.2	12.5	32.7	4/1
4/2+4/3	1487	1487	-	-	-	4.8	18.0	-	22.8	55.2	20.9	18.0	38.9	4/2+4/3
5/2+5/1	596	596	-	-	-	4.0	4.3	-	8.4	50.6	7.3	4.3	11.7	5/2+5/1
6/1	558	558	-	-	-	1.2	0.0	-	1.2	7.6	8.6	0.0	8.6	6/1
6/2	616	616	-	-	-	0.4	0.0	-	0.4	2.6	2.2	0.0	2.2	6/2
6/3	652	652	-	-	-	0.4	0.0	-	0.4	2.4	2.2	0.0	2.2	6/3
7/1	302	302	-	-	-	2.4	0.0	-	2.4	28.5	5.9	0.0	5.9	7/1
7/2	283	283	-	-	-	2.3	0.0	-	2.3	29.5	5.5	0.0	5.5	7/2
8/1	290	290	-	-	-	0.1	0.0	-	0.1	1.1	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	735	735	-	-	-	0.8	0.0	-	0.8	3.8	4.5	0.0	4.5	9/1
9/2	995	995	-	-	-	0.7	0.0	-	0.7	2.6	3.3	0.0	3.3	9/2
10/1	813	813	-	-	-	0.2	0.6	-	0.8	3.5	1.6	0.6	2.2	10/1
10/2	1019	1019	-	-	-	0.1	1.1	-	1.2	4.3	0.6	1.1	1.7	10/2
11/1	456	456	-	-	-	1.0	0.0	-	1.0	8.0	2.3	0.0	2.3	11/1

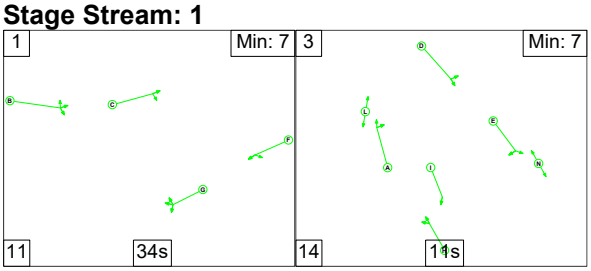
11/2	262	262	-	-	-	0.1	0.0	-	0.1	2.0	0.2	0.0	0.2	11/2
12/1	921	921	-	-	-	0.4	0.0	-	0.4	1.5	2.8	0.0	2.8	12/1
12/2	873	873	-	-	-	0.4	0.0	-	0.4	1.5	2.6	0.0	2.6	12/2
13/1	958	958	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	580	580	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	563	563	-	-	-	0.0	0.0	-	0.0	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 (%):	-10.7	Total Delay for Signalled Lanes (pcuHr):	78.31	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	43.2	Total Delay for Signalled Lanes (pcuHr):	0.76	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	29.5	Total Delay for Signalled Lanes (pcuHr):	2.00	Cycle Time (s): 70
	PRC Over All Lanes (%):	-10.7	Total Delay Over All Lanes(pcuHr):	81.10	

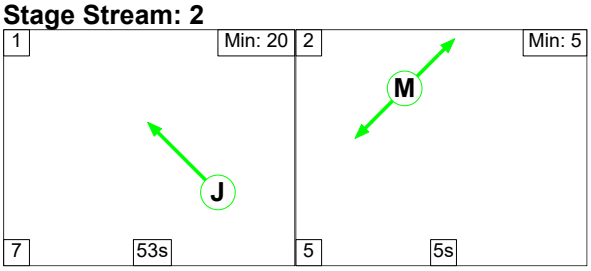
Scenario 5: 'Scenario 1' (FG3: '2026 Do Something', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

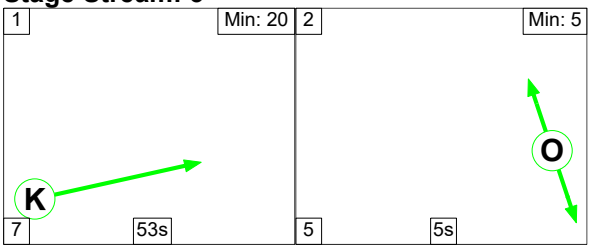
Stage Stream: 1



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	53	5
Change Point	59	49

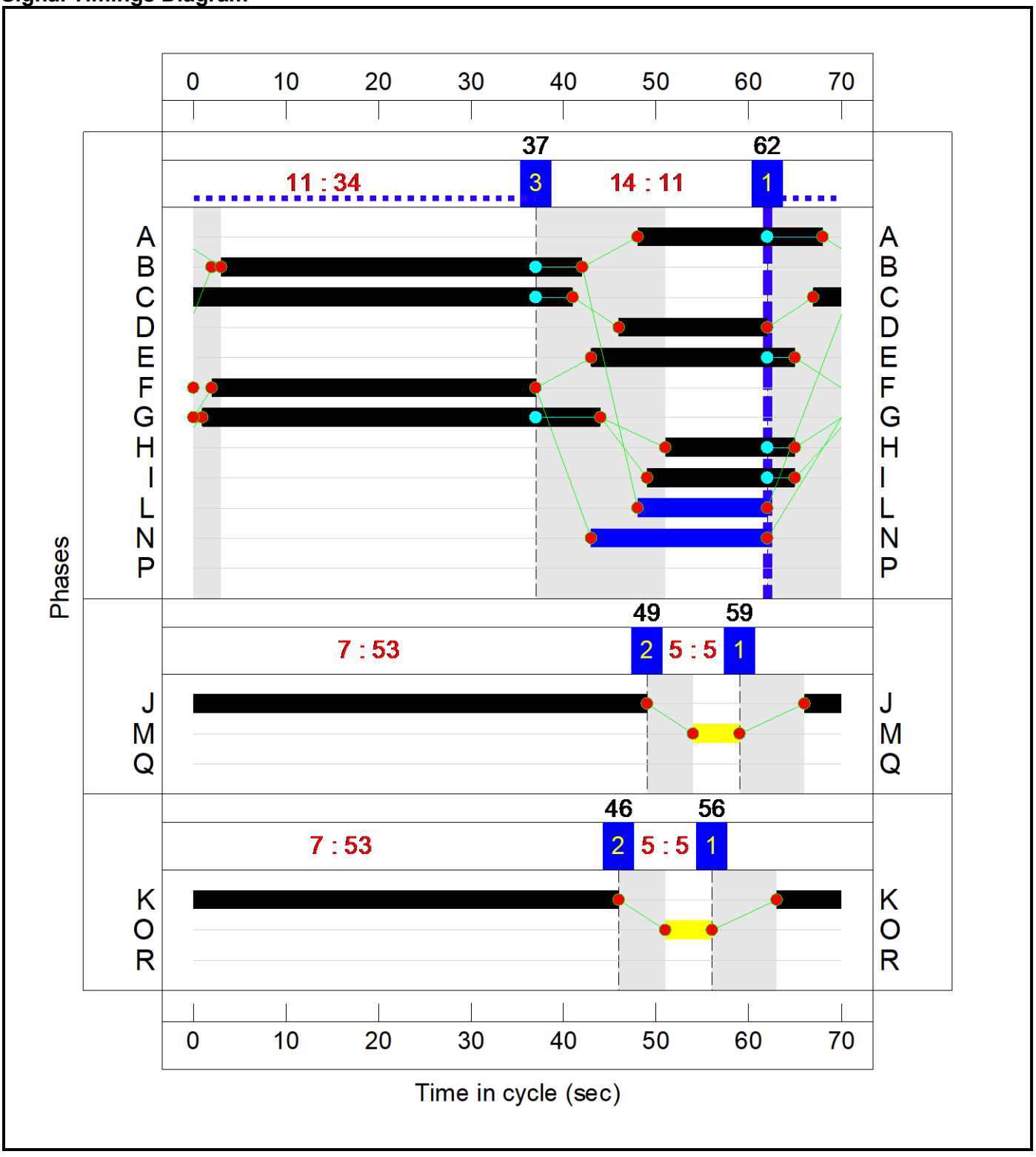
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	56	46

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	66	49
K	A52 E Exit peds	Traffic	3	53	63	46
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	54	59
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	51	56
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

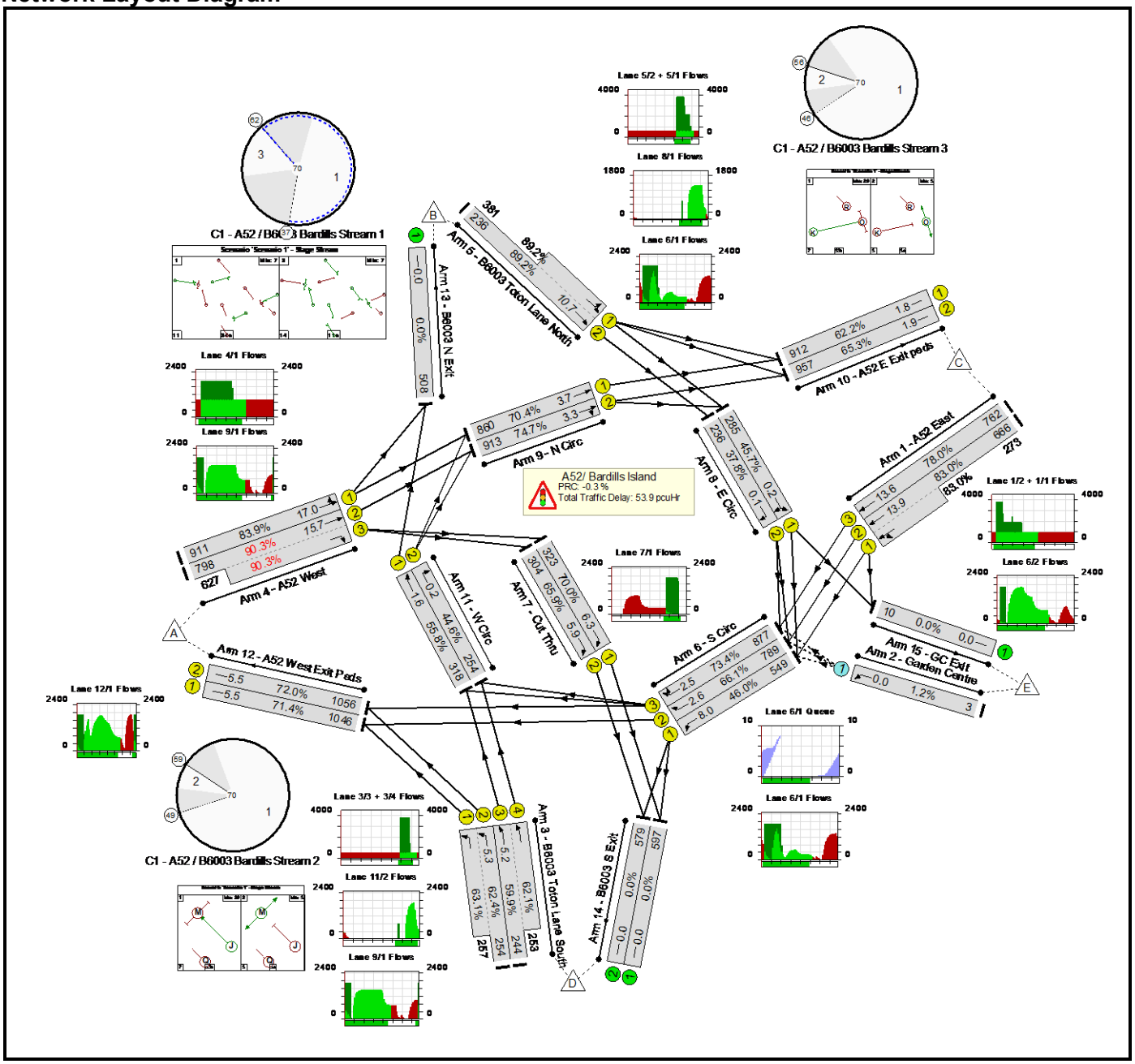
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	63	46
10/2	A52 E Exit peds	U	K	63	46
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	66	49
12/2	A52 West Exit Peds	U	J	66	49

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**90.3%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**90.3%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	939	1900:1900	803+329	83.0 : 83.0%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	762	1900	977	78.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	242	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	511	1900:1900	407+407	62.4 : 63.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	497	1900:1900	407+407	59.9 : 62.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	911	1900	1086	83.9%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1425	1900:1900	884+695	90.3 : 90.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	617	1900:1900	265+427	89.2 : 89.2%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	549	1900	1194	46.0%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	789	1900	1194	66.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	877	1900	1194	73.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	323	1900	461	70.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	304	1900	461	65.9%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	285	1900	624	45.7%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	236	1900	624	37.8%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	860	1900	1221	70.4%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	913	1900	1221	74.7%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	912	1900	1466	62.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	957	1900	1466	65.3%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	318	1900	570	55.8%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	254	1900	570	44.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1046	1900	1466	71.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1056	1900	1466	72.0%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	508	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	597	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	579	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**35.8**	**18.2**	**0.0**	**53.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**35.8**	**18.2**	**0.0**	**53.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	939	939	-	-	-	3.2	2.4	-	5.6	21.4	11.5	2.4	13.9	1/2+1/1
1/3	762	762	-	-	-	2.9	1.7	-	4.7	22.0	11.9	1.7	13.6	1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	18.6	0.0	0.0	0.0	2/1
3/2+3/1	511	511	-	-	-	3.5	0.8	-	4.4	30.9	4.5	0.8	5.3	3/2+3/1
3/3+3/4	497	497	-	-	-	3.4	0.8	-	4.2	30.5	4.4	0.8	5.2	3/3+3/4
4/1	911	911	-	-	-	3.1	2.5	-	5.7	22.4	14.4	2.5	17.0	4/1
4/2+4/3	1425	1425	-	-	-	4.1	4.4	-	8.5	21.5	11.3	4.4	15.7	4/2+4/3
5/2+5/1	617	617	-	-	-	4.2	3.8	-	7.9	46.2	7.0	3.8	10.7	5/2+5/1
6/1	549	549	-	-	-	1.1	0.0	-	1.1	7.2	8.0	0.0	8.0	6/1
6/2	789	789	-	-	-	0.5	0.0	-	0.5	2.3	2.6	0.0	2.6	6/2
6/3	877	877	-	-	-	0.5	0.0	-	0.5	2.0	2.5	0.0	2.5	6/3
7/1	323	323	-	-	-	2.6	0.0	-	2.6	29.3	6.3	0.0	6.3	7/1
7/2	304	304	-	-	-	2.6	0.0	-	2.6	30.3	5.9	0.0	5.9	7/2
8/1	285	285	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	8/1
8/2	236	236	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	860	860	-	-	-	0.6	0.0	-	0.6	2.5	3.7	0.0	3.7	9/1
9/2	913	913	-	-	-	0.6	0.0	-	0.6	2.3	3.3	0.0	3.3	9/2
10/1	912	912	-	-	-	0.1	0.8	-	0.9	3.7	1.0	0.8	1.8	10/1
10/2	957	957	-	-	-	0.1	0.9	-	1.0	3.9	1.0	0.9	1.9	10/2
11/1	318	318	-	-	-	0.5	0.0	-	0.5	5.9	1.6	0.0	1.6	11/1

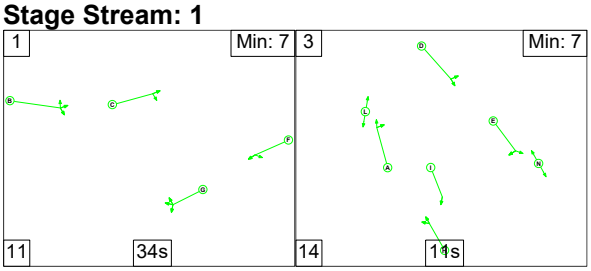
11/2	254	254	-	-	-	0.1	0.0	-	0.1	2.1	0.2	0.0	0.2	11/2
12/1	1046	1046	-	-	-	0.8	0.0	-	0.8	2.9	5.5	0.0	5.5	12/1
12/2	1056	1056	-	-	-	0.8	0.0	-	0.8	2.9	5.5	0.0	5.5	12/2
13/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	50.25	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	24.9	Total Delay for Signalled Lanes (pcuHr):	1.68	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	37.8	Total Delay for Signalled Lanes (pcuHr):	1.98	Cycle Time (s): 70
	PRC Over All Lanes (%):	-0.3	Total Delay Over All Lanes(pcuHr):	53.93	

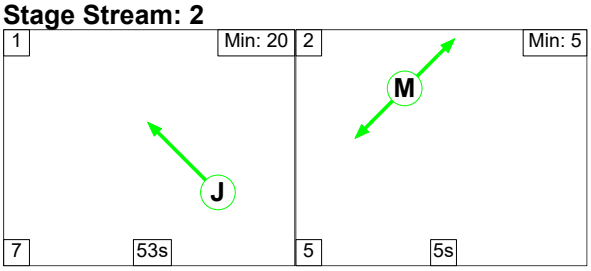
Scenario 6: 'Scenario 1' (FG4: '2026 Do Something', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

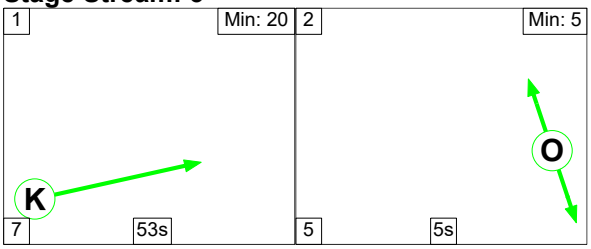
Stage Stream: 1



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	53	5
Change Point	43	33

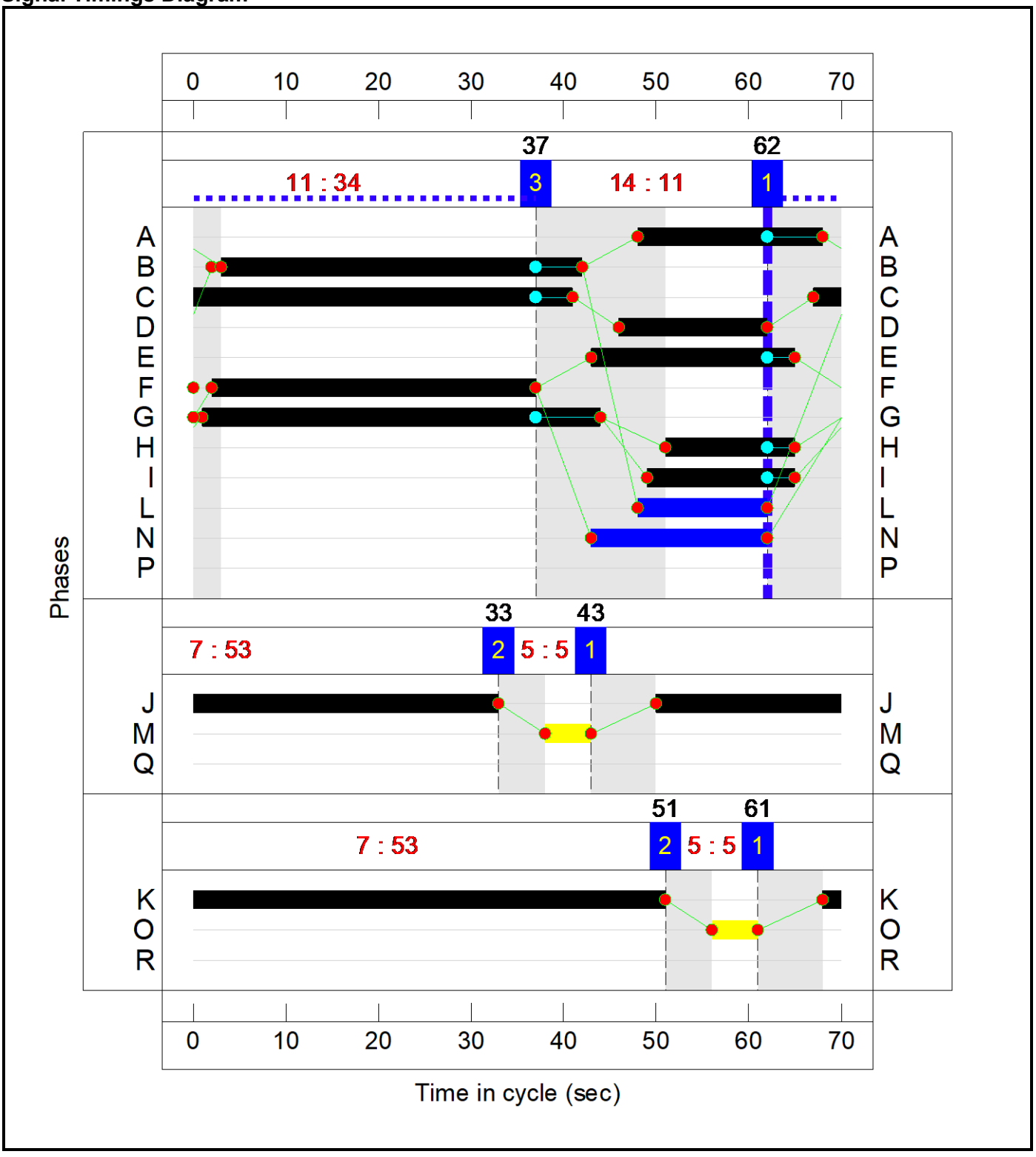
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	61	51

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	68	51
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	56	61
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

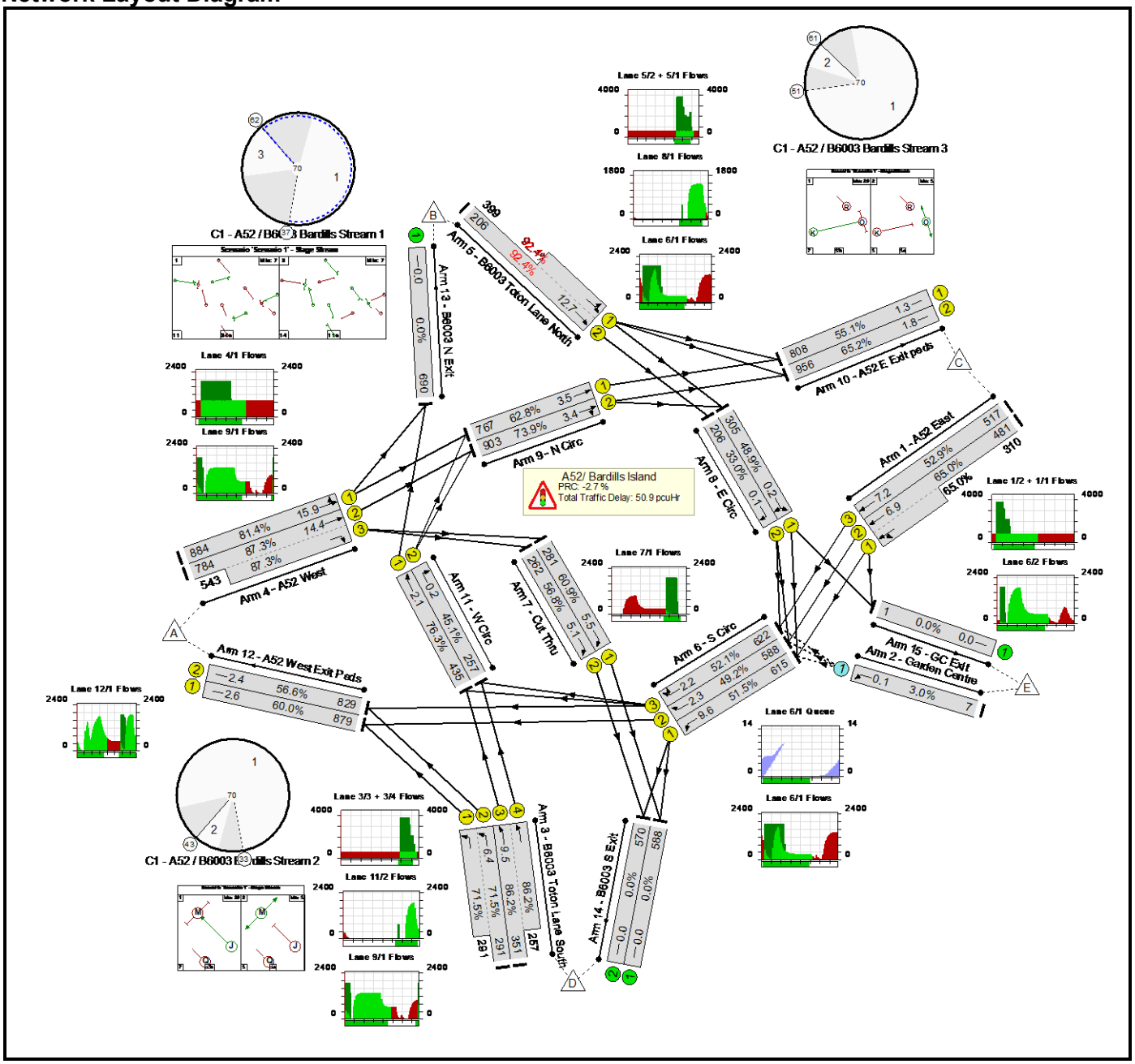
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	68	51
10/2	A52 E Exit peds	U	K	68	51
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.4%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	791	1900:1900	740+477	65.0 : 65.0%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	517	1900	977	52.9%
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	14	-	-	582	1900:1900	407+407	71.5 : 71.5%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	608	1900:1900	407+298	86.2 : 86.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	884	1900	1086	81.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1327	1900:1900	898+622	87.3 : 87.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	605	1900:1900	223+432	92.4 : 92.4%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	615	1900	1194	51.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	588	1900	1194	49.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	622	1900	1194	52.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	281	1900	461	60.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	262	1900	461	56.8%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	305	1900	624	48.9%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	206	1900	624	33.0%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	767	1900	1221	62.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	903	1900	1221	73.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	808	1900	1466	55.1%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	956	1900	1466	65.2%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	435	1900	570	76.3%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	257	1900	570	45.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	879	1900	1466	60.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	829	1900	1466	56.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	690	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	588	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	570	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**33.1**	**17.8**	**0.0**	**50.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**33.1**	**17.8**	**0.0**	**50.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	791	791	-	-	-	2.3	0.9	-	3.3	14.8	6.0	0.9	6.9	1/2+1/1
1/3	517	517	-	-	-	1.6	0.6	-	2.2	15.3	6.6	0.6	7.2	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	19.1	0.1	0.0	0.1	2/1
3/2+3/1	582	582	-	-	-	4.1	1.2	-	5.4	33.2	5.2	1.2	6.4	3/2+3/1
3/3+3/4	608	608	-	-	-	4.4	2.9	-	7.3	43.3	6.5	2.9	9.5	3/3+3/4
4/1	884	884	-	-	-	3.0	2.1	-	5.1	20.8	13.8	2.1	15.9	4/1
4/2+4/3	1327	1327	-	-	-	3.7	3.3	-	7.1	19.2	11.1	3.3	14.4	4/2+4/3
5/2+5/1	605	605	-	-	-	4.1	5.1	-	9.2	54.7	7.7	5.1	12.7	5/2+5/1
6/1	615	615	-	-	-	1.3	0.0	-	1.3	7.6	9.6	0.0	9.6	6/1
6/2	588	588	-	-	-	0.4	0.0	-	0.4	2.7	2.3	0.0	2.3	6/2
6/3	622	622	-	-	-	0.4	0.0	-	0.4	2.5	2.2	0.0	2.2	6/3
7/1	281	281	-	-	-	2.3	0.0	-	2.3	29.1	5.5	0.0	5.5	7/1
7/2	262	262	-	-	-	2.2	0.0	-	2.2	30.1	5.1	0.0	5.1	7/2
8/1	305	305	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	206	206	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	8/2
9/1	767	767	-	-	-	0.5	0.0	-	0.5	2.6	3.5	0.0	3.5	9/1
9/2	903	903	-	-	-	0.6	0.0	-	0.6	2.4	3.4	0.0	3.4	9/2
10/1	808	808	-	-	-	0.1	0.6	-	0.7	3.2	0.7	0.6	1.3	10/1
10/2	956	956	-	-	-	0.1	0.9	-	1.1	4.0	0.9	0.9	1.8	10/2
11/1	435	435	-	-	-	0.9	0.0	-	0.9	7.3	2.1	0.0	2.1	11/1

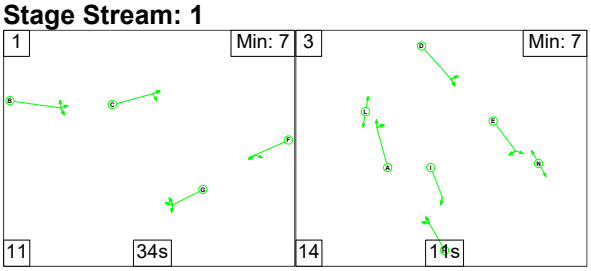
11/2	257	257	-	-	-	0.1	0.0	-	0.1	2.0	0.2	0.0	0.2	11/2
12/1	879	879	-	-	-	0.4	0.0	-	0.4	1.5	2.6	0.0	2.6	12/1
12/2	829	829	-	-	-	0.3	0.0	-	0.3	1.4	2.4	0.0	2.4	12/2
13/1	690	690	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	588	588	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-2.7	Total Delay for Signalled Lanes (pcuHr):	48.41	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	50.1	Total Delay for Signalled Lanes (pcuHr):	0.68	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	38.0	Total Delay for Signalled Lanes (pcuHr):	1.78	Cycle Time (s): 70
	PRC Over All Lanes (%):	-2.7	Total Delay Over All Lanes(pcuHr):	50.91	

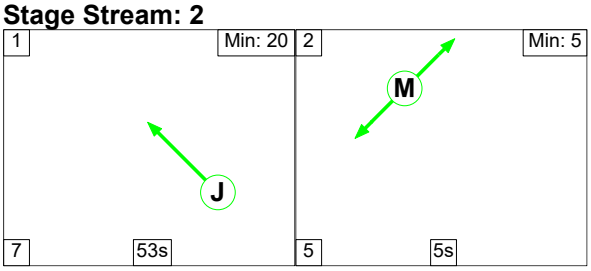
Scenario 7: 'Scenario 1' (FG7: '2041 So Something AM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

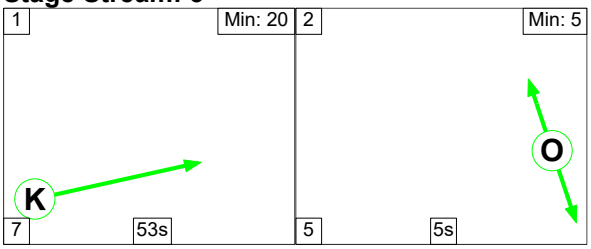
Stage Stream: 1



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	53	5
Change Point	58	48

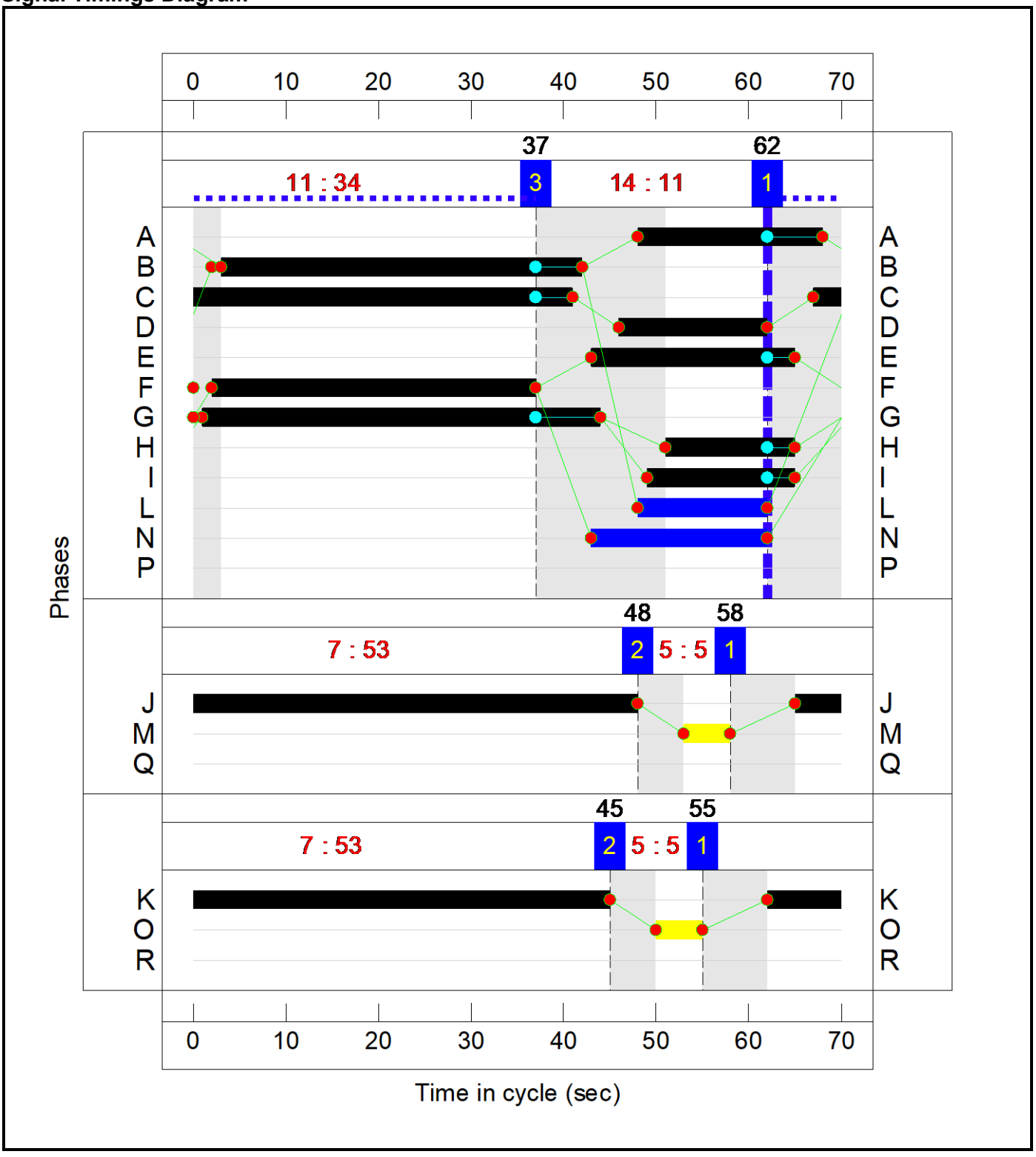
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	65	48
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	53	58
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

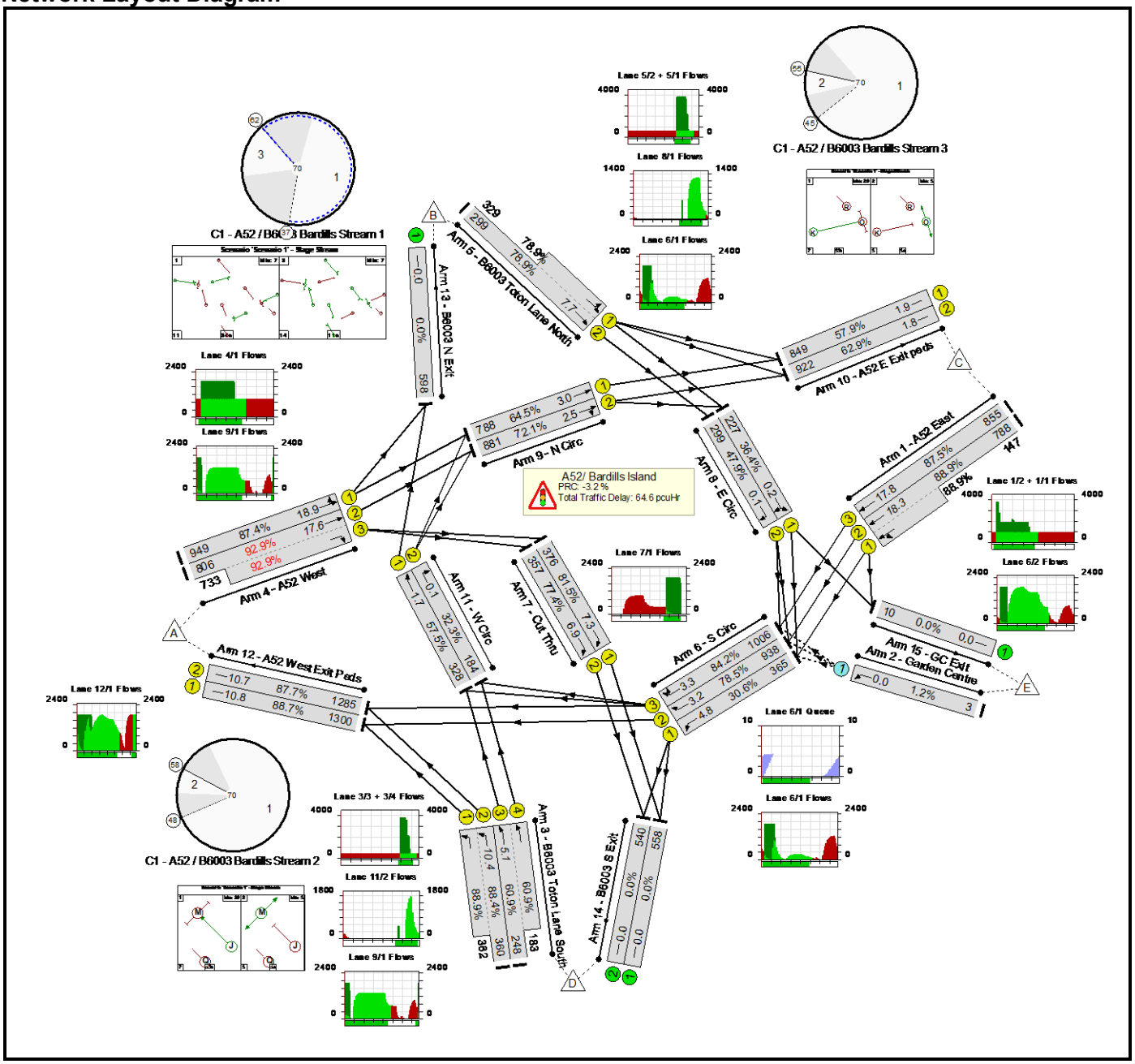
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	65	48
12/2	A52 West Exit Peds	U	J	65	48

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.9%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.9%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	935	1900:1900	886+165	88.9 : 88.9%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	855	1900	977	87.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	254	1.2%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	722	1900:1900	407+407	88.4 : 88.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	431	1900:1900	407+300	60.9 : 60.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	949	1900	1086	87.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1539	1900:1900	867+789	92.9 : 92.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	628	1900:1900	379+417	78.9 : 78.9%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	365	1900	1194	30.6%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	938	1900	1194	78.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1006	1900	1194	84.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	376	1900	461	81.5%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	357	1900	461	77.4%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	227	1900	624	36.4%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	299	1900	624	47.9%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	788	1900	1221	64.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	881	1900	1221	72.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	849	1900	1466	57.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	922	1900	1466	62.9%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	328	1900	570	57.5%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	184	1900	570	32.3%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1300	1900	1466	88.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	1285	1900	1466	87.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	598	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	558	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	540	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**	**40.5**	**24.1**	**0.0**	**64.6**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**40.5**	**24.1**	**0.0**	**64.6**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	935	935	-	-	-	3.7	3.8	-	7.4	28.6	14.5	3.8	18.3	1/2+1/1
1/3	855	855	-	-	-	3.6	3.3	-	6.9	29.0	14.5	3.3	17.8	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	722	722	-	-	-	5.4	3.6	-	9.0	44.8	6.7	3.6	10.4	3/2+3/1
3/3+3/4	431	431	-	-	-	2.9	0.8	-	3.7	30.9	4.3	0.8	5.1	3/3+3/4
4/1	949	949	-	-	-	3.4	3.3	-	6.7	25.4	15.6	3.3	18.9	4/1
4/2+4/3	1539	1539	-	-	-	4.6	6.0	-	10.6	24.8	11.6	6.0	17.6	4/2+4/3
5/2+5/1	628	628	-	-	-	4.2	1.8	-	6.0	34.6	5.8	1.8	7.7	5/2+5/1
6/1	365	365	-	-	-	0.8	0.0	-	0.8	7.8	4.8	0.0	4.8	6/1
6/2	938	938	-	-	-	0.6	0.0	-	0.6	2.4	3.2	0.0	3.2	6/2
6/3	1006	1006	-	-	-	0.6	0.0	-	0.6	2.3	3.3	0.0	3.3	6/3
7/1	376	376	-	-	-	3.1	0.0	-	3.1	29.4	7.3	0.0	7.3	7/1
7/2	357	357	-	-	-	3.0	0.0	-	3.0	30.4	6.9	0.0	6.9	7/2
8/1	227	227	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	299	299	-	-	-	0.1	0.0	-	0.1	0.7	0.1	0.0	0.1	8/2
9/1	788	788	-	-	-	0.5	0.0	-	0.5	2.5	3.0	0.0	3.0	9/1
9/2	881	881	-	-	-	0.5	0.0	-	0.5	2.2	2.5	0.0	2.5	9/2
10/1	849	849	-	-	-	0.1	0.7	-	0.8	3.5	1.2	0.7	1.9	10/1
10/2	922	922	-	-	-	0.1	0.8	-	1.0	3.7	1.0	0.8	1.8	10/2
11/1	328	328	-	-	-	0.5	0.0	-	0.5	5.8	1.7	0.0	1.7	11/1

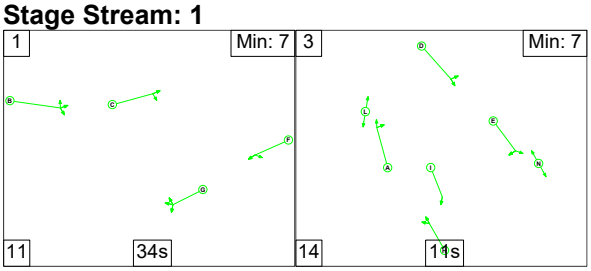
11/2	184	184	-	-	-	0.1	0.0	-	0.1	1.9	0.1	0.0	0.1	11/2
12/1	1300	1300	-	-	-	1.3	0.0	-	1.3	3.6	10.8	0.0	10.8	12/1
12/2	1285	1285	-	-	-	1.3	0.0	-	1.3	3.6	10.7	0.0	10.7	12/2
13/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	558	558	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	540	540	-	-	-	0.0	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):	60.25	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	1.5	Total Delay for Signalled Lanes (pcuHr):	2.57	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	43.1	Total Delay for Signalled Lanes (pcuHr):	1.79	Cycle Time (s): 70
	PRC Over All Lanes (%):	-3.2	Total Delay Over All Lanes(pcuHr):	64.62	

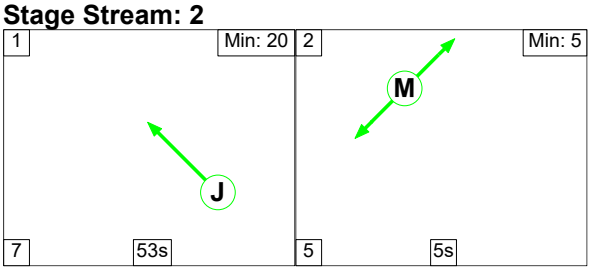
Scenario 8: 'Scenario 1' (FG8: '2041 Do Something PM', Plan 2: 'Network Control Plan 2')

Stage Sequence Diagram

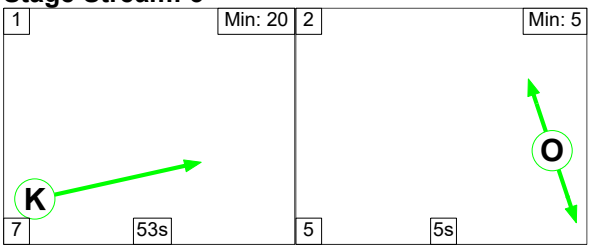
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	3
Duration	34	11
Change Point	62	37

Stage Stream: 2

Stage	1	2
Duration	53	5
Change Point	43	33

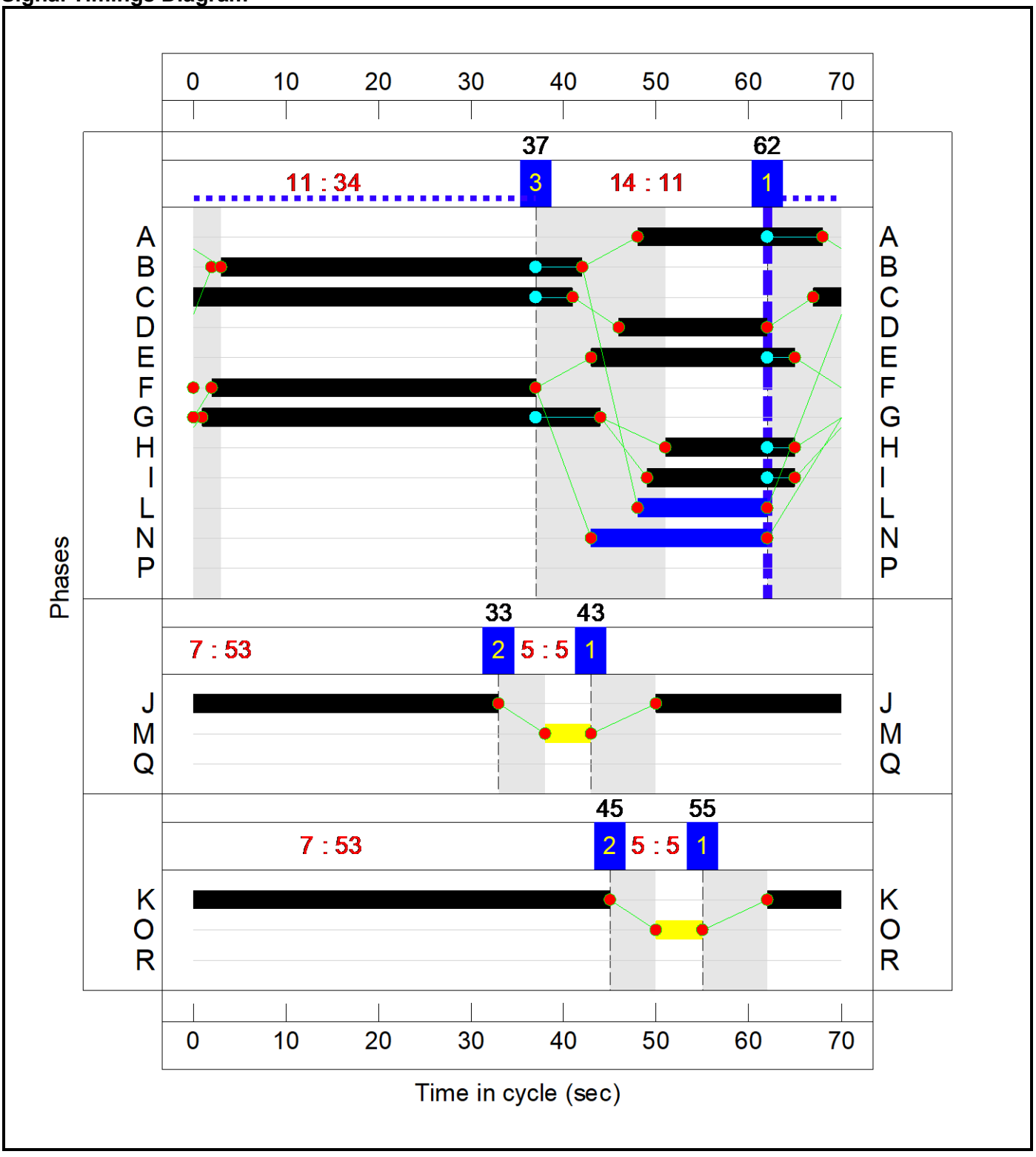
Stage Stream: 3

Stage	1	2
Duration	53	5
Change Point	55	45

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	20	48	68
B	A52 West Right Ahead Left	Traffic	1	39	3	42
C	N Circ Right Ahead	Traffic	1	44	67	41
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	46	62
E	E Circ Right Ahead	Traffic	1	22	43	65
F	A52 East Ahead Left	Traffic	1	35	2	37
G	S Circ Right Ahead Left (25)	Traffic	1	43	1	44
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	14	51	65
I	Cut Thru Ahead (29)	Traffic	1	16	49	65
J	A52 West Exit Peds	Traffic	2	53	50	33
K	A52 E Exit peds	Traffic	3	53	62	45
L	Pedestrians across	Pedestrian	1	14	48	62
M	Pedestrians across	Pedestrian	2	5	38	43
N	Pedestrians across	Pedestrian	1	19	43	62
O	Pedestrians across	Pedestrian	3	5	50	55
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

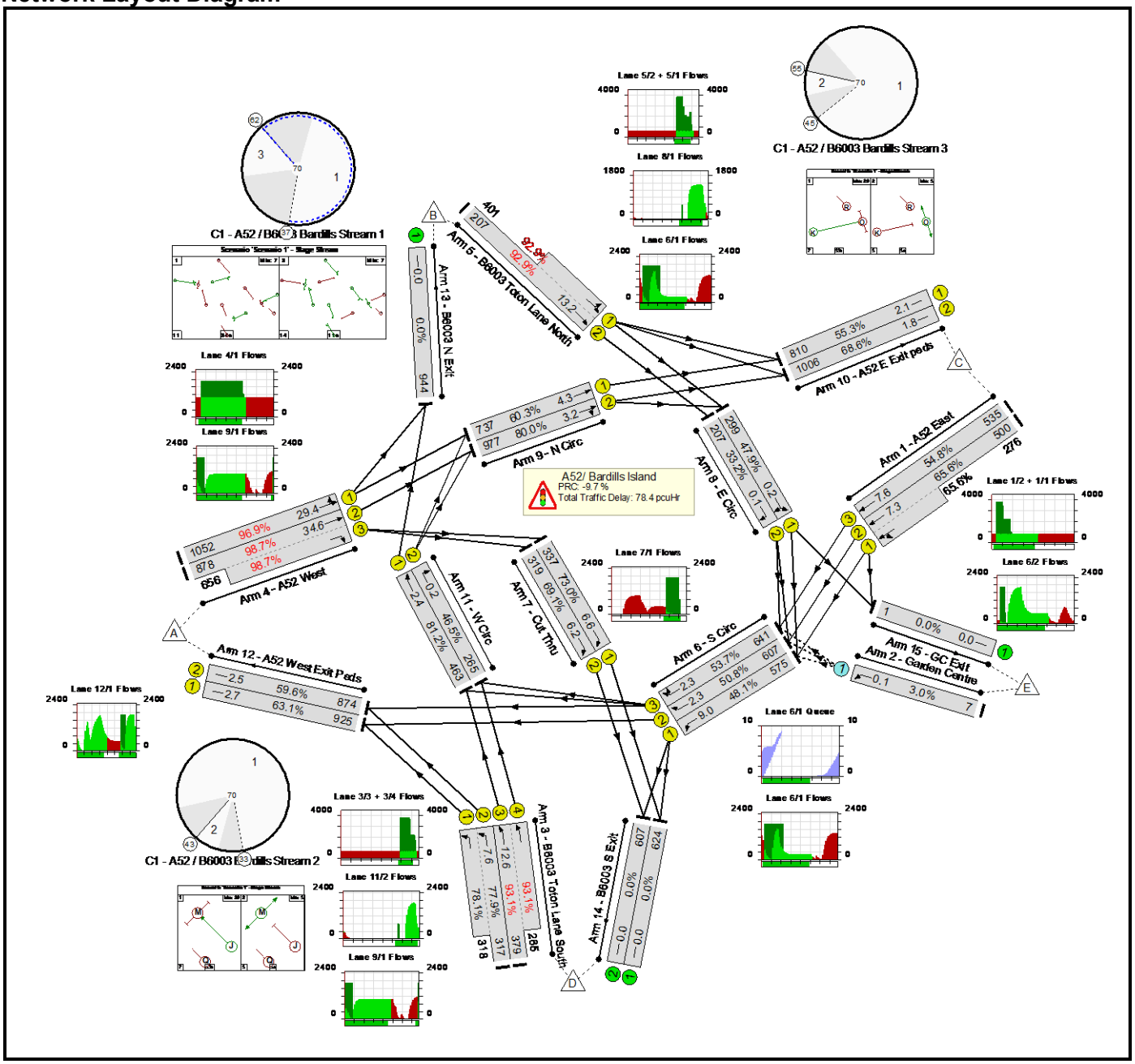
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	2	37
1/2	A52 East Ahead	U	F	2	37
1/3	A52 East Ahead	U	F	2	37
3/1	B6003 Toton Lane South Left	U	H	51	65
3/2	B6003 Toton Lane South Left	U	H	51	65
3/3	B6003 Toton Lane South Ahead	U	H	51	65
3/4	B6003 Toton Lane South Ahead	U	H	51	65
4/1	A52 West Ahead Left	U	B	3	42
4/2	A52 West Ahead	U	B	3	42
4/3	A52 West Right	U	B	3	42
5/1	B6003 Toton Lane North Ahead Left	U	D	46	62
5/2	B6003 Toton Lane North Ahead	U	D	46	62
6/1	S Circ Left	U	G	1	44
6/2	S Circ Ahead	U	G	1	44
6/3	S Circ Right Ahead	U	G	1	44
7/1	Cut Thru Ahead	U	I	49	65
7/2	Cut Thru Ahead	U	I	49	65
8/1	E Circ Right Ahead	U	E	43	65
8/2	E Circ Right	U	E	43	65
9/1	N Circ Ahead	U	C	67	41
9/2	N Circ Right Ahead	U	C	67	41
10/1	A52 E Exit peds	U	K	62	45
10/2	A52 E Exit peds	U	K	62	45
11/1	W Circ Ahead	U	A	48	68
11/2	W Circ Right	U	A	48	68
12/1	A52 West Exit Peds	U	J	50	33
12/2	A52 West Exit Peds	U	J	50	33

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.7%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	776	1900:1900	762+421	65.6 : 65.6%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	535	1900	977	54.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	236	3.0%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	14	-	-	635	1900:1900	407+407	77.9 : 78.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	14	-	-	644	1900:1900	407+285	93.1 : 93.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	39	-	-	1052	1900	1086	96.9%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	39	-	-	1534	1900:1900	890+665	98.7 : 98.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	608	1900:1900	223+432	92.9 : 92.9%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	575	1900	1194	48.1%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	607	1900	1194	50.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	641	1900	1194	53.7%
7/1	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	337	1900	461	73.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	16	-	-	319	1900	461	69.1%

8/1	E Circ Right Ahead	U	1	N/A	E		1	22	-	-	299	1900	624	47.9%
8/2	E Circ Right	U	1	N/A	E		1	22	-	-	207	1900	624	33.2%
9/1	N Circ Ahead	U	1	N/A	C		1	44	-	-	737	1900	1221	60.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	44	-	-	977	1900	1221	80.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	53	-	-	810	1900	1466	55.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	53	-	-	1006	1900	1466	68.6%
11/1	W Circ Ahead	U	1	N/A	A		1	20	-	-	463	1900	570	81.2%
11/2	W Circ Right	U	1	N/A	A		1	20	-	-	265	1900	570	46.5%
12/1	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	925	1900	1466	63.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	53	-	-	874	1900	1466	59.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	944	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	624	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	607	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**	**37.6**	**40.8**	**0.0**	**78.4**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**37.6**	**40.8**	**0.0**	**78.4**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/2+1/1	776	776	-	-	-	2.3	0.9	-	3.2	15.1	6.4	0.9	7.3	1/2+1/1
1/3	535	535	-	-	-	1.7	0.6	-	2.3	15.6	7.0	0.6	7.6	1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	19.2	0.1	0.0	0.1	2/1
3/2+3/1	635	635	-	-	-	4.6	1.7	-	6.3	35.8	5.8	1.7	7.6	3/2+3/1
3/3+3/4	644	644	-	-	-	4.7	5.5	-	10.2	56.8	7.2	5.5	12.6	3/3+3/4
4/1	1052	1052	-	-	-	4.2	9.8	-	14.1	48.1	19.6	9.8	29.4	4/1
4/2+4/3	1534	1534	-	-	-	4.8	15.2	-	20.0	46.9	19.4	15.2	34.6	4/2+4/3
5/2+5/1	608	608	-	-	-	4.1	5.3	-	9.5	56.0	7.8	5.3	13.2	5/2+5/1
6/1	575	575	-	-	-	1.2	0.0	-	1.2	7.7	9.0	0.0	9.0	6/1
6/2	607	607	-	-	-	0.4	0.0	-	0.4	2.6	2.3	0.0	2.3	6/2
6/3	641	641	-	-	-	0.4	0.0	-	0.4	2.5	2.3	0.0	2.3	6/3
7/1	337	337	-	-	-	2.7	0.0	-	2.7	28.9	6.6	0.0	6.6	7/1
7/2	319	319	-	-	-	2.7	0.0	-	2.7	30.0	6.2	0.0	6.2	7/2
8/1	299	299	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	207	207	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	8/2
9/1	737	737	-	-	-	0.7	0.0	-	0.7	3.5	4.3	0.0	4.3	9/1
9/2	977	977	-	-	-	0.6	0.0	-	0.6	2.3	3.2	0.0	3.2	9/2
10/1	810	810	-	-	-	0.2	0.6	-	0.8	3.4	1.5	0.6	2.1	10/1
10/2	1006	1006	-	-	-	0.1	1.1	-	1.2	4.2	0.7	1.1	1.8	10/2
11/1	463	463	-	-	-	1.1	0.0	-	1.1	8.4	2.4	0.0	2.4	11/1

11/2	265	265	-	-	-	0.1	0.0	-	0.1	2.0	0.2	0.0	0.2	11/2
12/1	925	925	-	-	-	0.4	0.0	-	0.4	1.5	2.7	0.0	2.7	12/1
12/2	874	874	-	-	-	0.3	0.0	-	0.3	1.4	2.5	0.0	2.5	12/2
13/1	944	944	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	607	607	-	-	-	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

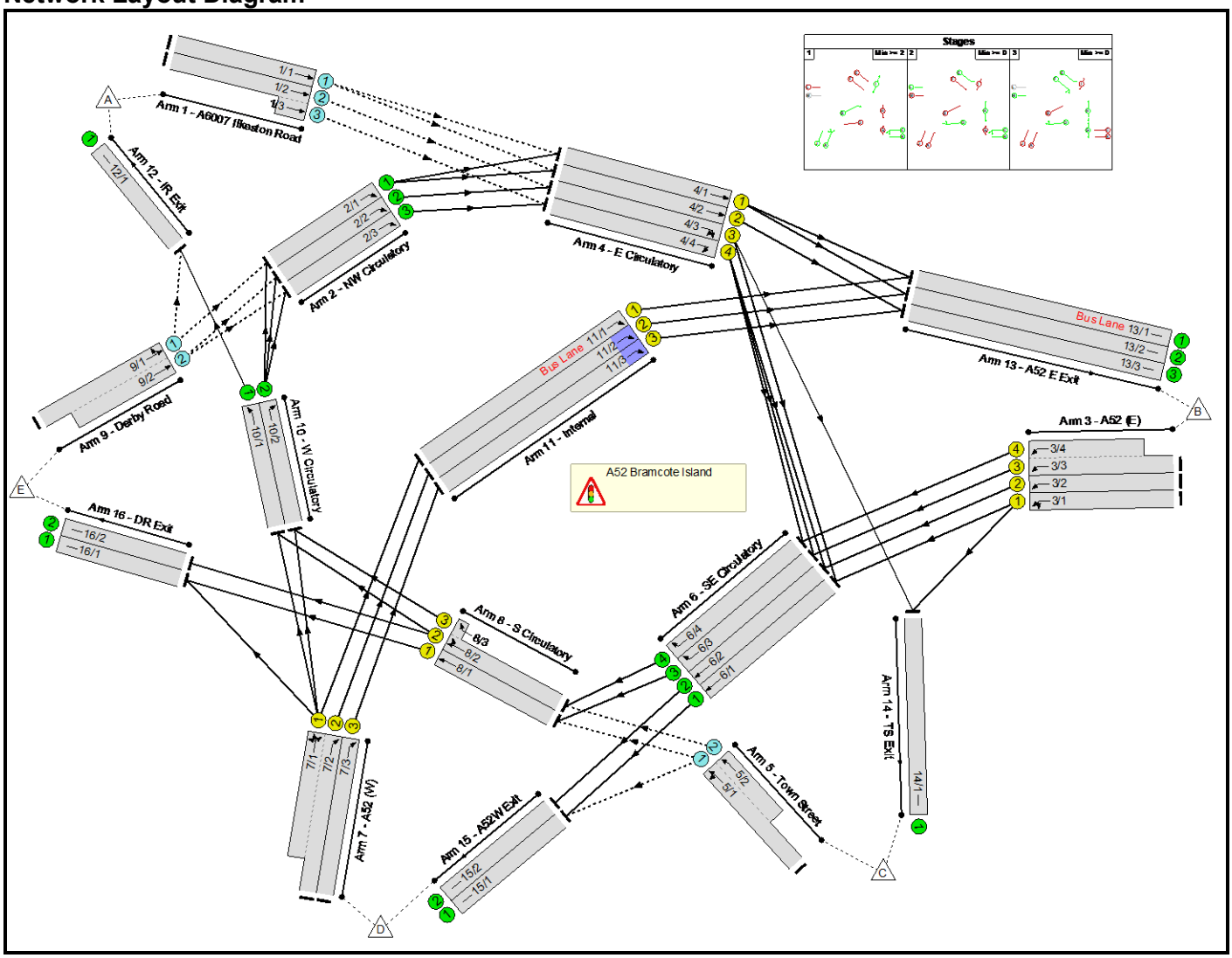
C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-9.7	Total Delay for Signalled Lanes (pcuHr):	75.73	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	42.6	Total Delay for Signalled Lanes (pcuHr):	0.73	Cycle Time (s): 70
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	31.1	Total Delay for Signalled Lanes (pcuHr):	1.95	Cycle Time (s): 70
	PRC Over All Lanes (%):	-9.7	Total Delay Over All Lanes(pcuHr):	78.44	

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**A52 Bramcote Island**
Location:	
Additional detail:	
File name:	S1 A52 Bramcote Island.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



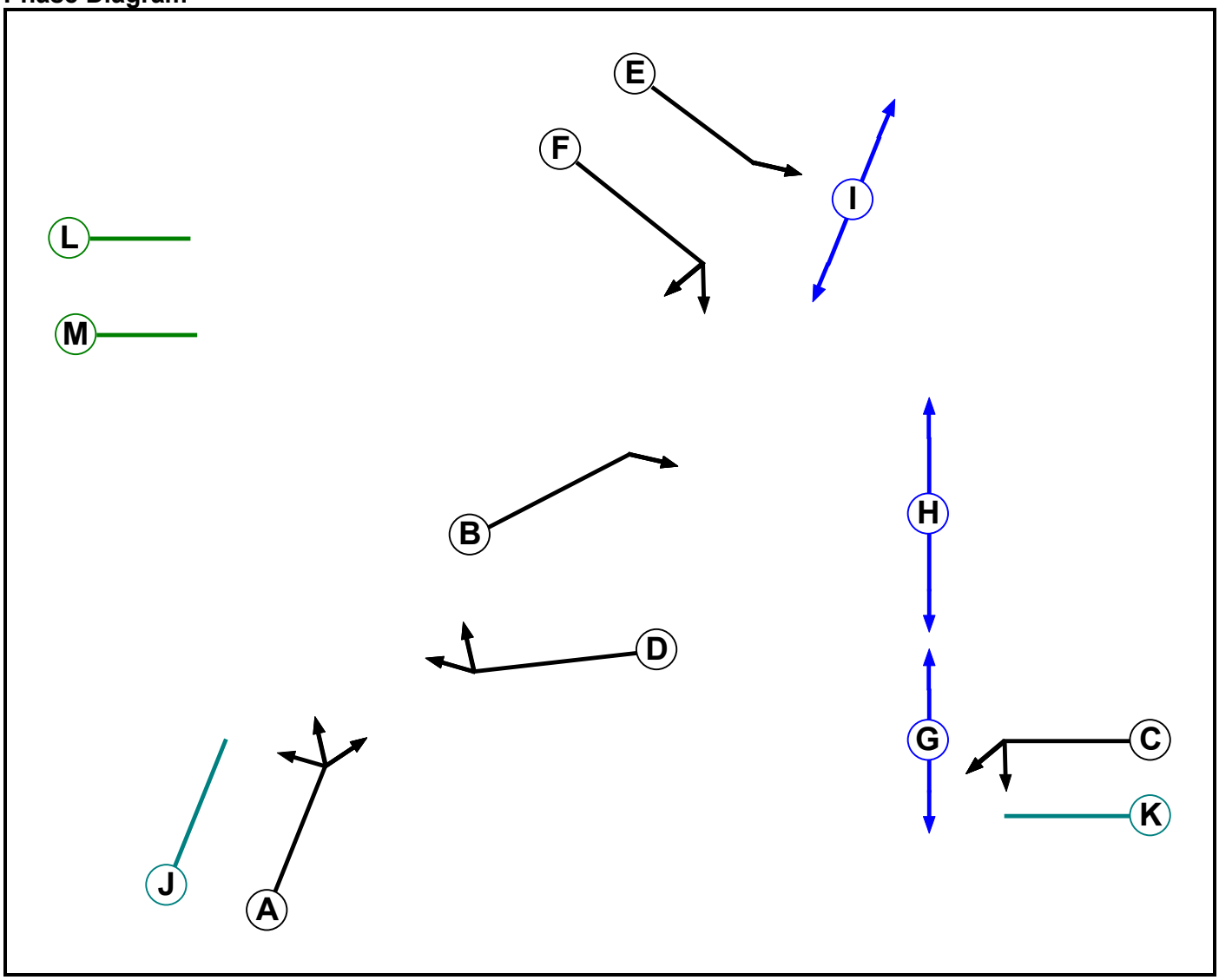
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	Scenario 1	2026 Reference Case AM	Network Control Plan 1	08:00 - 09:00	75	1.3	42.61
2	Scenario 1	2026 Reference Case PM	Network Control Plan 1	17:00 - 18:00	75	8.0	35.80
3	Scenario 1	2026 Do Something AM	Network Control Plan 1	08:00 - 09:00	75	0.4	43.02
4	Scenario 1	2026 Do Something PM	Network Control Plan 1	17:00 - 18:00	75	6.9	34.85
5	Scenario 1	2041 Reference Case AM	Network Control Plan 1	08:00 - 09:00	75	-5.9	53.50
6	Scenario 1	2041 Reference Case PM	Network Control Plan 1	17:00 - 18:00	75	4.4	36.86
7	Scenario 1	2041 Do Something AM	Network Control Plan 1	08:00 - 09:00	75	-7.3	51.40
8	Scenario 1	2041 Do Something PM	Network Control Plan 1	17:00 - 18:00	75	5.0	36.37

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 Bramcote Island	Sms	J20821	Stage Stream 1	13	3	A52 Bramcote Island	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		13	13
B	Traffic		4	4
C	Traffic		2	2
D	Traffic		6	6
E	Traffic		2	2
F	Traffic		2	2
G	Pedestrian		2	2
H	Pedestrian		2	2
I	Pedestrian		5	5
J	Dummy		13	13
K	Dummy		2	2
L	Dummy R/A		2	2
M	Dummy R/A		2	2

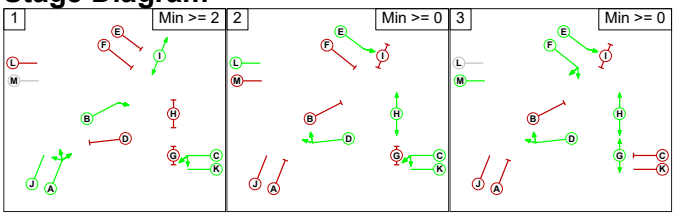
Phase Intergreens Matrix

		Starting Phase												
		A	B	C	D	E	F	G	H	I	J	K	L	M
Terminating Phase	A		-	-	9	-	-	-	-	-	-	-	-	-
	B	-		-	-	6	6	-	6	-	-	-	-	-
	C	-	-		-	-	7	7	-	-	-	-	-	-
	D	5	-	-		-	-	-	-	-	5	-	-	-
	E	-	6	-	-		-	-	-	5	-	-	-	-
	F	-	6	8	-	-		-	-	-	-	8	-	-
	G	-	-	13	-	-	-		-	-	-	13	-	-
	H	-	11	-	-	-	-	-		-	-	-	-	-
	I	-	-	-	-	8	-	-	-		-	-	-	-
	J	-	-	-	5	-	-	-	-	-		-	-	-
	K	-	-	-	-	-	7	7	-	-	-		-	-
	L	-	-	-	-	-	-	-	-	-	-	-		-
	M	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C I J K
2	C D E H K L
3	D E F G H M

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	7	7
1	2	I	Losing	5	5
1	2	L	Gaining relative	13	13
2	3	M	Gaining relative	7	7
3	1	E	Losing	8	8
3	1	F	Losing	8	8
3	1	G	Losing	3	3
3	1	H	Losing	3	3

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		15	9
	2	11		9
	3	16	13	

Lane Input Data

Junction: A52 Bramcote Island

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (A6007 Ilkeston Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
1/2 (A6007 Ilkeston Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
1/3 (A6007 Ilkeston Road)	O		2	3	2.6	Inf	-	-	-	-	-	-
2/1 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
2/2 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
2/3 (NW Circulatory)	U		2	3	4.3	Inf	-	-	-	-	-	-
3/1 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/2 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/3 (A52 (E))	U	C	2	3	108.7	User	1900	-	-	-	-	-
3/4 (A52 (E))	U	C	2	3	20.9	User	1900	-	-	-	-	-
4/1 (E Circulatory)	U	E	2	3	10.6	User	1900	-	-	-	-	-
4/2 (E Circulatory)	U	E	2	3	10.6	User	1900	-	-	-	-	-
4/3 (E Circulatory)	U	F	2	3	10.6	User	1900	-	-	-	-	-
4/4 (E Circulatory)	U	F	2	3	10.6	User	1900	-	-	-	-	-
5/1 (Town Street)	O		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Town Street)	O		2	3	7.0	Inf	-	-	-	-	-	-
6/1 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/2 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/3 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/4 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-

7/1 (A52 (W))	U	A	2	3	20.9	User	1900	-	-	-	-	-
7/2 (A52 (W))	U	A	2	3	60.0	User	1900	-	-	-	-	-
7/3 (A52 (W))	U	A	2	3	60.0	User	1900	-	-	-	-	-
8/1 (S Circulatory)	U	D	2	3	4.3	User	1900	-	-	-	-	-
8/2 (S Circulatory)	U	D	2	3	4.3	User	1900	-	-	-	-	-
8/3 (S Circulatory)	U	D	2	3	1.0	User	1900	-	-	-	-	-
9/1 (Derby Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Derby Road)	O		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (W Circulatory)	U		2	3	9.2	Inf	-	-	-	-	-	-
10/2 (W Circulatory)	U		2	3	9.2	Inf	-	-	-	-	-	-
11/1 (Internal)	U	B	0	3	12.7	User	1900	-	-	-	-	-
11/2 (Internal)	U	B	0	3	12.2	User	1900	-	-	-	-	-
11/3 (Internal)	U	B	0	3	11.7	User	1900	-	-	-	-	-
12/1 (IR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/3 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (TS Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/1 (A52W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2 (A52W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/1 (DR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/2 (DR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52 Bramcote Island

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A6007 Ilkeston Road)	4/1 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
	4/2 (Ahead)	639	0	2/1	0.49	All					
1/2 (A6007 Ilkeston Road)	4/3 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
				2/2	0.49	All					
1/3 (A6007 Ilkeston Road)	4/4 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
				2/2	0.49	All					
				2/3	0.49	All					
5/1 (Town Street)	8/1 (Ahead)	716	0	6/1	0.41	All	-	-	-	-	-
				6/2	0.41	All					
				6/3	0.41	All					
	15/1 (Left)	716	0	6/1	0.41	All					
5/2 (Town Street)	8/2 (Ahead)	716	0	6/1	0.41	All	-	-	-	-	-
				6/2	0.41	All					
				6/3	0.41	All					
				6/4	0.41	All					
9/1 (Derby Road)	2/1 (Ahead)	1034	0	10/1	0.52	All	-	-	-	-	-
				10/2	0.52	All					
	12/1 (Left)	1034	0	10/1	0.52	All					
9/2 (Derby Road)	2/2 (Ahead)	1034	0	10/1	0.52	All	-	-	-	-	-
				10/2	0.52	All					
	2/3 (Ahead)	1034	0	10/1	0.52	All					
				10/2	0.52	All					

Lane Connector Input Data

Junction: A52 Bramcote Island				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	4/1	Internal	6	35
1/1	4/2	Internal	6	35
1/2	4/3	Internal	6	35
1/3	4/4	Internal	6	35
2/1	4/1	Internal	6	35
2/1	4/2	Internal	6	35
2/2	4/3	Internal	6	35
2/3	4/4	Internal	6	35
3/1	6/1	Internal	4	35
3/1	14/1	Internal	30	35
3/2	6/2	Internal	4	35
3/3	6/3	Internal	4	35
3/4	6/4	Internal	4	35
4/1	13/1	Internal	30	35
4/1	13/2	Internal	30	35
4/2	13/3	Internal	30	35
4/3	6/1	Internal	5	35
4/3	14/1	Internal	30	35
4/4	6/2	Internal	5	35
4/4	6/3	Internal	5	35
4/4	6/4	Internal	5	35
5/1	8/1	Internal	3	35
5/1	15/1	Internal	30	35
5/2	8/2	Internal	3	35
6/1	15/1	Internal	30	35
6/2	15/2	Internal	30	35
6/3	8/1	Internal	2	35
6/4	8/2	Internal	2	35
7/1	10/1	Internal	5	35
7/1	10/2	Internal	5	35
7/1	11/1	Internal	7	35
7/1	16/1	Internal	30	35
7/2	11/2	Internal	6	35
7/3	11/3	Internal	6	35
8/1	16/1	Internal	30	35
8/2	10/1	Internal	6	35
8/2	16/2	Internal	30	35

8/3	10/2	Internal	6	35
9/1	2/1	Internal	3	35
9/1	12/1	Internal	30	35
9/2	2/2	Internal	3	35
9/2	2/3	Internal	3	35
10/1	12/1	Internal	30	35
10/2	2/1	Internal	3	35
10/2	2/2	Internal	3	35
10/2	2/3	Internal	3	35
11/1	13/1	Internal	30	35
11/2	13/2	Internal	30	35
11/3	13/3	Internal	30	35

Scenario 1: 'Scenario 1' (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 1' (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 1' (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 1' (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 1' (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 1' (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 1' (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 1' (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	92	190	2	532
	B	210	42	10	1093	204	1559
	C	136	36	0	201	61	434
	D	258	1416	121	0	30	1825
	E	26	429	204	157	0	816
	Tot.	630	2171	427	1641	297	5166

FG4: '2026 Do Something PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	255	175	282	13	725
	B	262	59	20	834	291	1466
	C	134	42	0	124	79	379
	D	332	1196	169	0	55	1752
	E	33	219	93	75	0	420
	Tot.	761	1771	457	1315	438	4742

FG5: '2041 Reference Case AM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	212	147	80	3	442
	B	197	42	4	1224	282	1749
	C	81	36	0	216	60	393
	D	248	1568	177	0	37	2030
	E	26	469	231	209	0	935
	Tot.	552	2327	559	1729	382	5549

FG6: '2041 Reference Case PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	269	177	249	14	709
	B	103	59	11	871	486	1530
	C	103	42	0	129	70	344
	D	275	1272	205	0	72	1824
	E	34	243	95	81	0	453
	Tot.	515	1885	488	1330	642	4860

FG7: '2041 Do Something AM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	209	137	101	3	450
	B	200	42	6	1216	277	1741
Origin	C	86	36	0	209	61	392
	D	251	1553	160	0	38	2002
	E	27	465	228	220	0	940
	Tot.	564	2305	531	1746	379	5525

FG8: '2041 Do Something PM'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	270	173	254	14	711
	B	106	59	11	863	483	1522
Origin	C	103	42	0	128	69	342
	D	274	1268	195	0	71	1808
	E	34	247	95	71	0	447
	Tot.	517	1886	474	1316	637	4830

Scenario 1: 'Scenario 1' (FG1: '2026 Reference Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	250	93	193	2	538
	B	201	42	10	1094	205	1552
Origin	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.
	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
Origin	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 2: 'Scenario 1' (FG2: '2026 Reference Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	253	170	274	13	710
	B	254	59	11	898	290	1512
Origin	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.
	A	0	0	0	0	0	0
	B	0	0	0	0	0	0
Origin	C	0	0	0	0	0	0
	D	0	0	0	0	0	0
	E	0	0	0	0	0	0
	Tot.	0	0	0	0	0	0

Scenario 3: 'Scenario 1' (FG3: '2026 Do Something AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	248	92	190	2	532
	B	210	42	10	1093	204	1559
Origin	C	136	36	0	201	61	434
	D	258	1416	121	0	30	1825
	E	26	429	204	157	0	816
	Tot.	630	2171	427	1641	297	5166

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 1' (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	255	175	282	13	725
	B	262	59	20	834	291	1466
	C	134	42	0	124	79	379
	D	332	1196	169	0	55	1752
	E	33	219	93	75	0	420
	Tot.	761	1771	457	1315	438	4742

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 1' (FG5: '2041 Reference Case AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	212	147	80	3	442
	B	197	42	4	1224	282	1749
Origin	C	81	36	0	216	60	393
	D	248	1568	177	0	37	2030
	E	26	469	231	209	0	935
	Tot.	552	2327	559	1729	382	5549

Traffic Flows, Difference

Difference :

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

Scenario 6: 'Scenario 1' (FG6: '2041 Reference Case PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
	A	0	269	177	249	14	709
	B	103	59	11	871	486	1530
Origin	C	103	42	0	129	70	344
	D	275	1272	205	0	72	1824
	E	34	243	95	81	0	453
	Tot.	515	1885	488	1330	642	4860

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 1' (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	209	137	101	3	450
	B	200	42	6	1216	277	1741
	C	86	36	0	209	61	392
	D	251	1553	160	0	38	2002
	E	27	465	228	220	0	940
	Tot.	564	2305	531	1746	379	5525

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 1' (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	270	173	254	14	711
	B	106	59	11	863	483	1522
	C	103	42	0	128	69	342
	D	274	1268	195	0	71	1808
	E	34	247	95	71	0	447
	Tot.	517	1886	474	1316	637	4830

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 1	Scenario 2: Scenario 1	Scenario 3: Scenario 1	Scenario 4: Scenario 1	Scenario 5: Scenario 1	Scenario 6: Scenario 1
Junction: A52 Bramcote Island						
1/1	250	253	248	255	212	269
1/2 (with short)	288(In) 144(Out)	457(In) 232(Out)	284(In) 140(Out)	470(In) 239(Out)	230(In) 147(Out)	440(In) 216(Out)
1/3 (short)	144	225	144	231	83	224
2/1	515	327	507	320	547	344
2/2	377	296	380	294	408	316
2/3	108	42	102	43	209	65
3/1	552	455	551	427	614	441
3/2	552	454	552	427	614	441
3/3 (with short)	448(In) 188(Out)	603(In) 263(Out)	456(In) 190(Out)	612(In) 253(Out)	521(In) 175(Out)	648(In) 257(Out)
3/4 (short)	260	340	266	359	346	391
4/1	385	280	378	278	383	297
4/2	380	300	377	297	376	316
4/3	521	528	520	533	555	532
4/4	252	267	246	274	292	289
5/1 (with short)	431(In) 257(Out)	399(In) 214(Out)	434(In) 262(Out)	379(In) 203(Out)	393(In) 276(Out)	344(In) 197(Out)
5/2 (short)	174	185	172	176	117	147
6/1	643	537	644	503	610	485
6/2	802	708	796	688	903	716
6/3	188	263	190	253	175	257
6/4	262	353	268	372	349	405
7/1 (short)	422	598	429	576	482	572
7/2 (with short)	1142(In) 720(Out)	1234(In) 636(Out)	1156(In) 727(Out)	1219(In) 643(Out)	1279(In) 797(Out)	1249(In) 677(Out)
7/3	660	533	669	533	751	575
8/1	249	345	251	332	235	325
8/2 (with short)	436(In) 358(Out)	538(In) 437(Out)	440(In) 362(Out)	548(In) 447(Out)	466(In) 388(Out)	552(In) 451(Out)
8/3 (short)	78	101	78	101	78	101
9/1 (with short)	826(In) 463(Out)	426(In) 259(Out)	816(In) 455(Out)	420(In) 252(Out)	935(In) 495(Out)	453(In) 277(Out)
9/2 (short)	363	167	361	168	440	176
10/1	590	744	604	728	526	481
10/2	200	272	199	270	255	306
11/1	20	20	20	20	20	20
11/2	720	636	727	643	797	677

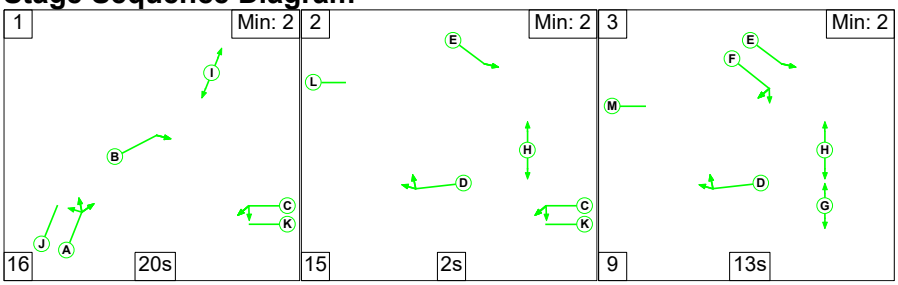
11/3	660	533	669	533	751	575
12/1	616	777	630	761	552	515
13/1	30	29	29	29	34	29
13/2	1095	907	1096	912	1166	965
13/3	1040	833	1046	830	1127	891
14/1	430	446	427	457	559	488
15/1	839	669	845	627	826	614
15/2	802	708	796	688	903	716
16/1	278	405	281	387	272	397
16/2	19	40	16	51	110	245

Lane	Scenario 7: Scenario 1	Scenario 8: Scenario 1
Junction: A52 Bramcote Island		
1/1	209	270
1/2 (with short)	241(In) 137(Out)	441(In) 217(Out)
1/3 (short)	104	224
2/1	543	348
2/2	388	305
2/3	220	56
3/1	611	437
3/2	611	437
3/3 (with short)	519(In) 178(Out)	648(In) 257(Out)
3/4 (short)	341	391
4/1	378	300
4/2	374	318
4/3	525	522
4/4	324	280
5/1 (with short)	392(In) 270(Out)	342(In) 194(Out)
5/2 (short)	122	148
6/1	605	485
6/2	932	703
6/3	178	257
6/4	344	405
7/1 (short)	469	560
7/2 (with short)	1259(In) 790(Out)	1233(In) 673(Out)
7/3	743	575
8/1	239	323
8/2 (with short)	466(In) 388(Out)	553(In) 452(Out)
8/3 (short)	78	101
9/1 (with short)	940(In) 492(Out)	447(In) 281(Out)
9/2 (short)	448	166
10/1	537	483
10/2	238	296
11/1	20	20
11/2	790	673
11/3	743	575
12/1	564	517

13/1	33	29
13/2	1155	964
13/3	1117	893
14/1	531	474
15/1	814	613
15/2	932	703
16/1	277	394
16/2	102	243

Scenario 1: 'Scenario 1' (FG1: '2026 Reference Case AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



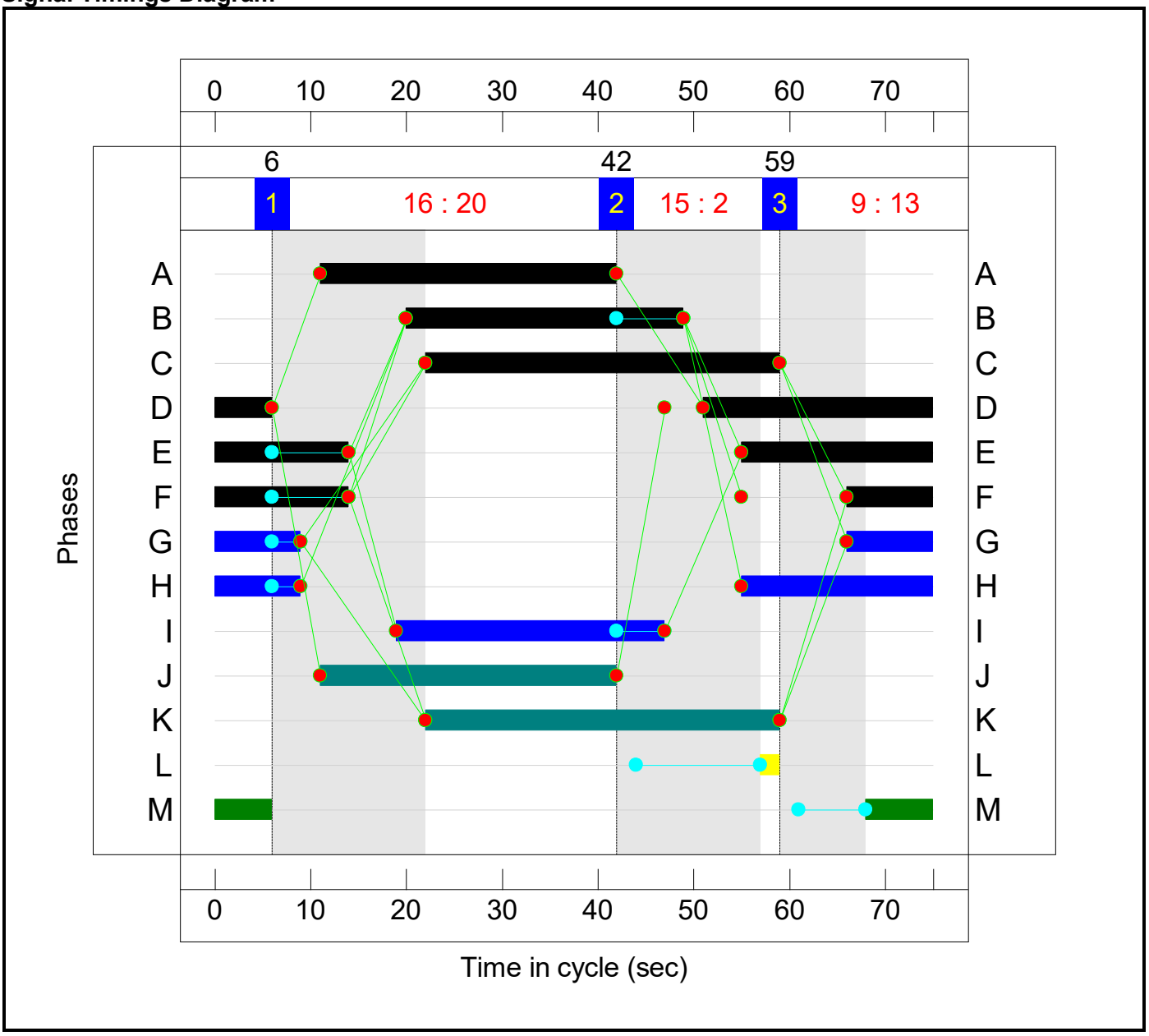
Stage Timings

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

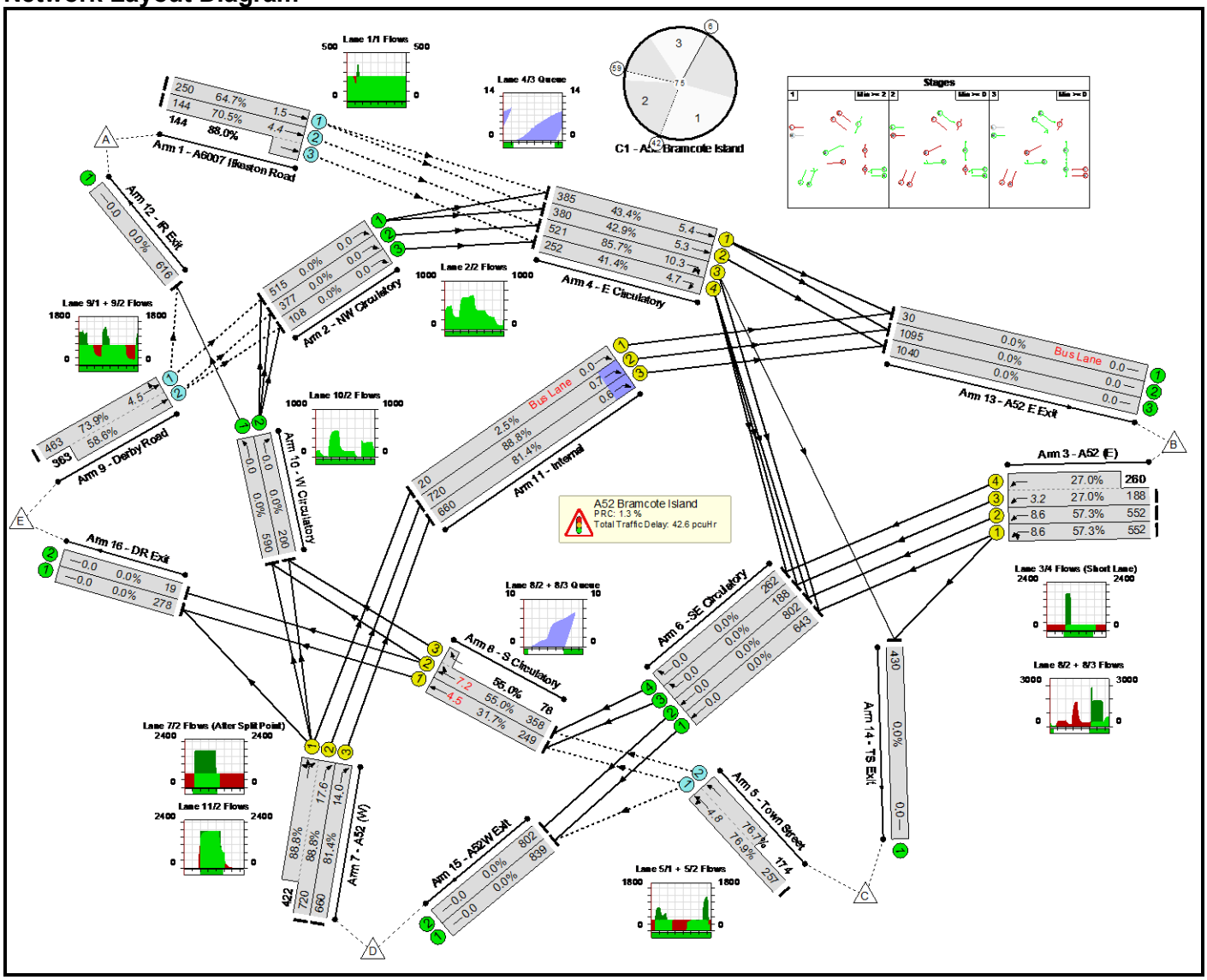
Signal Timings Diagram



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	70.5 : 88.0%
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	-	-	521	1900	608	85.7%
4/4	E Circulatory Right	U	N/A	N/A	F		1	23	-	-	252	1900	608	41.4%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	431	Inf : Inf	334+227	76.9 : 76.7%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	643	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	802	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	-		-	-	-	-	839	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	802	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	-	2.1 (0.9+1.1)	26.0 (23.6:28.3)	2.7	1.7	4.4	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	521	521	-	-	-	4.1	0.0	-	4.1	28.3	10.3	0.0	10.3	4/3
4/4	252	252	-	-	-	1.4	0.4	-	1.8	25.7	4.4	0.4	4.7	4/4
5/1+5/2	431	431	862	0	0	1.2	1.6	-	2.8 (1.5+1.3)	23.3 (20.6:27.2)	3.2	1.6	4.8	5/1+5/2
6/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	802	802	-	-	-	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	19.2	4.3	0.2	4.5	8/1
8/2+8/3	436	436	-	-	-	2.4	0.0	-	2.4 (2.0+0.4)	19.6 (19.6:19.6)	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	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	802	802	-	-	-	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

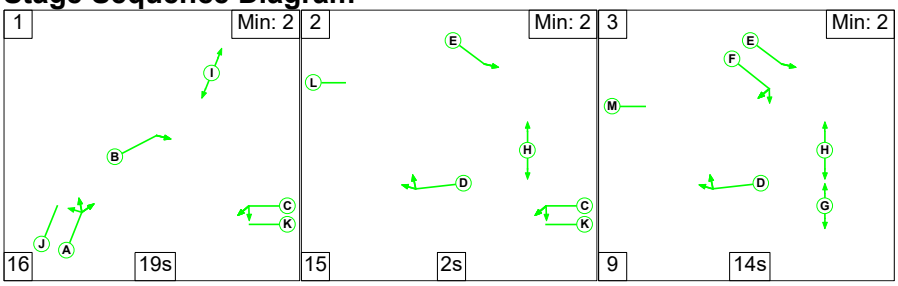
PRC for Signalled Lanes (%): 1.3
PRC Over All Lanes (%): 1.3

Total Delay for Signalled Lanes (pcuHr): 35.40
Total Delay Over All Lanes(pcuHr): 42.61

Cycle Time (s): 75

Scenario 2: 'Scenario 1' (FG2: '2026 Reference Case PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



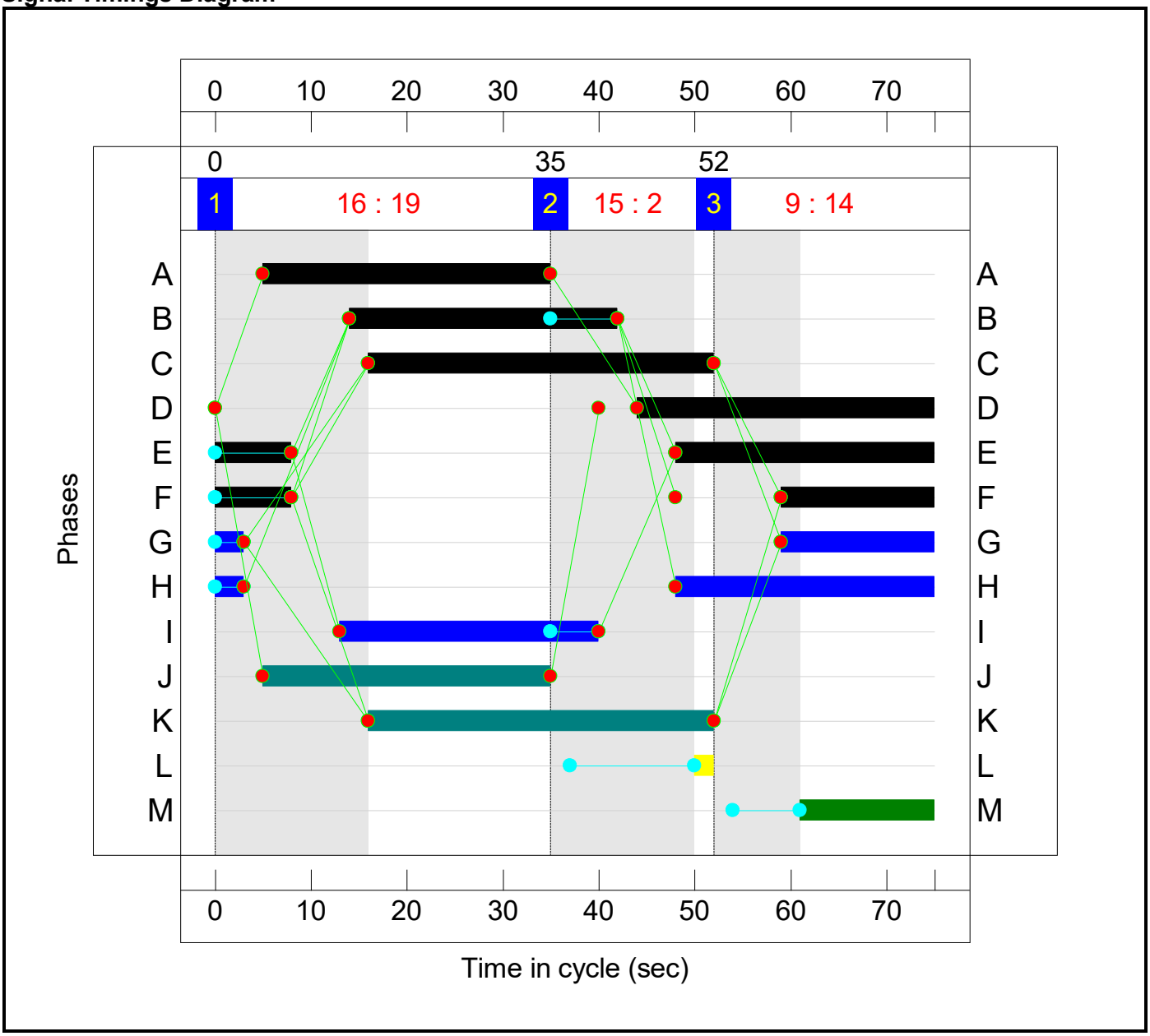
Stage Timings

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

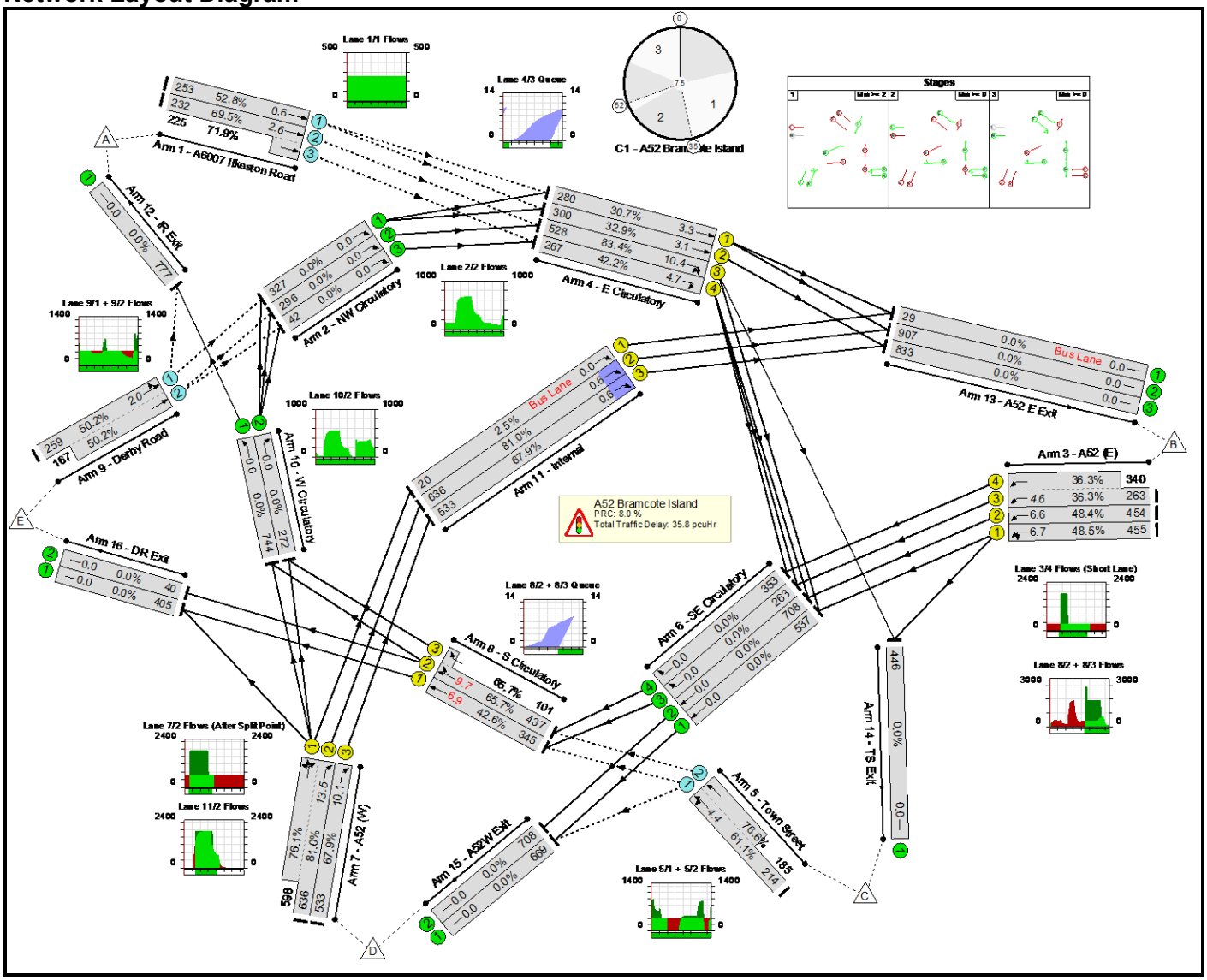
Signal Timings Diagram



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

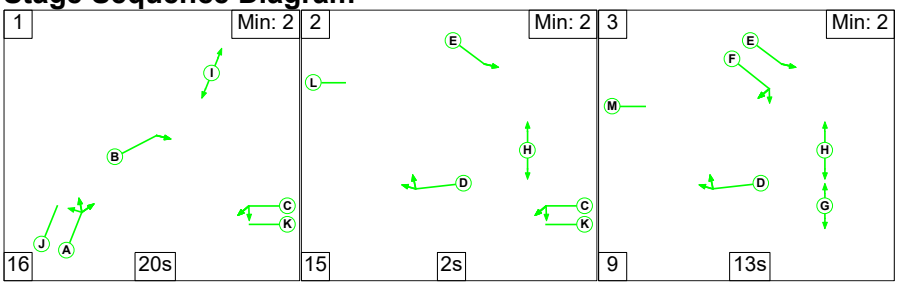
PRC for Signalled Lanes (%): 8.0
PRC Over All Lanes (%): 8.0

Total Delay for Signalled Lanes (pcuHr): 31.52
Total Delay Over All Lanes(pcuHr): 35.80

Cycle Time (s): 75

Scenario 3: 'Scenario 1' (FG3: '2026 Do Something AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



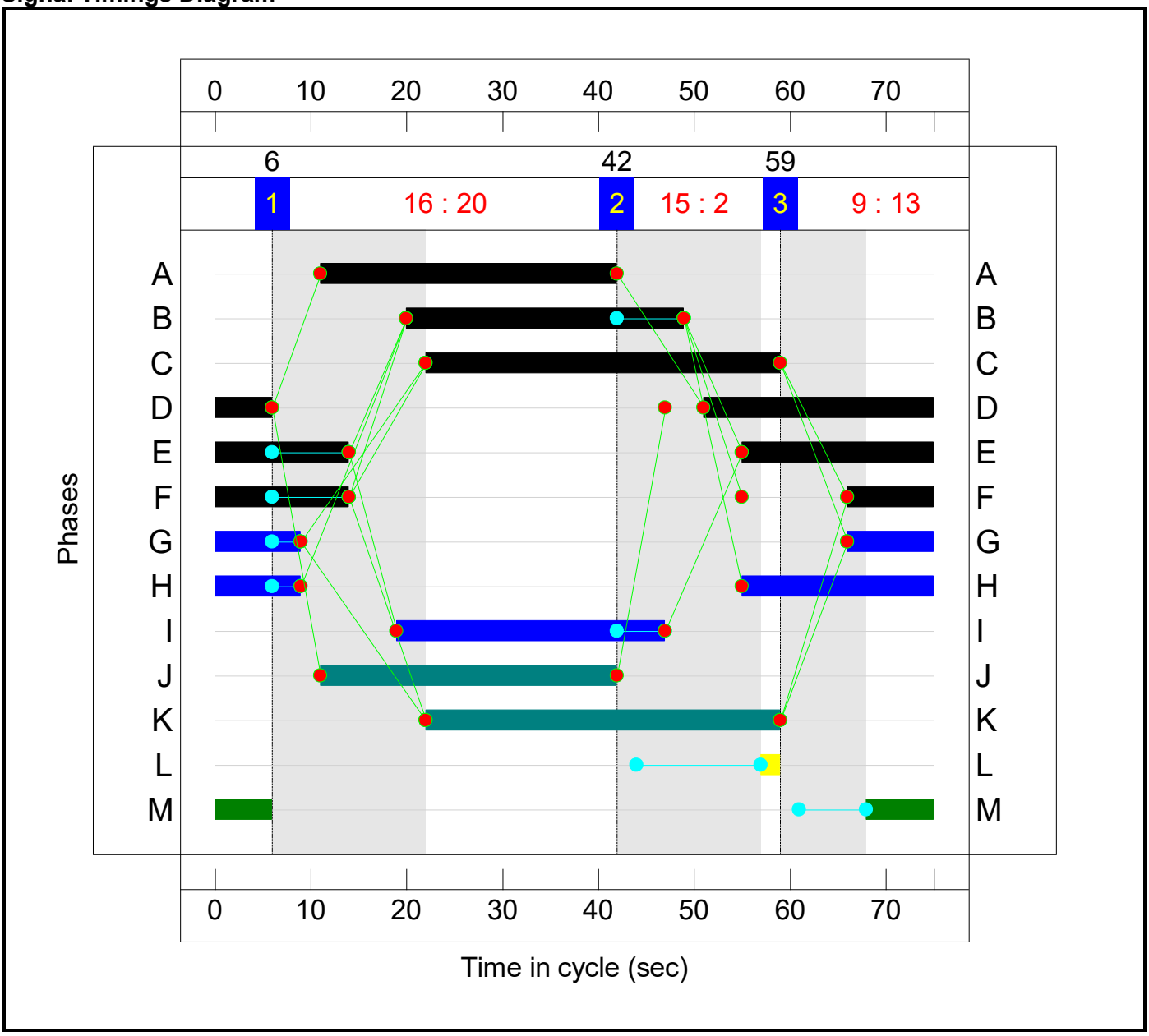
Stage Timings

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

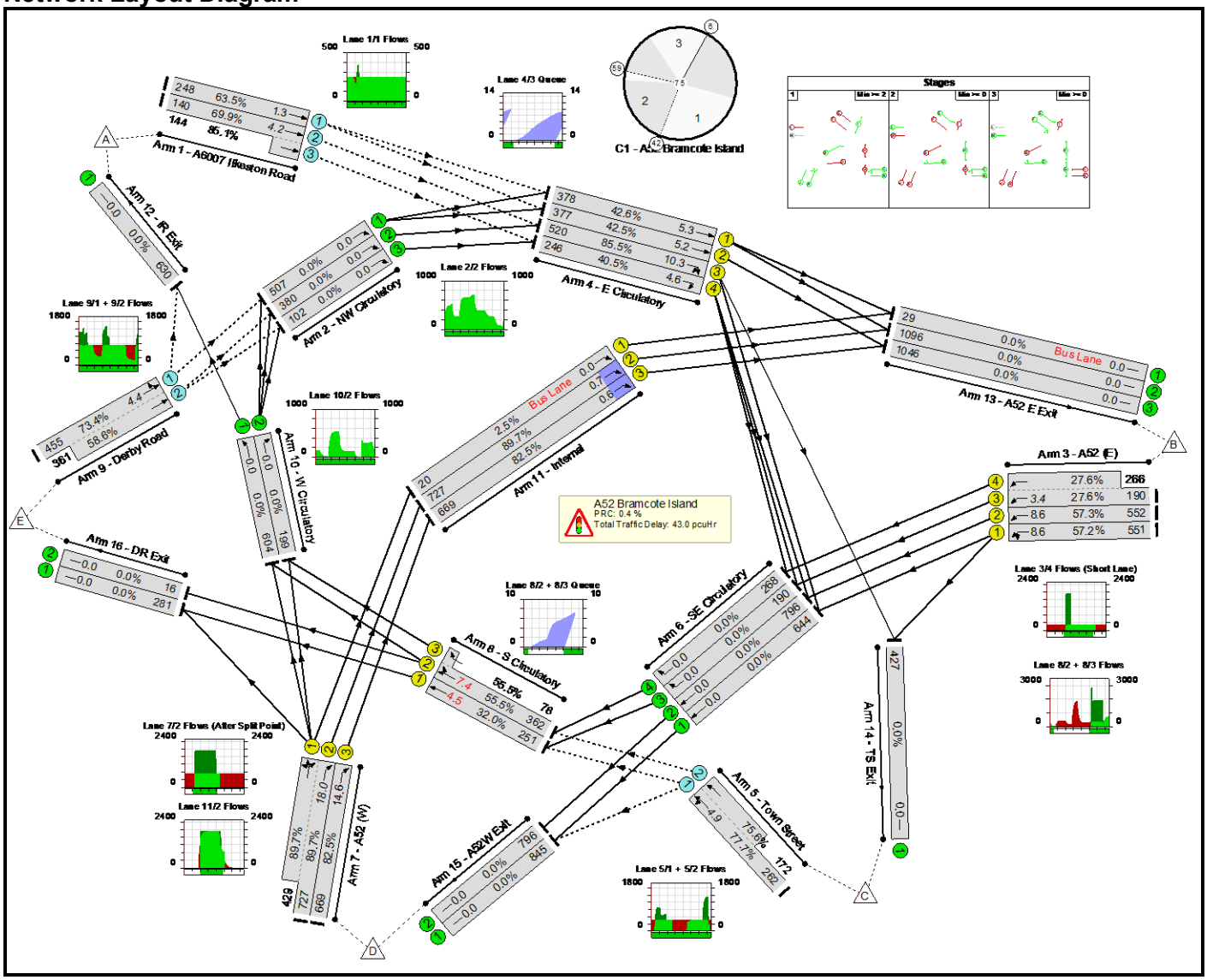
Signal Timings Diagram



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**	-	-		-	-	-	-	-	-	-	**89.7%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**89.7%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	248	Inf	391	63.5%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	284	Inf : Inf	200+169	69.9 : 85.1%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	507	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	-		-	-	-	-	102	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	37	-	-	551	1900	963	57.2%
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	-	-	456	1900:1900	688+963	27.6 : 27.6%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	34	-	-	378	1900	887	42.6%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	34	-	-	377	1900	887	42.5%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	23	-	-	520	1900	608	85.5%
4/4	E Circulatory Right	U	N/A	N/A	F		1	23	-	-	246	1900	608	40.5%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	434	Inf : Inf	337+228	77.7 : 75.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	796	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	190	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	268	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	31	-	-	1156	1900:1900	811+478	89.7 : 89.7%
7/3	A52 (W) Right	U	N/A	N/A	A		1	31	-	-	669	1900	811	82.5%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	30	-	-	251	1900	785	32.0%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	30	-	-	440	1900:1900	652+141	55.5 : 55.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	816	Inf : Inf	620+616	73.4 : 58.6%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	604	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	199	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	-	-	727	1900	811	89.7%
11/3	Internal Right	U	N/A	N/A	B		1	29	-	-	669	1900	811	82.5%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	630	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	-		-	-	-	-	1096	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1046	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	427	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	845	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	796	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	281	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	16	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	**-**	**-**	**3316**	**0**	**0**	**28.8**	**14.3**	**0.0**	**43.0**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3316**	**0**	**0**	**28.8**	**14.3**	**0.0**	**43.0**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	248	248	248	0	0	0.0	0.9	-	0.9	12.5	0.5	0.9	1.3	1/1
1/2+1/3	284	284	568	0	0	0.3	1.6	-	1.9 (0.9+1.0)	24.2 (22.2:26.1)	2.6	1.6	4.2	1/2+1/3
2/1	507	507	-	-	-	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	102	102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	551	551	-	-	-	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	456	456	-	-	-	1.3	0.2	-	1.5 (0.6+0.9)	11.9 (11.7:12.1)	3.2	0.2	3.4	3/3+3/4
4/1	378	378	-	-	-	1.3	0.4	-	1.7	16.4	4.9	0.4	5.3	4/1
4/2	377	377	-	-	-	1.3	0.4	-	1.7	16.1	4.8	0.4	5.2	4/2
4/3	520	520	-	-	-	4.1	0.0	-	4.1	28.2	10.3	0.0	10.3	4/3
4/4	246	246	-	-	-	1.4	0.3	-	1.8	26.0	4.3	0.3	4.6	4/4
5/1+5/2	434	434	868	0	0	1.2	1.6	-	2.8 (1.5+1.3)	23.1 (20.5:27.1)	3.3	1.6	4.9	5/1+5/2
6/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	190	190	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1156	1156	-	-	-	5.9	4.1	-	10.0 (6.6+3.4)	31.2 (32.7:28.7)	13.9	4.1	18.0	7/2+7/1

7/3	669	669	-	-	-	3.5	2.3	-	5.8	31.3	12.3	2.3	14.6	7/3
8/1	251	251	-	-	-	1.1	0.2	-	1.3	19.2	4.3	0.2	4.5	8/1
8/2+8/3	440	440	-	-	-	2.4	0.0	-	2.4 (2.0+0.4)	19.6 (19.6:19.5)	7.4	0.0	7.4	8/2+8/3
9/1+9/2	816	816	1632	0	0	0.5	1.0	-	1.4 (0.9+0.6)	6.4 (6.8:5.9)	3.4	1.0	4.4	9/1+9/2
10/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	199	199	-	-	-	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	727	727	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	669	669	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	11/3
12/1	630	630	-	-	-	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	1096	1096	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1046	1046	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	845	845	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	16	16	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

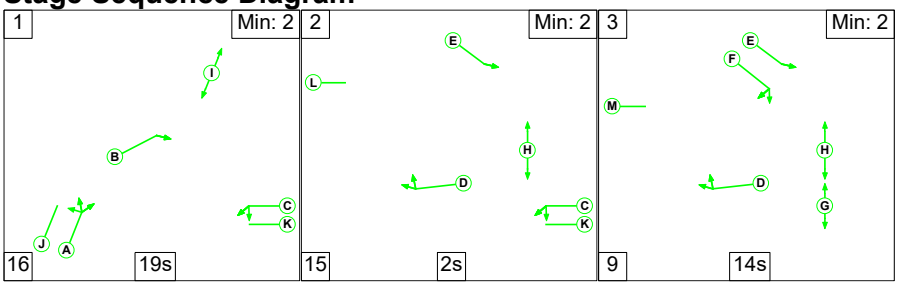
PRC for Signalled Lanes (%): 0.4
PRC Over All Lanes (%): 0.4

Total Delay for Signalled Lanes (pcuHr): 36.02
Total Delay Over All Lanes(pcuHr): 43.02

Cycle Time (s): 75

Scenario 4: 'Scenario 1' (FG4: '2026 Do Something PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



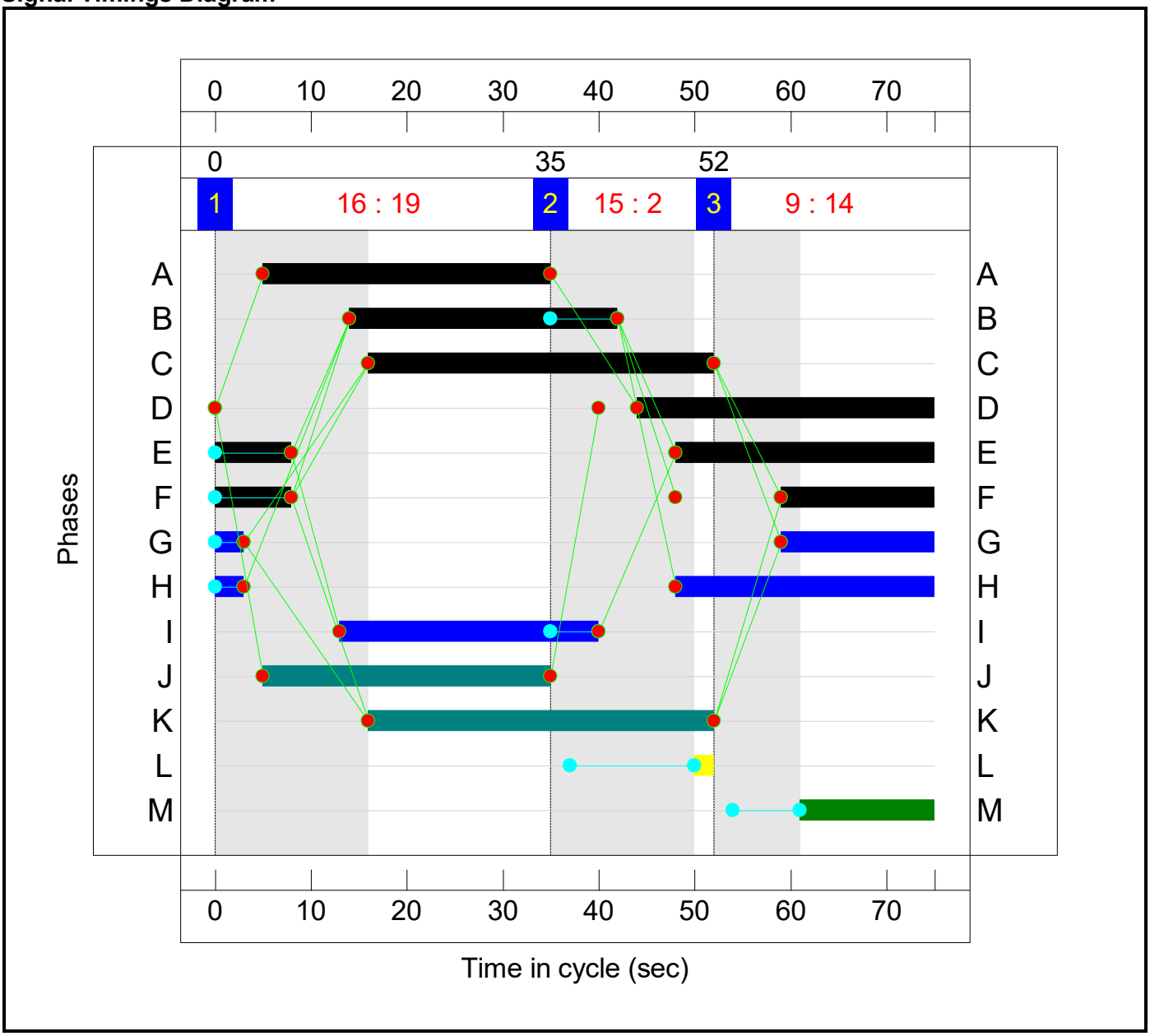
Stage Timings

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

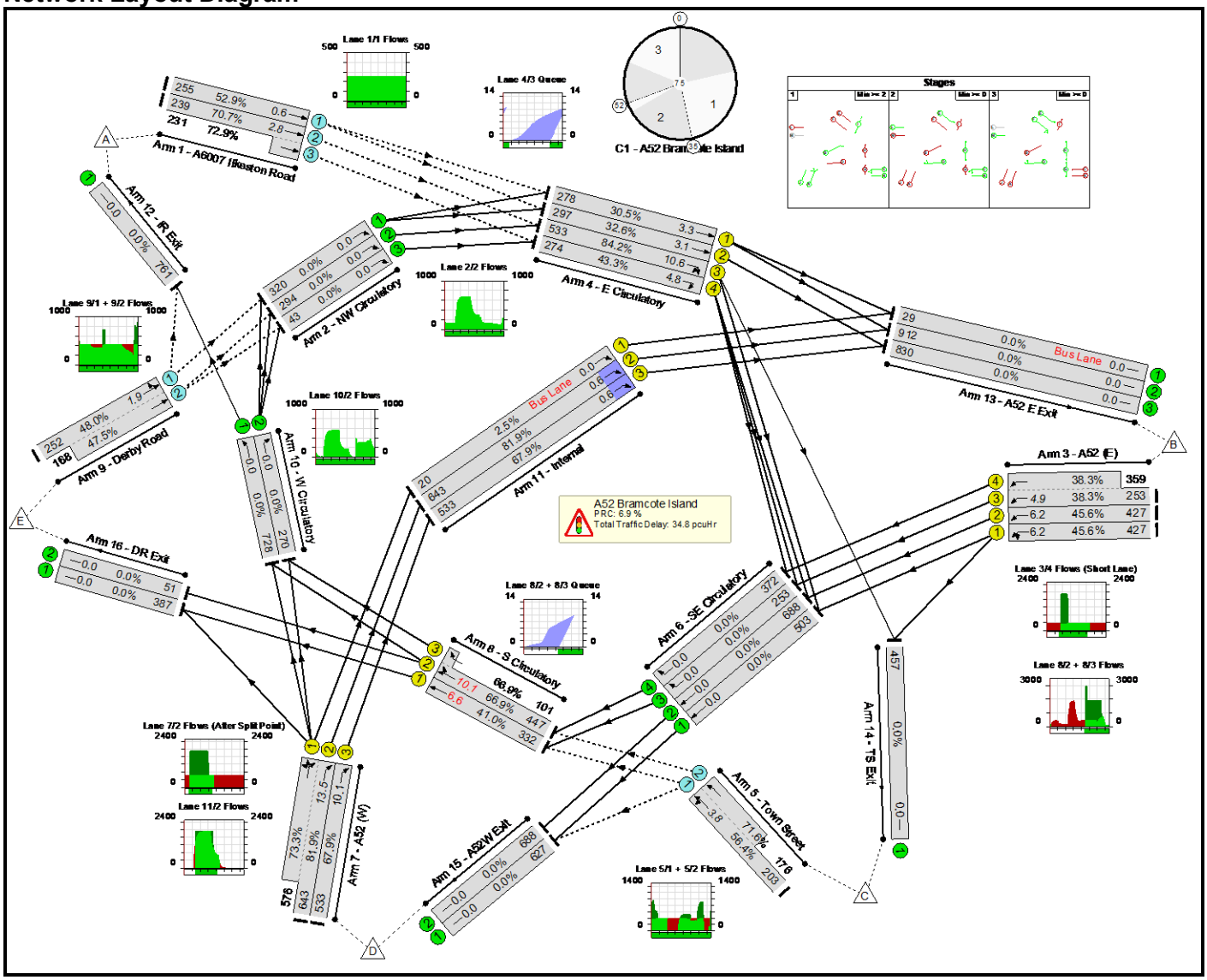
Signal Timings Diagram



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**	-	-		-	-	-	-	-	-	-	**84.2%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**84.2%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	255	Inf	482	52.9%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	470	Inf : Inf	338+317	70.7 : 72.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	320	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	294	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	43	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	427	1900	937	45.6%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	427	1900	937	45.6%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	612	1900:1900	661+937	38.3 : 38.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	278	1900	912	30.5%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	297	1900	912	32.6%
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	-	-	274	1900	633	43.3%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	379	Inf : Inf	360+246	56.4 : 71.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	503	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	253	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	372	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1219	1900:1900	785+785	81.9 : 73.3%
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	-	-	332	1900	811	41.0%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	548	1900:1900	668+151	66.9 : 66.9%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	420	Inf : Inf	525+354	48.0 : 47.5%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	728	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	270	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	-	-	643	1900	785	81.9%
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	-		-	-	-	-	761	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	-		-	-	-	-	912	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	830	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	457	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	627	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	387	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	51	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	**-**	**-**	**2793**	**0**	**0**	**26.7**	**8.2**	**0.0**	**34.8**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**2793**	**0**	**0**	**26.7**	**8.2**	**0.0**	**34.8**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	255	255	255	0	0	0.0	0.6	-	0.6	7.9	0.0	0.6	0.6	1/1
1/2+1/3	470	470	940	0	0	0.0	1.3	-	1.3 (0.6+0.6)	9.9 (9.8:10.0)	1.5	1.3	2.8	1/2+1/3
2/1	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	43	43	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	427	427	-	-	-	1.5	0.4	-	1.9	15.9	5.8	0.4	6.2	3/1
3/2	427	427	-	-	-	1.5	0.4	-	1.9	15.9	5.8	0.4	6.2	3/2
3/3+3/4	612	612	-	-	-	2.0	0.3	-	2.3 (0.9+1.4)	13.4 (12.9:13.7)	4.6	0.3	4.9	3/3+3/4
4/1	278	278	-	-	-	0.8	0.2	-	1.0	13.3	3.1	0.2	3.3	4/1
4/2	297	297	-	-	-	0.8	0.2	-	1.0	12.1	2.9	0.2	3.1	4/2
4/3	533	533	-	-	-	4.1	0.0	-	4.1	27.6	10.6	0.0	10.6	4/3
4/4	274	274	-	-	-	1.5	0.4	-	1.8	24.2	4.4	0.4	4.8	4/4
5/1+5/2	379	379	758	0	0	0.7	0.8	-	1.5 (0.6+0.9)	14.1 (11.1:17.7)	3.0	0.8	3.8	5/1+5/2
6/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	253	253	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	372	372	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1219	1219	-	-	-	6.4	1.7	-	8.2 (4.4+3.8)	24.1 (24.6:23.6)	11.8	1.7	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	332	332	-	-	-	1.5	0.3	-	1.9	20.6	6.2	0.3	6.6	8/1
8/2+8/3	548	548	-	-	-	2.9	0.0	-	2.9 (2.4+0.5)	19.0 (19.0:18.9)	10.1	0.0	10.1	8/2+8/3
9/1+9/2	420	420	840	0	0	0.1	0.5	-	0.5 (0.3+0.2)	4.6 (5.0:4.0)	1.5	0.5	1.9	9/1+9/2
10/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	270	270	-	-	-	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	643	643	-	-	-	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	761	761	-	-	-	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	912	912	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	457	457	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	51	51	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

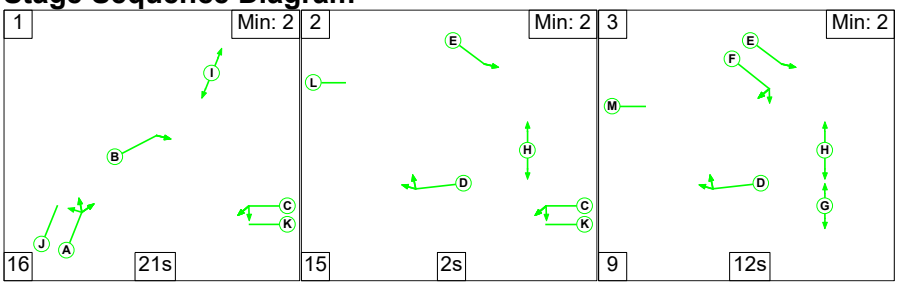
PRC for Signalled Lanes (%): 6.9
PRC Over All Lanes (%): 6.9

Total Delay for Signalled Lanes (pcuHr): 30.97
Total Delay Over All Lanes(pcuHr): 34.85

Cycle Time (s): 75

Scenario 5: 'Scenario 1' (FG5: '2041 Reference Case AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



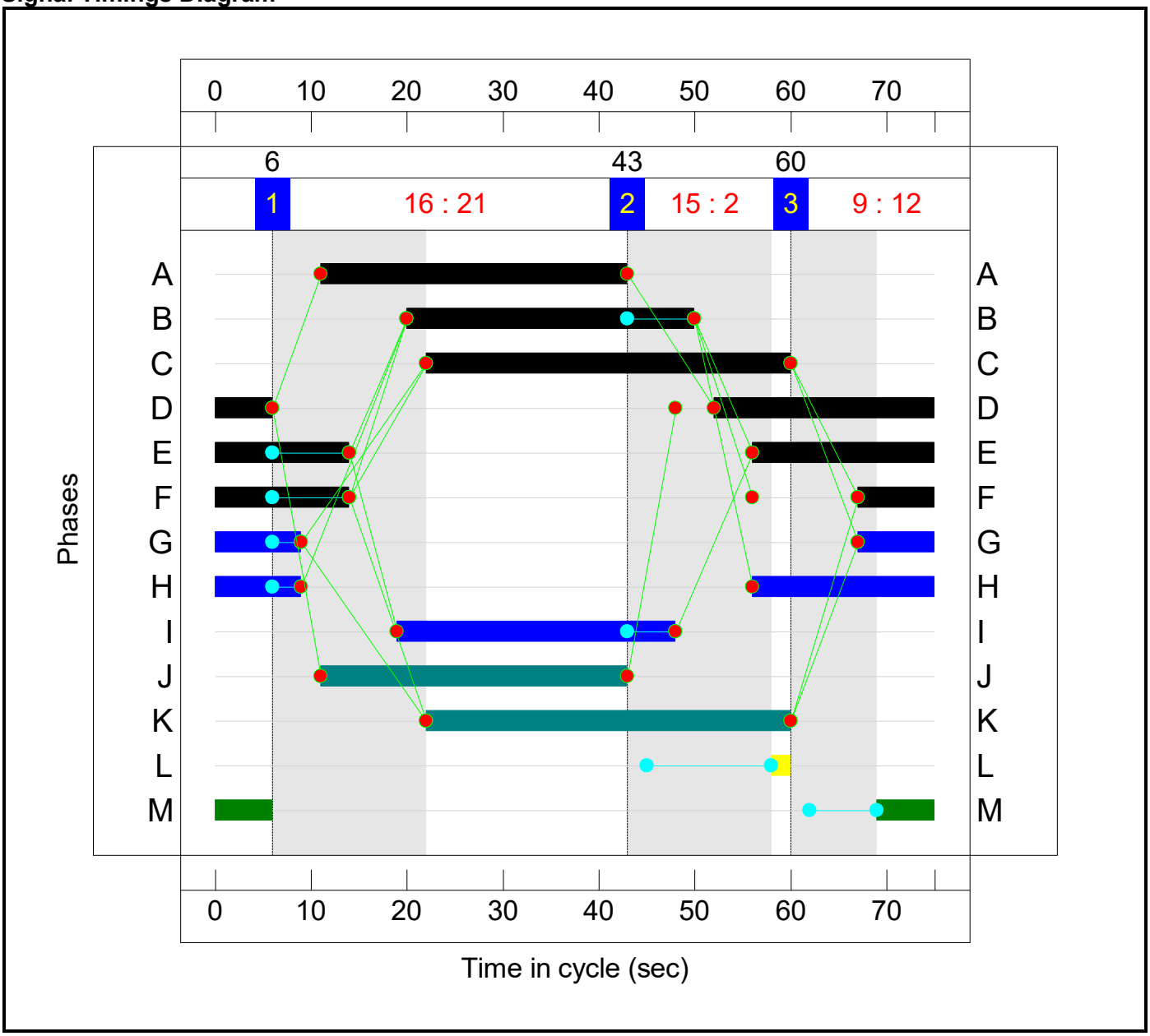
Stage Timings

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

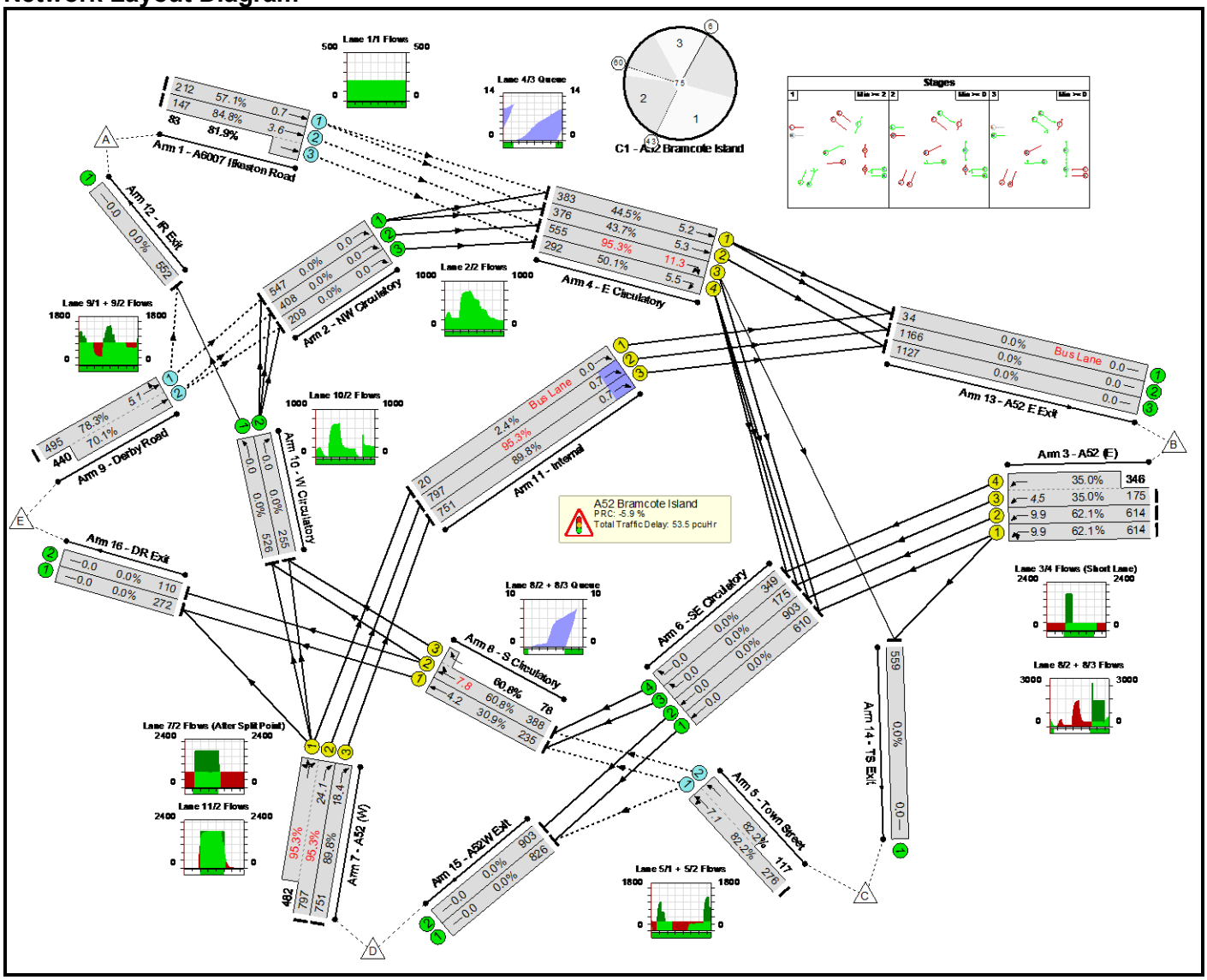
Signal Timings Diagram



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**	-	-		-	-	-	-	-	-	-	**95.3%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**95.3%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	212	Inf	371	57.1%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	230	Inf : Inf	173+101	84.8 : 81.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	547	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	408	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	209	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	38	-	-	614	1900	988	62.1%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	38	-	-	614	1900	988	62.1%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	38	-	-	521	1900:1900	500+988	35.0 : 35.0%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	33	-	-	383	1900	861	44.5%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	33	-	-	376	1900	861	43.7%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	22	-	-	555	1900	583	95.3%
4/4	E Circulatory Right	U	N/A	N/A	F		1	22	-	-	292	1900	583	50.1%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	393	Inf : Inf	336+142	82.2 : 82.2%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	610	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	903	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	175	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	349	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	32	-	-	1279	1900:1900	836+506	95.3 : 95.3%
7/3	A52 (W) Right	U	N/A	N/A	A		1	32	-	-	751	1900	836	89.8%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	29	-	-	235	1900	760	30.9%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	29	-	-	466	1900:1900	639+128	60.8 : 60.8%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	935	Inf : Inf	632+628	78.3 : 70.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	526	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	255	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	-	-	797	1900	836	95.3%
11/3	Internal Right	U	N/A	N/A	B		1	30	-	-	751	1900	836	89.8%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	552	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	-		-	-	-	-	1166	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1127	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	559	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	826	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	903	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	272	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	110	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	**-**	**-**	**3328**	**0**	**0**	**31.3**	**22.2**	**0.0**	**53.5**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3328**	**0**	**0**	**31.3**	**22.2**	**0.0**	**53.5**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	212	212	212	0	0	0.0	0.7	-	0.7	11.2	0.1	0.7	0.7	1/1
1/2+1/3	230	230	460	0	0	0.2	2.3	-	2.6 (1.6+0.9)	40.0 (39.5:40.9)	1.3	2.3	3.6	1/2+1/3
2/1	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	614	614	-	-	-	2.2	0.8	-	3.0	17.6	9.0	0.8	9.9	3/1
3/2	614	614	-	-	-	2.2	0.8	-	3.0	17.6	9.0	0.8	9.9	3/2
3/3+3/4	521	521	-	-	-	1.5	0.3	-	1.7 (0.6+1.2)	12.1 (11.4:12.4)	4.2	0.3	4.5	3/3+3/4
4/1	383	383	-	-	-	1.3	0.4	-	1.7	15.8	4.8	0.4	5.2	4/1
4/2	376	376	-	-	-	1.3	0.4	-	1.7	15.9	4.9	0.4	5.3	4/2
4/3	555	555	-	-	-	4.6	0.0	-	4.6	29.8	11.3	0.0	11.3	4/3
4/4	292	292	-	-	-	1.7	0.5	-	2.2	27.1	5.0	0.5	5.5	4/4
5/1+5/2	393	393	786	0	0	1.3	2.2	-	3.5 (2.4+1.1)	32.0 (31.0:34.3)	4.9	2.2	7.1	5/1+5/2
6/1	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	175	175	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1279	1279	-	-	-	6.6	8.1	-	14.7 (9.5+5.2)	41.4 (43.1:38.6)	15.9	8.1	24.1	7/2+7/1

7/3	751	751	-	-	-	4.1	4.0	-	8.1	38.8	14.4	4.0	18.4	7/3
8/1	235	235	-	-	-	1.1	0.2	-	1.3	20.5	4.0	0.2	4.2	8/1
8/2+8/3	466	466	-	-	-	2.4	0.0	-	2.4 (2.0+0.4)	18.8 (19.0:18.0)	7.8	0.0	7.8	8/2+8/3
9/1+9/2	935	935	1870	0	0	0.4	1.4	-	1.9 (1.0+0.8)	7.2 (7.5:6.9)	3.7	1.4	5.1	9/1+9/2
10/1	526	526	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	255	255	-	-	-	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	797	797	-	-	-	0.3	0.0	-	0.3	1.2	0.7	0.0	0.7	11/2
11/3	751	751	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/3
12/1	552	552	-	-	-	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	1166	1166	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1127	1127	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	826	826	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	110	110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

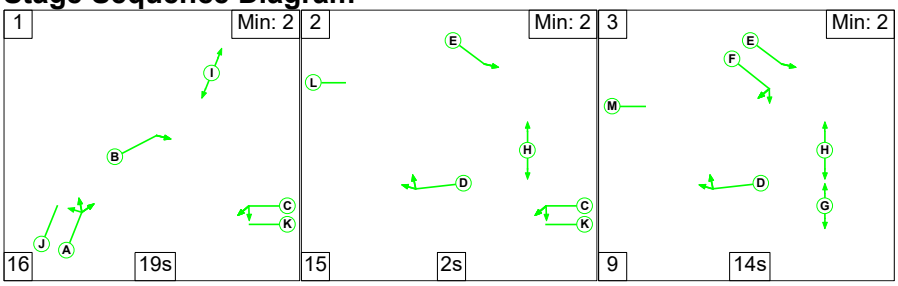
PRC for Signalled Lanes (%): -5.9
PRC Over All Lanes (%): -5.9

Total Delay for Signalled Lanes (pcuHr): 44.92
Total Delay Over All Lanes(pcuHr): 53.50

Cycle Time (s): 75

Scenario 6: 'Scenario 1' (FG6: '2041 Reference Case PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



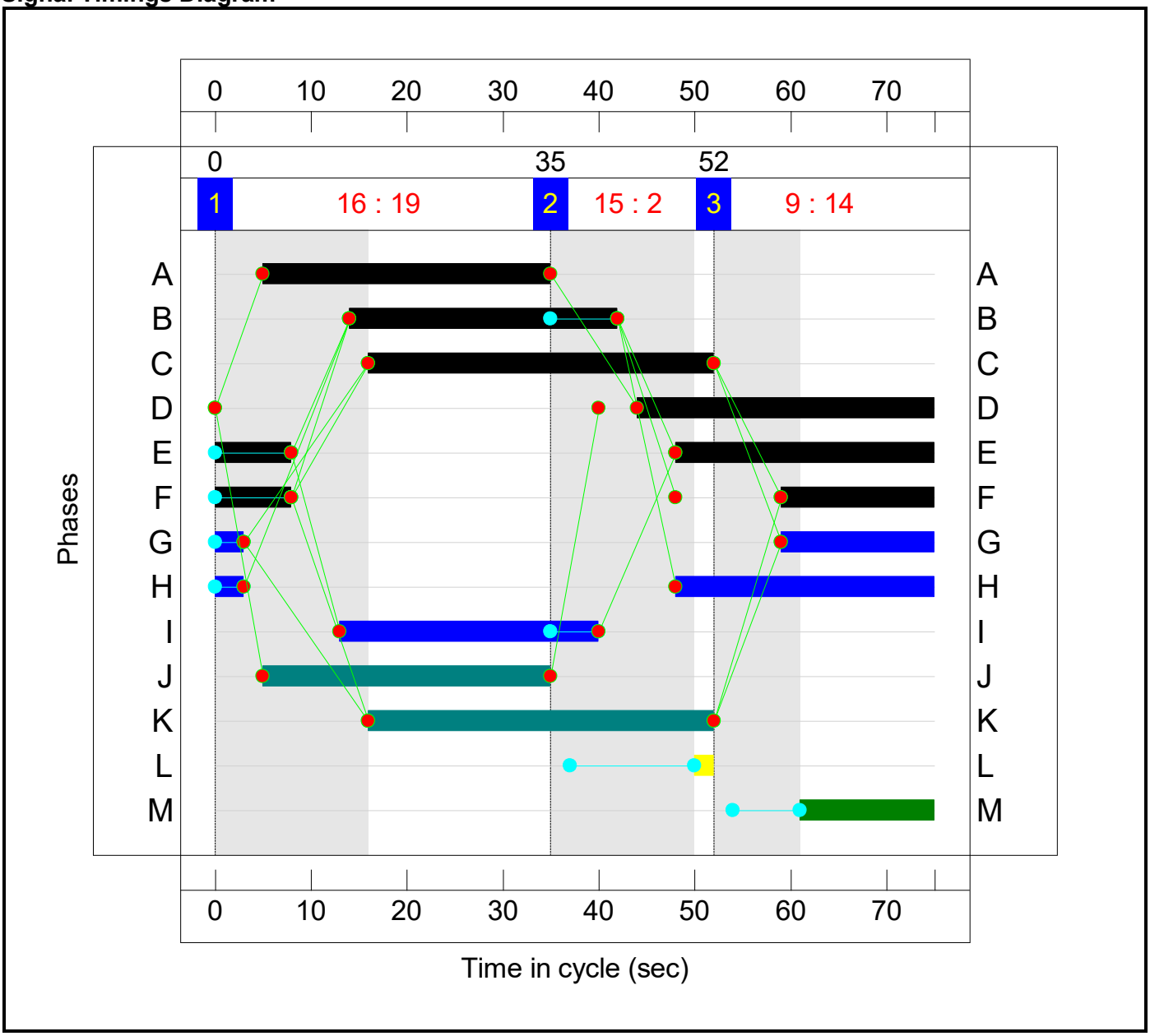
Stage Timings

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

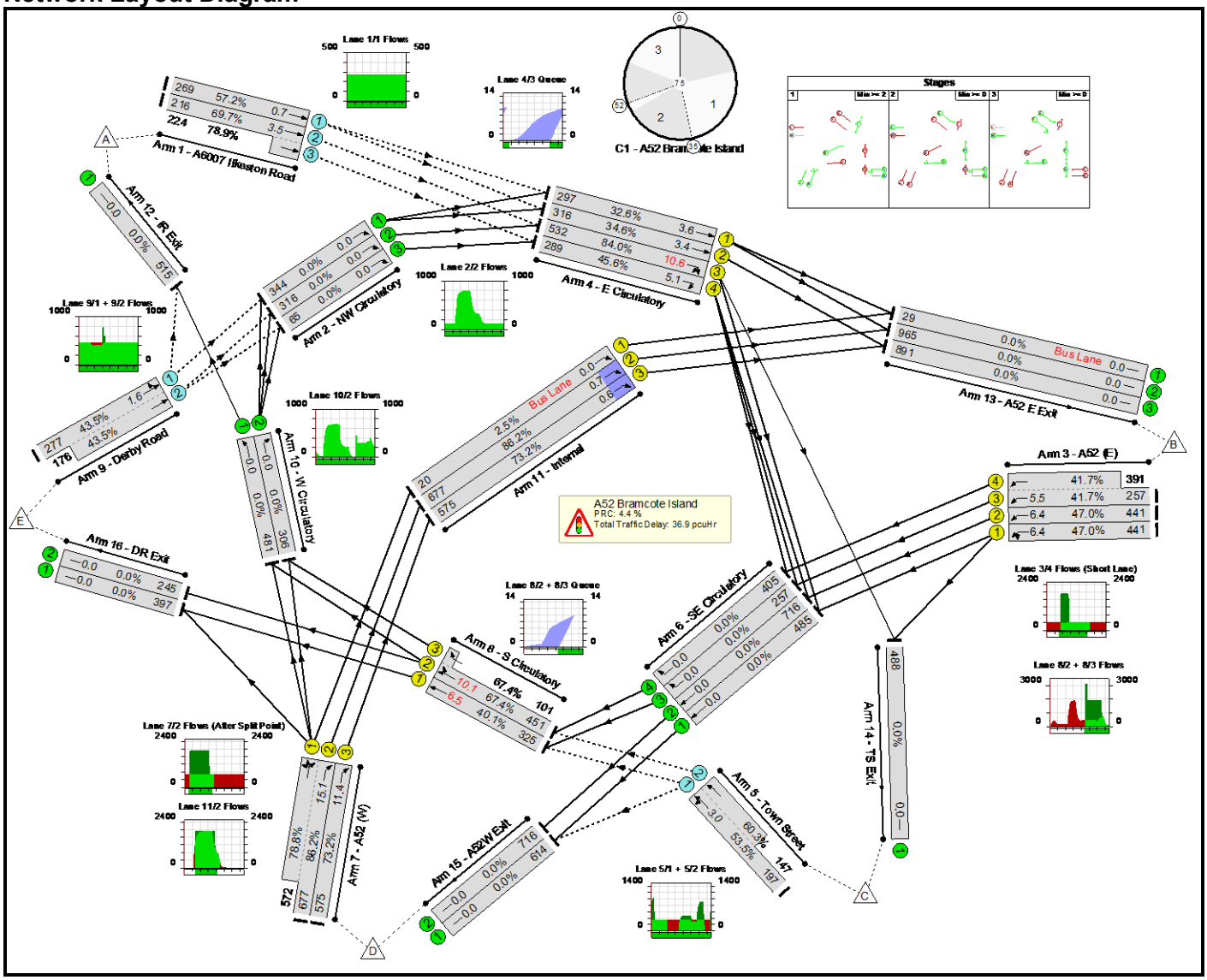
Signal Timings Diagram



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**	-	-		-	-	-	-	-	-	-	**86.2%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**86.2%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	269	Inf	470	57.2%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	440	Inf : Inf	310+284	69.7 : 78.9%
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	-		-	-	-	-	316	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	65	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	441	1900	937	47.0%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	441	1900	937	47.0%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	648	1900:1900	616+937	41.7 : 41.7%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	297	1900	912	32.6%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	316	1900	912	34.6%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	532	1900	633	84.0%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	289	1900	633	45.6%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	344	Inf : Inf	368+244	53.5 : 60.3%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	485	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	716	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	257	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	405	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1249	1900:1900	785+726	86.2 : 78.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	575	1900	785	73.2%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	325	1900	811	40.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	552	1900:1900	669+150	67.4 : 67.4%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	453	Inf : Inf	637+405	43.5 : 43.5%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	481	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	306	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	-	-	677	1900	785	86.2%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	575	1900	785	73.2%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	515	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	-		-	-	-	-	965	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	891	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	488	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	614	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	716	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	397	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	245	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	**-**	**-**	**2743**	**0**	**0**	**27.6**	**9.3**	**0.0**	**36.9**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**2743**	**0**	**0**	**27.6**	**9.3**	**0.0**	**36.9**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	269	269	269	0	0	0.0	0.7	-	0.7	8.9	0.0	0.7	0.7	1/1
1/2+1/3	440	440	880	0	0	0.2	1.4	-	1.6 (0.7+0.8)	13.0 (12.4:13.5)	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	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	65	65	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	441	441	-	-	-	1.5	0.4	-	2.0	16.2	6.0	0.4	6.4	3/1
3/2	441	441	-	-	-	1.5	0.4	-	2.0	16.2	6.0	0.4	6.4	3/2
3/3+3/4	648	648	-	-	-	2.1	0.4	-	2.5 (0.9+1.5)	13.7 (13.1:14.1)	5.1	0.4	5.5	3/3+3/4
4/1	297	297	-	-	-	0.9	0.2	-	1.1	13.5	3.3	0.2	3.6	4/1
4/2	316	316	-	-	-	0.8	0.3	-	1.1	12.4	3.1	0.3	3.4	4/2
4/3	532	532	-	-	-	4.2	0.0	-	4.2	28.4	10.6	0.0	10.6	4/3
4/4	289	289	-	-	-	1.5	0.4	-	1.9	23.3	4.7	0.4	5.1	4/4
5/1+5/2	344	344	688	0	0	0.6	0.6	-	1.2 (0.5+0.7)	12.5 (10.0:16.0)	2.3	0.6	3.0	5/1+5/2
6/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1249	1249	-	-	-	6.7	2.3	-	9.0 (5.0+4.0)	26.1 (26.8:25.2)	12.8	2.3	15.1	7/2+7/1

7/3	575	575	-	-	-	3.0	1.3	-	4.3	27.0	10.1	1.3	11.4	7/3
8/1	325	325	-	-	-	1.5	0.3	-	1.8	20.4	6.1	0.3	6.5	8/1
8/2+8/3	552	552	-	-	-	2.8	0.0	-	2.8 (2.3+0.5)	18.2 (18.3:17.7)	10.1	0.0	10.1	8/2+8/3
9/1+9/2	453	453	906	0	0	0.0	0.4	-	0.4 (0.3+0.1)	3.2 (3.3:3.1)	1.2	0.4	1.6	9/1+9/2
10/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	306	306	-	-	-	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	677	677	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/2
11/3	575	575	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	515	515	-	-	-	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	965	965	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	614	614	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

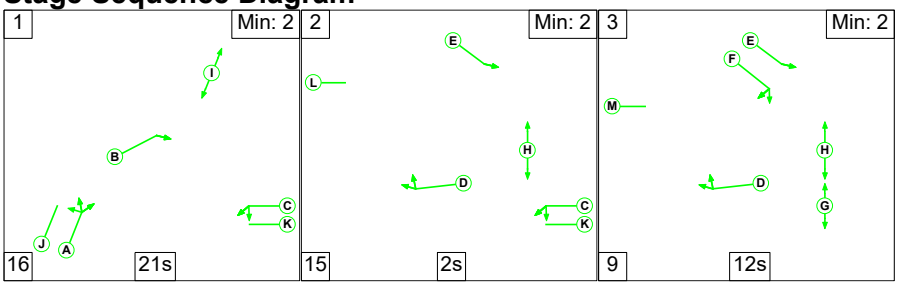
PRC for Signalled Lanes (%): 4.4
PRC Over All Lanes (%): 4.4

Total Delay for Signalled Lanes (pcuHr): 33.01
Total Delay Over All Lanes(pcuHr): 36.86

Cycle Time (s): 75

Scenario 7: 'Scenario 1' (FG7: '2041 Do Something AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



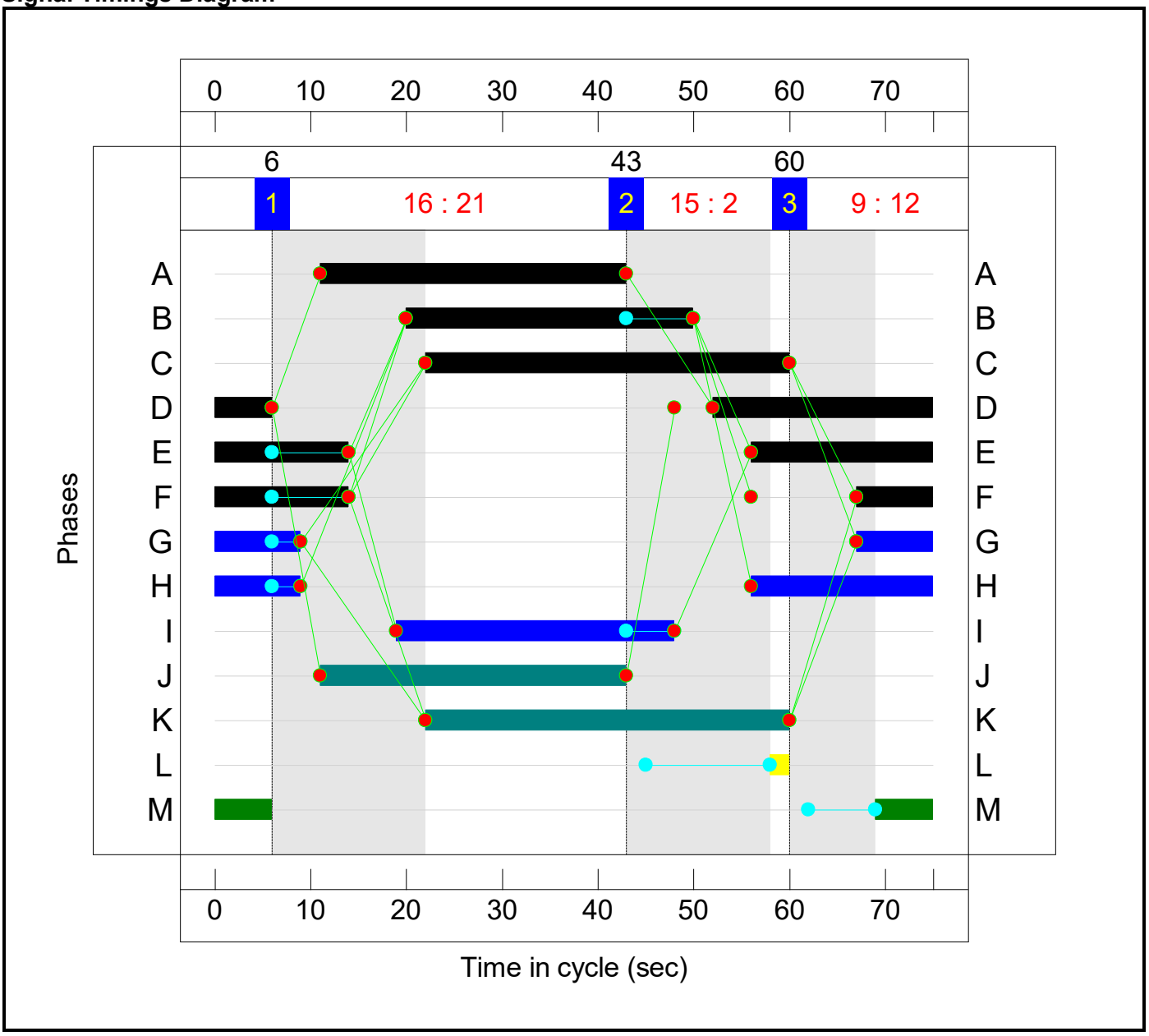
Stage Timings

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

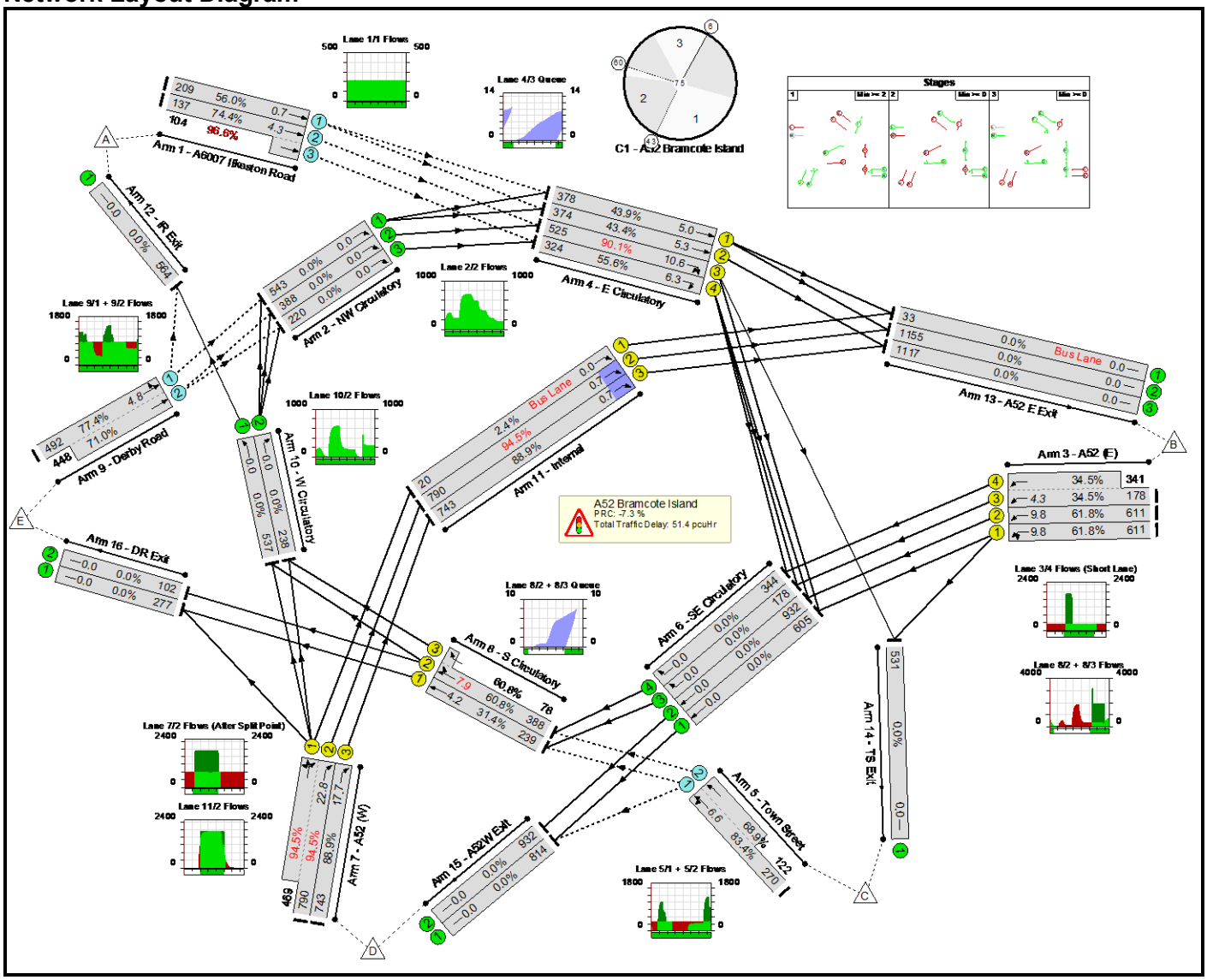
Signal Timings Diagram



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	-		-	-	-	-	209	Inf	373	56.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	241	Inf : Inf	184+108	74.4 : 96.6%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	543	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	388	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	220	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	38	-	-	611	1900	988	61.8%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	38	-	-	611	1900	988	61.8%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	38	-	-	519	1900:1900	516+988	34.5 : 34.5%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	33	-	-	378	1900	861	43.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	33	-	-	374	1900	861	43.4%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	22	-	-	525	1900	583	90.1%
4/4	E Circulatory Right	U	N/A	N/A	F		1	22	-	-	324	1900	583	55.6%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	392	Inf : Inf	324+177	83.4 : 68.9%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	605	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	932	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	178	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	344	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	32	-	-	1259	1900:1900	836+496	94.5 : 94.5%
7/3	A52 (W) Right	U	N/A	N/A	A		1	32	-	-	743	1900	836	88.9%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	29	-	-	239	1900	760	31.4%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	29	-	-	466	1900:1900	639+128	60.8 : 60.8%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	940	Inf : Inf	635+631	77.4 : 71.0%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	537	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	238	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	-	-	790	1900	836	94.5%
11/3	Internal Right	U	N/A	N/A	B		1	30	-	-	743	1900	836	88.9%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	564	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	-		-	-	-	-	1155	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1117	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	531	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	814	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	932	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	277	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	102	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	**-**	**-**	**3355**	**0**	**0**	**31.0**	**20.4**	**0.0**	**51.4**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**3355**	**0**	**0**	**31.0**	**20.4**	**0.0**	**51.4**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	209	209	209	0	0	0.0	0.6	-	0.6	10.9	0.1	0.6	0.7	1/1
1/2+1/3	241	241	482	0	0	0.3	2.2	-	2.5 (1.3+1.1)	36.8 (34.8:39.6)	2.1	2.2	4.3	1/2+1/3
2/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/1
2/2	388	388	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/2
2/3	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	611	611	-	-	-	2.2	0.8	-	3.0	17.5	9.0	0.8	9.8	3/1
3/2	611	611	-	-	-	2.2	0.8	-	3.0	17.5	9.0	0.8	9.8	3/2
3/3+3/4	519	519	-	-	-	1.5	0.3	-	1.7 (0.6+1.2)	12.0 (11.4:12.4)	4.1	0.3	4.3	3/3+3/4
4/1	378	378	-	-	-	1.3	0.4	-	1.7	15.9	4.6	0.4	5.0	4/1
4/2	374	374	-	-	-	1.3	0.4	-	1.7	16.1	4.9	0.4	5.3	4/2
4/3	525	525	-	-	-	4.3	0.0	-	4.3	29.3	10.6	0.0	10.6	4/3
4/4	324	324	-	-	-	1.9	0.6	-	2.5	28.0	5.6	0.6	6.3	4/4
5/1+5/2	392	392	784	0	0	1.3	1.7	-	3.1 (2.0+1.0)	28.0 (26.8:30.8)	4.9	1.7	6.6	5/1+5/2
6/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	178	178	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	344	344	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1259	1259	-	-	-	6.5	7.2	-	13.6 (8.9+4.7)	39.0 (40.7:36.1)	15.6	7.2	22.8	7/2+7/1

7/3	743	743	-	-	-	4.0	3.7	-	7.7	37.2	14.0	3.7	17.7	7/3
8/1	239	239	-	-	-	1.1	0.2	-	1.3	20.3	4.0	0.2	4.2	8/1
8/2+8/3	466	466	-	-	-	2.5	0.0	-	2.5 (2.1+0.4)	19.0 (19.1:18.2)	7.9	0.0	7.9	8/2+8/3
9/1+9/2	940	940	1880	0	0	0.4	1.4	-	1.9 (1.0+0.9)	7.2 (7.4:6.9)	3.4	1.4	4.8	9/1+9/2
10/1	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	238	238	-	-	-	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	790	790	-	-	-	0.3	0.0	-	0.3	1.2	0.7	0.0	0.7	11/2
11/3	743	743	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	11/3
12/1	564	564	-	-	-	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	1155	1155	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	1117	1117	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	814	814	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	102	102	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

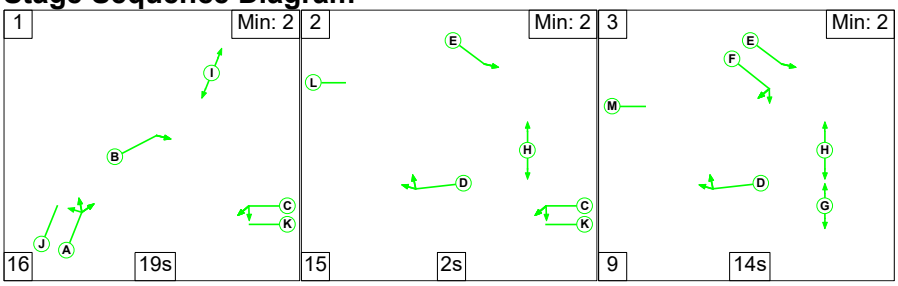
PRC for Signalled Lanes (%): -5.0
PRC Over All Lanes (%): -7.3

Total Delay for Signalled Lanes (pcuHr): 43.38
Total Delay Over All Lanes(pcuHr): 51.40

Cycle Time (s): 75

Scenario 8: 'Scenario 1' (FG8: '2041 Do Something PM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



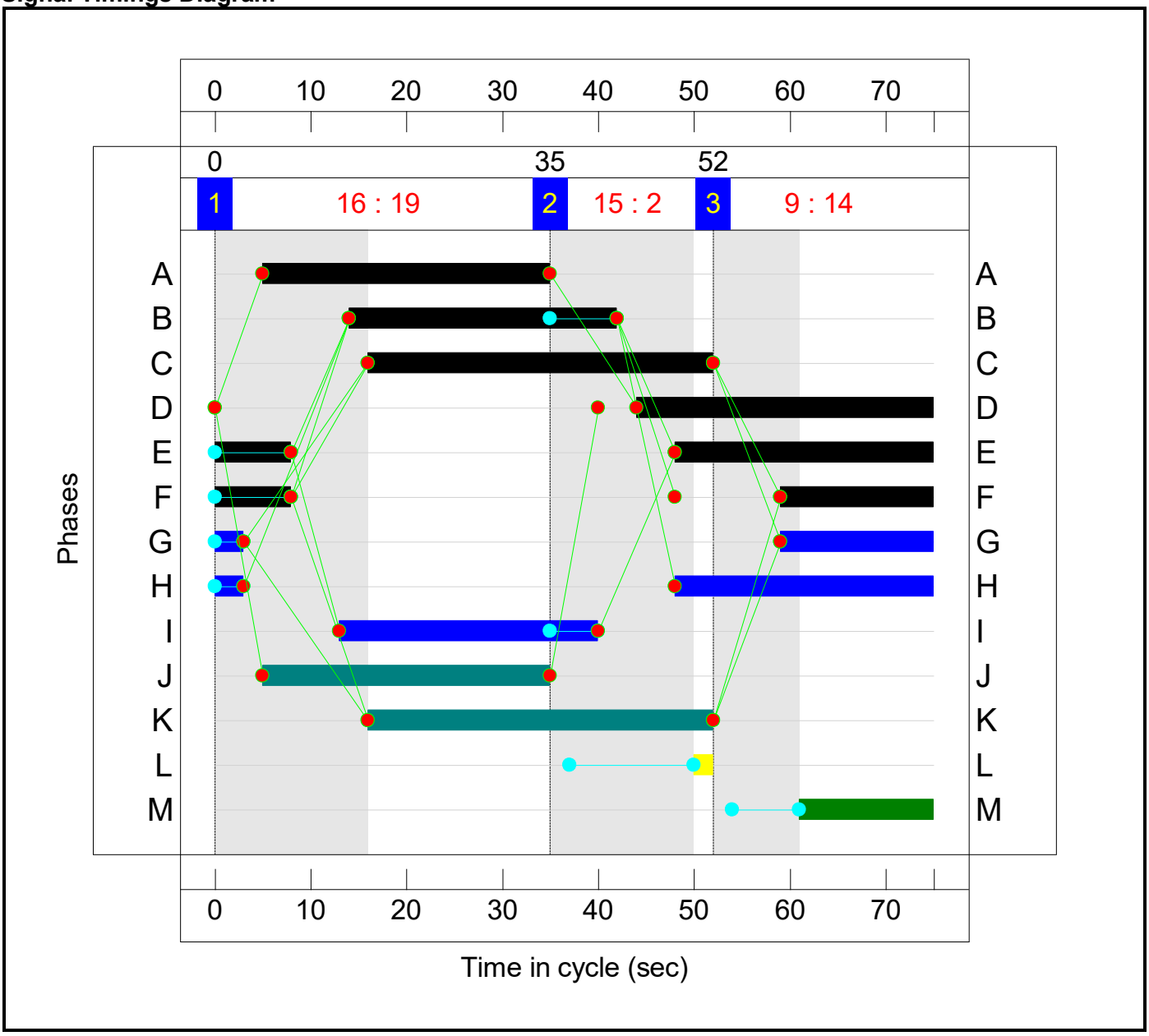
Stage Timings

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

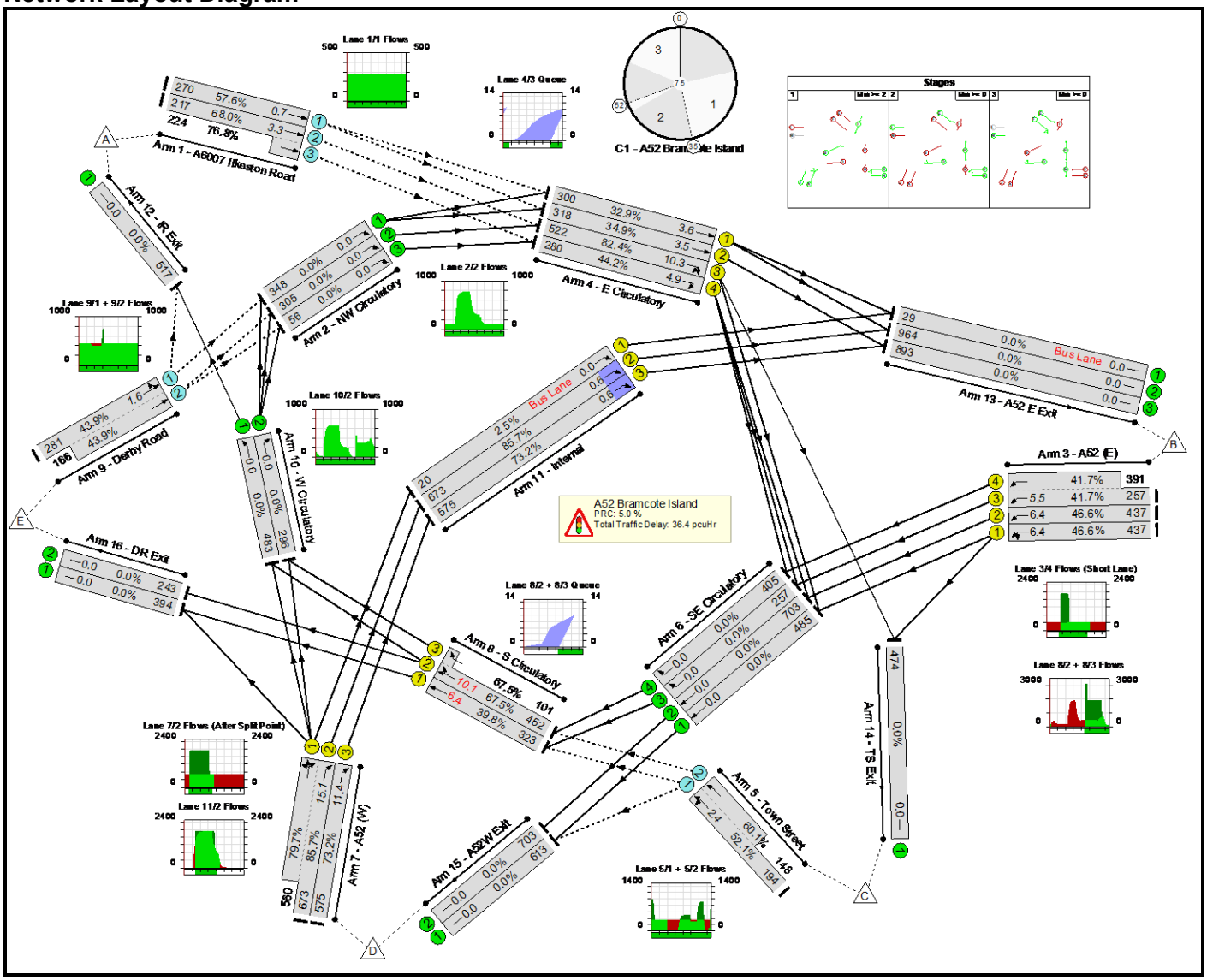
Signal Timings Diagram



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



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**	-	-		-	-	-	-	-	-	-	**85.7%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**85.7%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	270	Inf	468	57.6%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	441	Inf : Inf	319+292	68.0 : 76.8%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	348	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	-		-	-	-	-	56	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	437	1900	937	46.6%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	437	1900	937	46.6%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	648	1900:1900	616+937	41.7 : 41.7%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	300	1900	912	32.9%
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	-	-	522	1900	633	82.4%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	280	1900	633	44.2%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	342	Inf : Inf	372+246	52.1 : 60.1%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	485	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	703	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	257	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	405	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1233	1900:1900	785+703	85.7 : 79.7%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	575	1900	785	73.2%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	323	1900	811	39.8%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	553	1900:1900	669+150	67.5 : 67.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	447	Inf : Inf	641+378	43.9 : 43.9%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	483	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	296	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	-	-	673	1900	785	85.7%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	575	1900	785	73.2%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	517	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	-		-	-	-	-	964	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	893	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	474	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	703	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	394	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	243	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	**-**	**-**	**2730**	**0**	**0**	**27.2**	**9.2**	**0.0**	**36.4**	**-**	**-**	**-**	**-**	**Network: A52 Bramcote Island**
A52 Bramcote Island	**-**	**-**	**2730**	**0**	**0**	**27.2**	**9.2**	**0.0**	**36.4**	**-**	**-**	**-**	**-**	**A52 Bramcote Island**
1/1	270	270	270	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	0.1	1.3	-	1.4 (0.7+0.7)	11.6 (11.1:12.0)	2.0	1.3	3.3	1/2+1/3
2/1	348	348	-	-	-	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	56	56	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	2/3
3/1	437	437	-	-	-	1.5	0.4	-	2.0	16.1	5.9	0.4	6.4	3/1
3/2	437	437	-	-	-	1.5	0.4	-	2.0	16.1	5.9	0.4	6.4	3/2
3/3+3/4	648	648	-	-	-	2.1	0.4	-	2.5 (0.9+1.5)	13.7 (13.1:14.1)	5.1	0.4	5.5	3/3+3/4
4/1	300	300	-	-	-	0.9	0.2	-	1.1	13.6	3.4	0.2	3.6	4/1
4/2	318	318	-	-	-	0.8	0.3	-	1.1	12.5	3.2	0.3	3.5	4/2
4/3	522	522	-	-	-	4.1	0.0	-	4.1	28.2	10.3	0.0	10.3	4/3
4/4	280	280	-	-	-	1.4	0.4	-	1.8	23.4	4.5	0.4	4.9	4/4
5/1+5/2	342	342	684	0	0	0.5	0.6	-	1.2 (0.5+0.6)	12.2 (9.6:15.6)	1.8	0.6	2.4	5/1+5/2
6/1	485	485	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/1
6/2	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/2
6/3	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/3
6/4	405	405	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	6/4
7/2+7/1	1233	1233	-	-	-	6.6	2.4	-	9.0 (5.0+3.9)	26.1 (26.9:25.2)	12.7	2.4	15.1	7/2+7/1

7/3	575	575	-	-	-	3.0	1.3	-	4.3	27.0	10.1	1.3	11.4	7/3
8/1	323	323	-	-	-	1.5	0.3	-	1.8	20.3	6.1	0.3	6.4	8/1
8/2+8/3	553	553	-	-	-	2.8	0.0	-	2.8 (2.3+0.5)	18.2 (18.3:17.7)	10.1	0.0	10.1	8/2+8/3
9/1+9/2	447	447	894	0	0	0.0	0.4	-	0.4 (0.3+0.1)	3.3 (3.4:3.1)	1.2	0.4	1.6	9/1+9/2
10/1	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	10/1
10/2	296	296	-	-	-	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	673	673	-	-	-	0.2	0.0	-	0.2	1.0	0.6	0.0	0.6	11/2
11/3	575	575	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	11/3
12/1	517	517	-	-	-	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	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
13/3	893	893	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/3
14/1	474	474	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
15/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	703	703	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
16/1	394	394	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/1
16/2	243	243	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	16/2

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 5.0
PRC Over All Lanes (%): 5.0

Total Delay for Signalled Lanes (pcuHr): 32.71
Total Delay Over All Lanes(pcuHr): 36.37

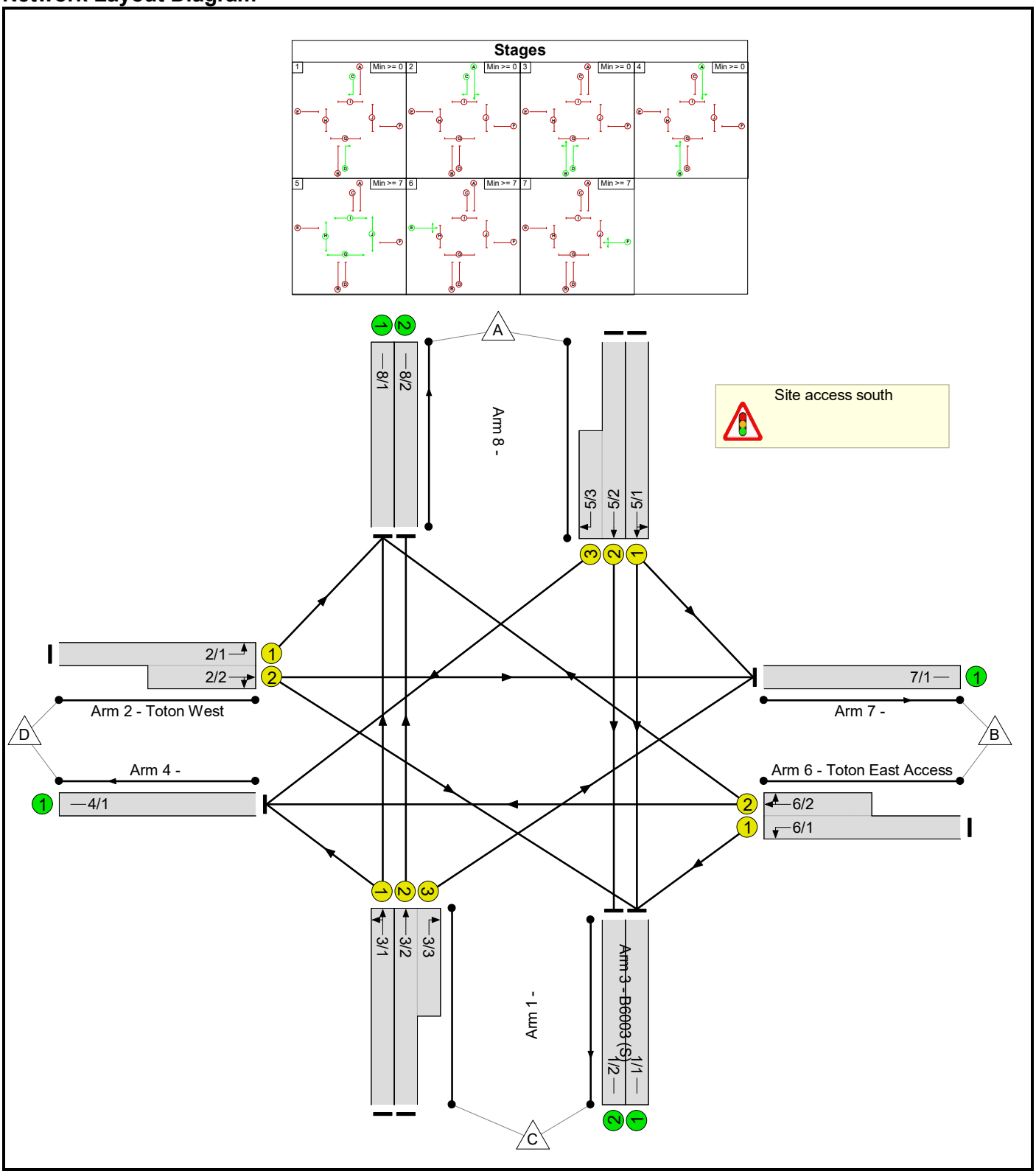
Cycle Time (s): 75

Full Input Data And Results

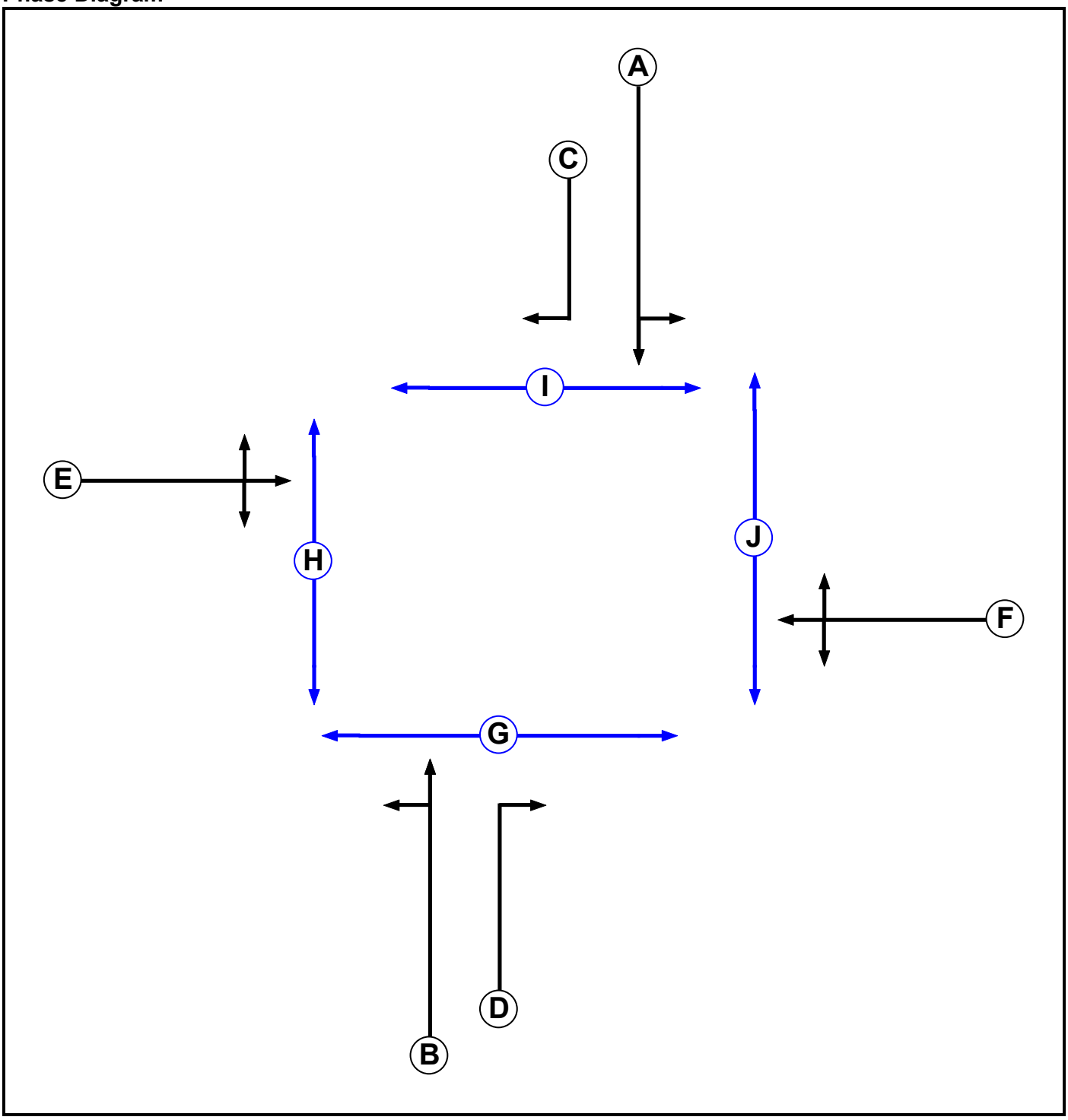
User and Project Details

Project:	**Toton West**
Title:	**B6003 / Site Access / Toton East Access Crossroads**
Location:	Nottingham
Client:	Bloor Homes Ltd
Additional detail:	
File name:	S1 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

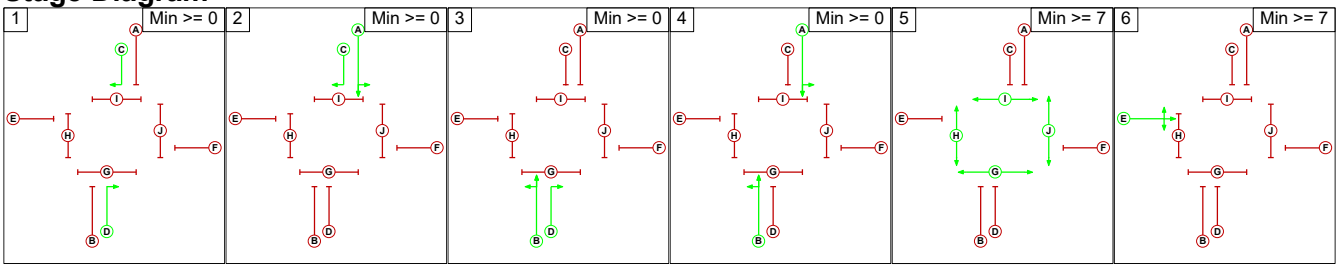
Phase Intergreens Matrix

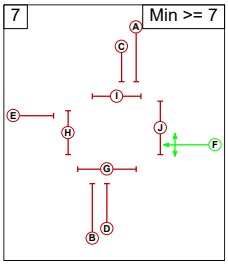
		Starting Phase									
		A	B	C	D	E	F	G	H	I	J
Terminating Phase	A		-	-	6	5	6	8	-	5	7
	B	-		6	-	6	5	5	7	8	-
	C	-	7		-	6	6	-	8	5	-
	D	7	-	-		5	5	5	-	-	8
	E	7	5	6	6		7	8	5	7	8
	F	5	7	6	7	7		7	8	8	5
	G	15	15	-	15	15	15		-	-	-
	H	-	11	11	-	11	11	-		-	-
	I	11	11	11	-	11	11	-	-		-
	J	15	-	-	15	15	15	-	-	-	

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

From Stage \ To Stage	1	2	3	4	5	6	7
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 :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	904	29	933
	B	0	0	0	0	0
	C	796	0	0	8	804
	D	148	0	30	0	178
	Tot.	944	0	934	37	1915

Traffic Lane Flows

Lane	Scenario 1: 2041 DS AM
Junction: Site access south	
1/1	467
1/2	467
2/1 (with short)	178(In) 148(Out)
2/2 (short)	30
3/1	383
3/2 (with short)	421(In) 421(Out)
3/3 (short)	0
4/1	37
5/1	437
5/2 (with short)	496(In) 467(Out)
5/3 (short)	29
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	523
8/2	421

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	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	2.1 %	1910	1910
				Arm 8 Ahead	Inf	97.9 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
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	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
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 :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	982	113	1095
	B	0	0	0	0	0
	C	849	0	0	18	867
	D	44	0	11	0	55
	Tot.	893	0	993	131	2017

Traffic Lane Flows

Lane	Scenario 2: 2041 DS PM
Junction: Site access south	
1/1	530
1/2	463
2/1 (with short)	55(In) 44(Out)
2/2 (short)	11
3/1	412
3/2 (with short)	455(In) 455(Out)
3/3 (short)	0
4/1	131
5/1	519
5/2 (with short)	576(In) 463(Out)
5/3 (short)	113
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	438
8/2	455

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	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	4.4 %	1905	1905
				Arm 8 Ahead	Inf	95.6 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
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	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
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	7	84	7	31	7
Change Point	0	14	105	120	166

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**	-	-		-	-	-	-	-	-	**51.4%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	**51.4%**
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		1	31	-	178	1747:1958	288+58	51.4 : 51.4%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		1	84	-	383	1910	902	42.5%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		1	84:7	-	421	2055:1915	970+0	43.4 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		1	84	-	437	1915	904	48.3%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		1	84:8	-	496	2055:1741	917+57	51.0 : 51.0%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		1	7	-	0	1965:2105	47+94	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**19.4**	**2.3**	**0.0**	**21.6**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**0**	**0**	**0**	**19.4**	**2.3**	**0.0**	**21.6**	**-**	**-**	**-**	**-**
2/1+2/2	178	178	-	-	-	3.2	0.5	-	3.8 (3.2+0.6)	76.3 (77.1:72.5)	6.6	0.5	7.1
3/1	383	383	-	-	-	3.3	0.4	-	3.7	34.8	12.6	0.4	12.9
3/2+3/3	421	421	-	-	-	3.7	0.4	-	4.1 (4.1+0.0)	34.8 (34.8:0.0)	13.9	0.4	14.3
5/1	437	437	-	-	-	3.9	0.5	-	4.4	36.3	14.9	0.5	15.4
5/2+5/3	496	496	-	-	-	5.2	0.5	-	5.7 (4.7+1.0)	41.2 (36.3:119.3)	16.6	0.5	17.2
6/1+6/2	0	0	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0

C1 - Southern Access

PRC for Signalled Lanes (%): 75.1
PRC Over All Lanes (%): 75.1

Total Delay for Signalled Lanes (pcuHr): 21.63
Total Delay Over All Lanes(pcuHr): 21.63

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	30	85	7	7	7
Change Point	0	37	129	144	166

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**	-	-		-	-	-	-	-	-	**64.9%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	**64.9%**
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		1	7	-	55	1747:1958	78+19	56.7 : 56.7%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		1	85	-	412	1905	910	45.3%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		1	85:30	-	455	2055:1915	982+0	46.3 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		1	85	-	519	1915	915	56.7%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		1	85:31	-	576	2055:1741	714+174	64.9 : 64.9%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		1	7	-	0	1965:2105	47+94	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**20.9**	**3.1**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**0**	**0**	**0**	**20.9**	**3.1**	**0.0**	**23.9**	**-**	**-**	**-**	**-**
2/1+2/2	55	55	-	-	-	1.3	0.6	-	1.9 (1.5+0.4)	125.5 (125.9:124.2)	2.2	0.6	2.8
3/1	412	412	-	-	-	3.6	0.4	-	4.0	34.9	13.6	0.4	14.0
3/2+3/3	455	455	-	-	-	4.0	0.4	-	4.4 (4.4+0.0)	34.9 (34.9:0.0)	15.2	0.4	15.6
5/1	519	519	-	-	-	4.9	0.7	-	5.5	38.2	18.5	0.7	19.1
5/2+5/3	576	576	-	-	-	7.2	0.9	-	8.1 (4.9+3.2)	50.6 (38.2:101.2)	18.6	0.9	19.5
6/1+6/2	0	0	-	-	-	0.0	0.0	-	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0

C1 - Southern Access

PRC for Signalled Lanes (%): 38.7
PRC Over All Lanes (%): 38.7

Total Delay for Signalled Lanes (pcuHr): 23.93
Total Delay Over All Lanes(pcuHr): 23.93

Cycle Time (s): 180

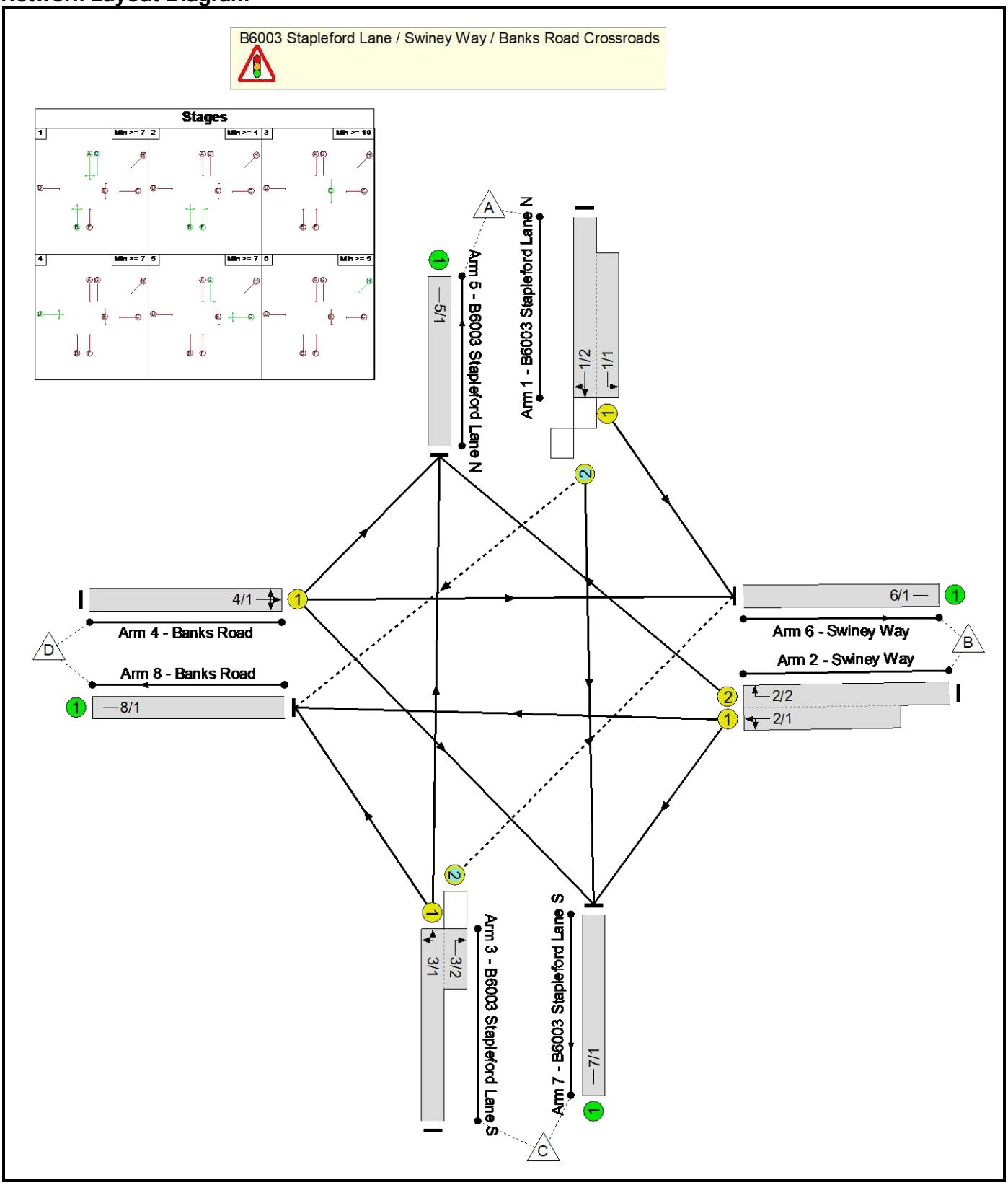
Full Input Data And Results

User and Project Details

Project:	**Toton West**
Title:	**B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads**
Location:	
Client:	Bloor Homes Ltd
Date Started:	23.10.25
Checked By:	RM / PM
Additional detail:	
File name:	S1 B6003 Swiney Bank.lsg3x
Author:	
Company:	
Address:	

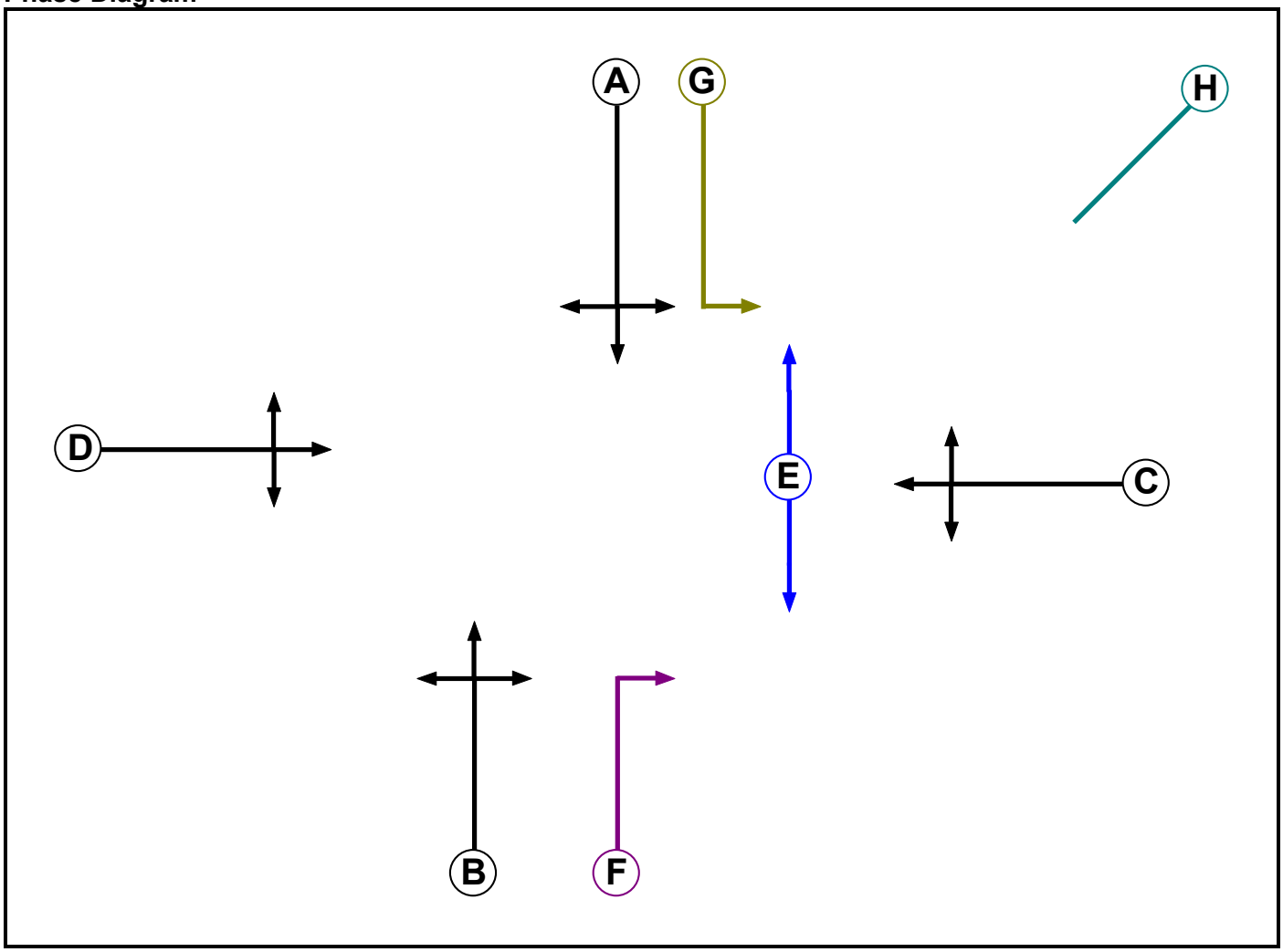
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		10	10
F	Ind. Arrow	B	4	4
G	Filter	A	4	0
H	Dummy		5	5

Full Input Data And Results

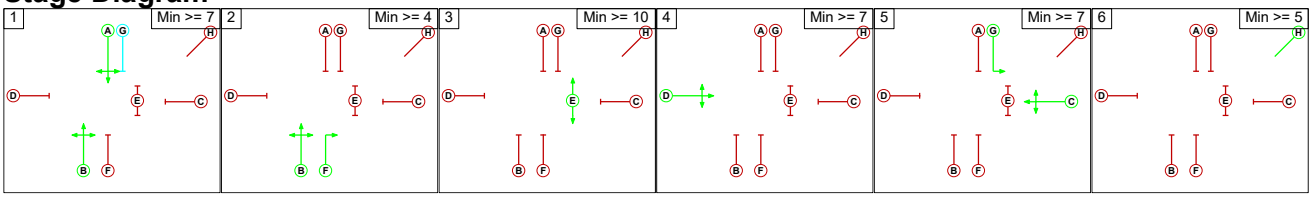
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		-	7	7	10	5	-	3
	B	-		7	7	10	-	-	3
	C	6	6		7	11	5	-	4
	D	5	5	5		8	5	5	3
	E	17	17	17	17		17	17	10
	F	5	-	7	7	10		7	3
	G	-	-	-	5	8	5		3
	H	2	2	2	2	2	2	2	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B F
3	E
4	D
5	C G
6	H

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage						
		1	2	3	4	5	6
	1		5	10	7	7	3
	2	5		10	7	7	3
	3	17	17		17	17	10
	4	5	5	8		5	3
	5	6	X	X	X		X
	6	2	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (B6003 Stapleford Lane N)	8/1 (Right)	1439	0	3/1	1.09	All	4.00	2.00	0.50	4	4.00
3/2 (B6003 Stapleford Lane S)	6/1 (Right)	1439	0	1/1	1.09	All	2.50	-	0.50	3	2.50
				1/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B6003 Stapleford Lane N)	U	A G	2	3	26.0	Geom	-	3.00	0.00	Y	Arm 6 Left	9.00
1/2 (B6003 Stapleford Lane N)	O	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	15.00
2/1 (Swiney Way)	U	C	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 7 Left	9.00
											Arm 8 Ahead	Inf
2/2 (Swiney Way)	U	C	2	3	8.7	Geom	-	3.25	0.00	N	Arm 5 Right	20.00
3/1 (B6003 Stapleford Lane S)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
3/2 (B6003 Stapleford Lane S)	O	B F	2	3	4.0	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
4/1 (Banks Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
5/1 (B6003 Stapleford Lane N)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Swiney Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B6003 Stapleford Lane S)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Banks Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 RC AM'	08:00	09:00	01:00	
2: '2041 RC PM'	17:00	18:00	01:00	
3: '2041 DS AM'	08:00	09:00	01:00	
4: '2041 DS PM'	17:00	18:00	01:00	

Scenario 1: '2041 RC AM' (FG1: '2041 RC AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	492	139	29	660
	B	450	0	54	57	561
	C	398	61	0	105	564
	D	37	163	88	0	288
	Tot.	885	716	281	191	2073

Traffic Lane Flows

Lane	Scenario 1: 2041 RC AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	492
1/2 (with short)	660(In) 168(Out)
2/1 (short)	111
2/2 (with short)	561(In) 450(Out)
3/1 (with short)	564(In) 503(Out)
3/2 (short)	61
4/1	288
5/1	885
6/1	716
7/1	281
8/1	191

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	82.7 %	2020	2020
				Arm 8 Right	15.00	17.3 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	48.6 %	1795	1795
				Arm 8 Ahead	Inf	51.4 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	79.1 %	1866	1866
				Arm 8 Left	12.00	20.9 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	12.8 %	1830	1830
				Arm 6 Ahead	Inf	56.6 %		
				Arm 7 Right	15.00	30.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2041 RC PM' (FG2: '2041 RC PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	499	363	27	889
	B	460	0	87	111	658
	C	301	53	0	92	446
	D	14	135	82	0	231
	Tot.	775	687	532	230	2224

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2041 RC PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	499
1/2 (with short)	889(In) 390(Out)
2/1 (short)	198
2/2 (with short)	658(In) 460(Out)
3/1 (with short)	446(In) 393(Out)
3/2 (short)	53
4/1	231
5/1	775
6/1	687
7/1	532
8/1	230

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	93.1 %	2041	2041
				Arm 8 Right	15.00	6.9 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.9 %	1808	1808
				Arm 8 Ahead	Inf	56.1 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	76.6 %	1861	1861
				Arm 8 Left	12.00	23.4 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	6.1 %	1836	1836
				Arm 6 Ahead	Inf	58.4 %		
				Arm 7 Right	15.00	35.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2041 DS AM' (FG3: '2041 DS AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	538	191	30	759
	B	446	0	61	59	566
	C	349	59	0	117	525
	D	38	149	104	0	291
	Tot.	833	746	356	206	2141

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2041 DS AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	538
1/2 (with short)	759(In) 221(Out)
2/1 (short)	120
2/2 (with short)	566(In) 446(Out)
3/1 (with short)	525(In) 466(Out)
3/2 (short)	59
4/1	291
5/1	833
6/1	746
7/1	356
8/1	206

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	86.4 %	2027	2027
				Arm 8 Right	15.00	13.6 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	50.8 %	1788	1788
				Arm 8 Ahead	Inf	49.2 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	74.9 %	1857	1857
				Arm 8 Left	12.00	25.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	13.1 %	1820	1820
				Arm 6 Ahead	Inf	51.2 %		
				Arm 7 Right	15.00	35.7 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 DS PM' (FG4: '2041 DS PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	494	362	24	880
	B	450	0	95	111	656
	C	296	55	0	94	445
	D	17	130	83	0	230
	Tot.	763	679	540	229	2211

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2041 DS PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	494
1/2 (with short)	880(In) 386(Out)
2/1 (short)	206
2/2 (with short)	656(In) 450(Out)
3/1 (with short)	445(In) 390(Out)
3/2 (short)	55
4/1	230
5/1	763
6/1	679
7/1	540
8/1	229

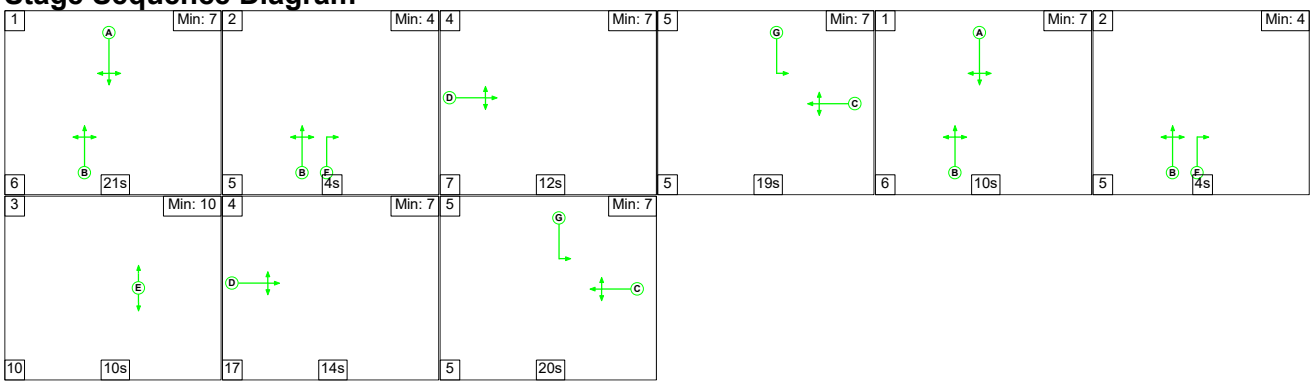
Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	93.8 %	2042	2042
				Arm 8 Right	15.00	6.2 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	46.1 %	1802	1802
				Arm 8 Ahead	Inf	53.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	75.9 %	1859	1859
				Arm 8 Left	12.00	24.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	7.4 %	1832	1832
				Arm 6 Ahead	Inf	56.5 %		
				Arm 7 Right	15.00	36.1 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2041 RC AM' (FG1: '2041 RC AM', Plan 1: 'Peds alt')

Stage Sequence Diagram

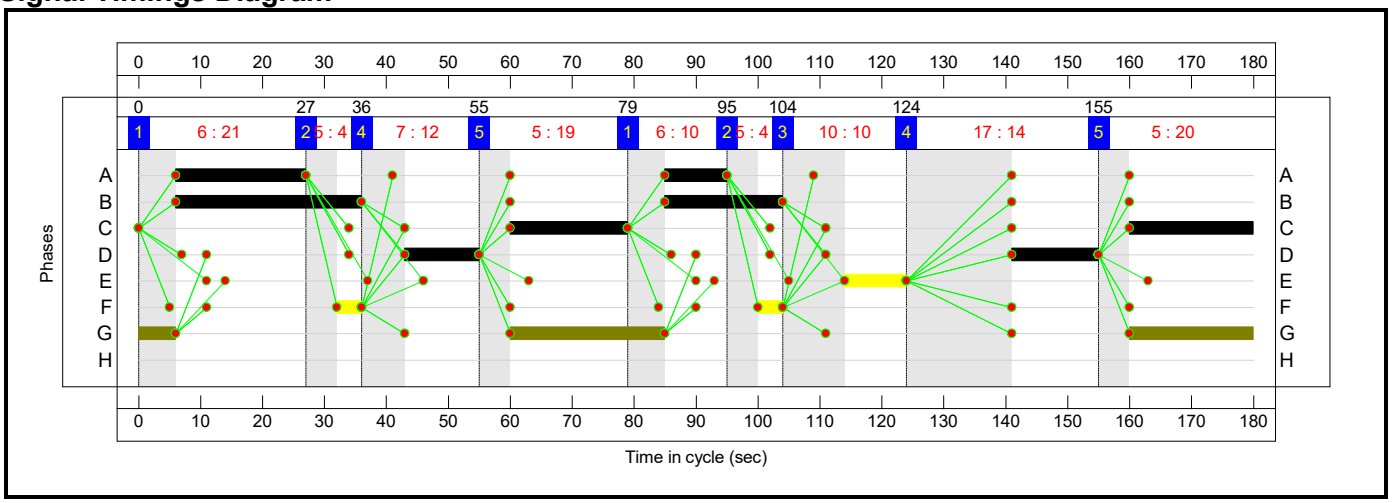


Full Input Data And Results

Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	12	19	10	4	10	14	20
Change Point	0	27	36	55	79	95	104	124	155

Signal Timings Diagram

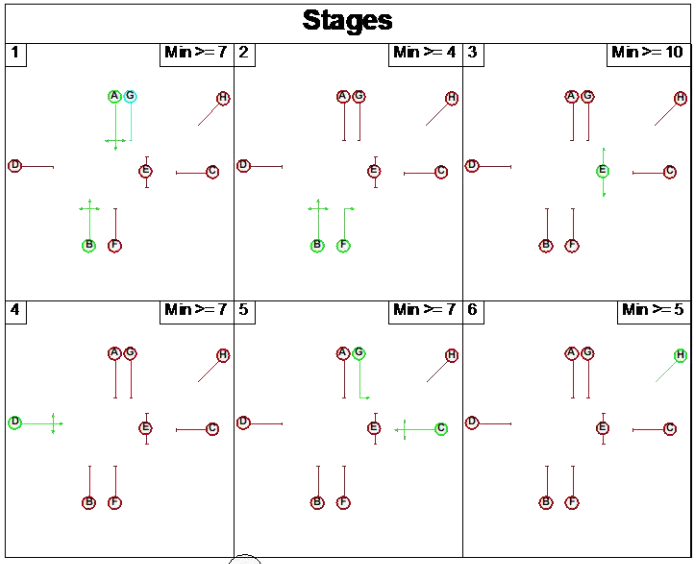


Full Input Data And Results

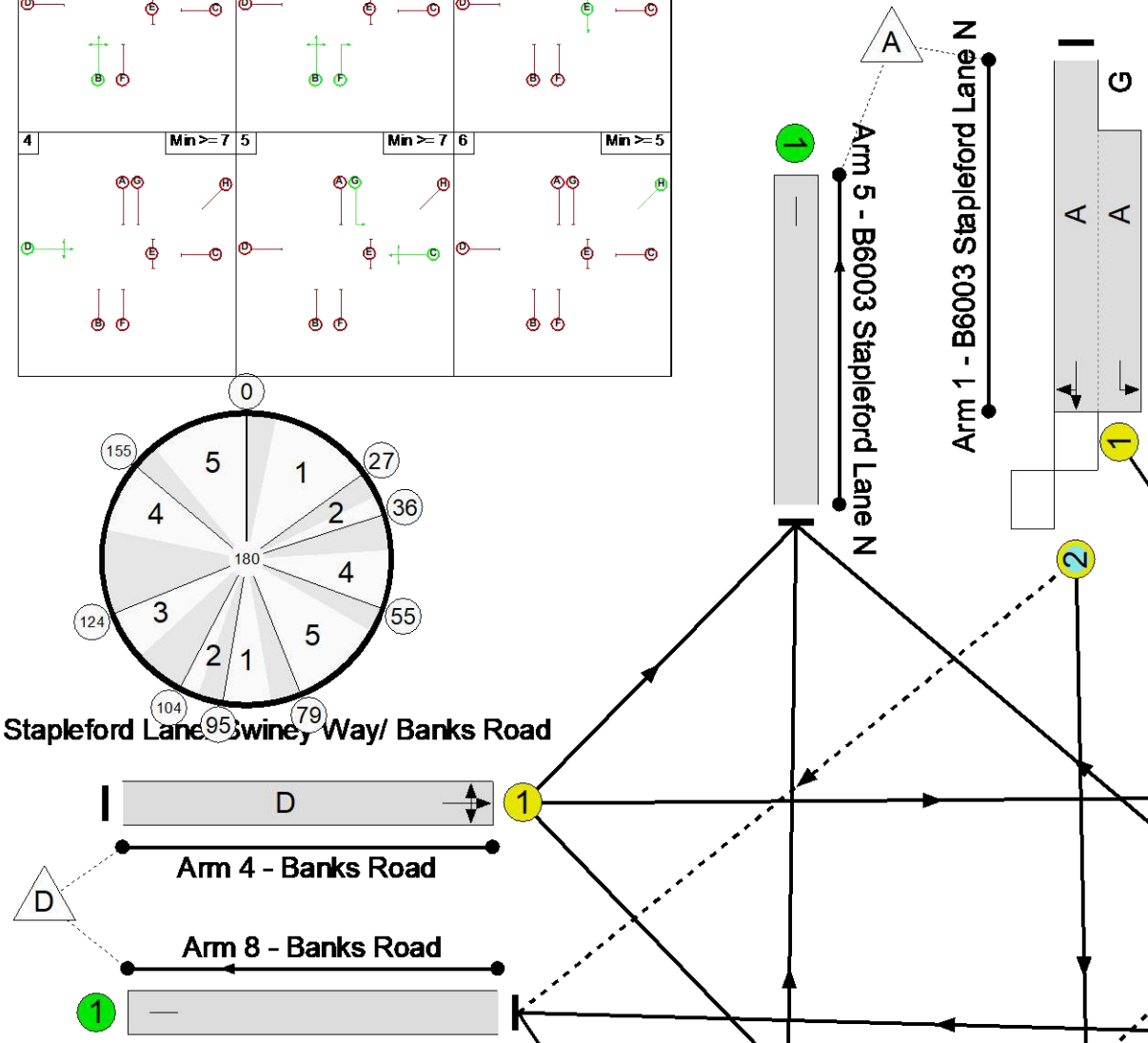
Network Layout Diagram

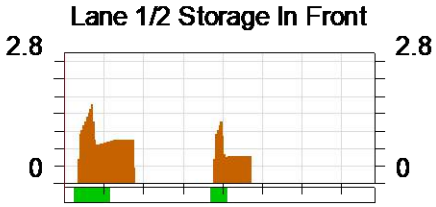
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -15.6 %
Total Traffic Delay: 69.0 pcuHr



C1 - Stapleford Lane/Swiney Way/ Banks Road





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.0%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.0%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	31:82	51	660	2020:1641	261+766	64.2 : 64.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	39	-	561	1935:1795	436+107	103.3 : 103.3%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	49	8	564	1866:1868	484+59	104.0 : 104.0%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	26	-	288	1830	285	101.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	885	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	716	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	281	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	191	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**36**	**16**	**36**	**22.9**	**45.9**	**0.2**	**69.0**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**36**	**16**	**36**	**22.9**	**45.9**	**0.2**	**69.0**	**-**	**-**	**-**	**-**
1/2+1/1	660	660	0	0	29	4.4	0.9	0.2	5.4	29.7	12.4	0.9	13.3
2/2+2/1	561	543	-	-	-	7.6	17.1	-	24.8	158.8	15.2	17.1	32.3
3/1+3/2	564	542	36	16	7	7.4	18.5	0.0	25.9	165.2	18.8	18.5	37.3
4/1	288	285	-	-	-	3.5	9.4	-	12.9	161.2	8.3	9.4	17.7
5/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	185	185	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -15.6
PRC Over All Lanes (%): -15.6

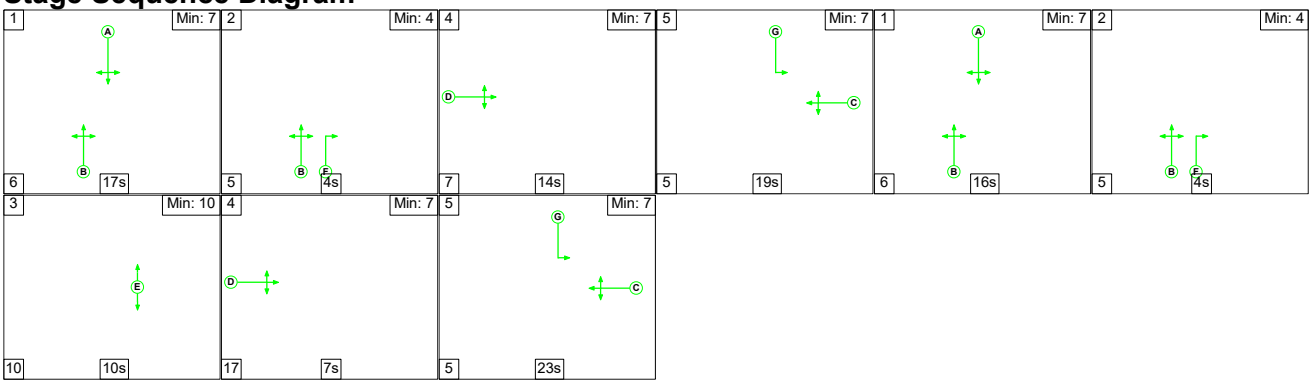
Total Delay for Signalled Lanes (pcuHr): 68.97
Total Delay Over All Lanes(pcuHr): 68.97

Cycle Time (s): 180

Full Input Data And Results

Scenario 2: '2041 RC PM' (FG2: '2041 RC PM', Plan 1: 'Peds alt')

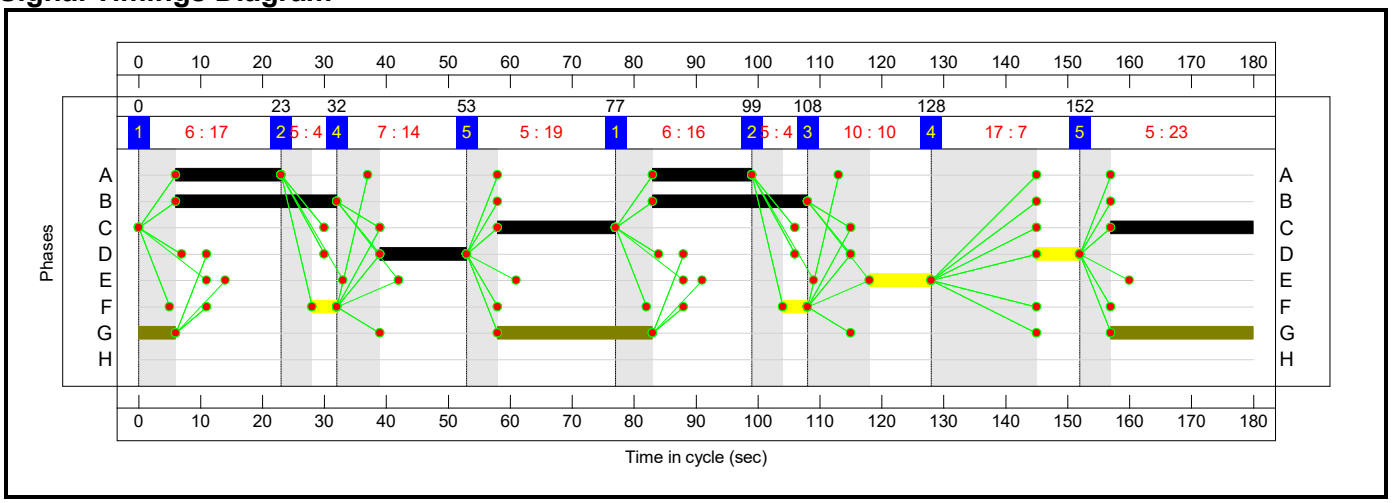
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	17	4	14	19	16	4	10	7	23
Change Point	0	23	32	53	77	99	108	128	152

Signal Timings Diagram



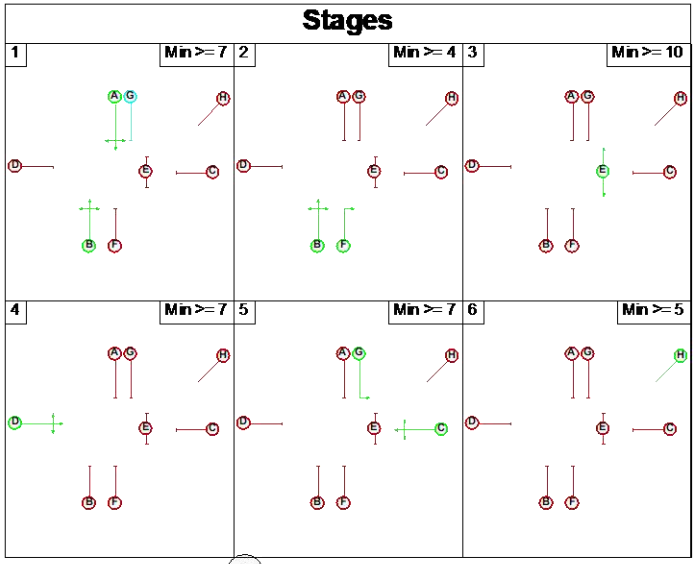
Full Input Data And Results

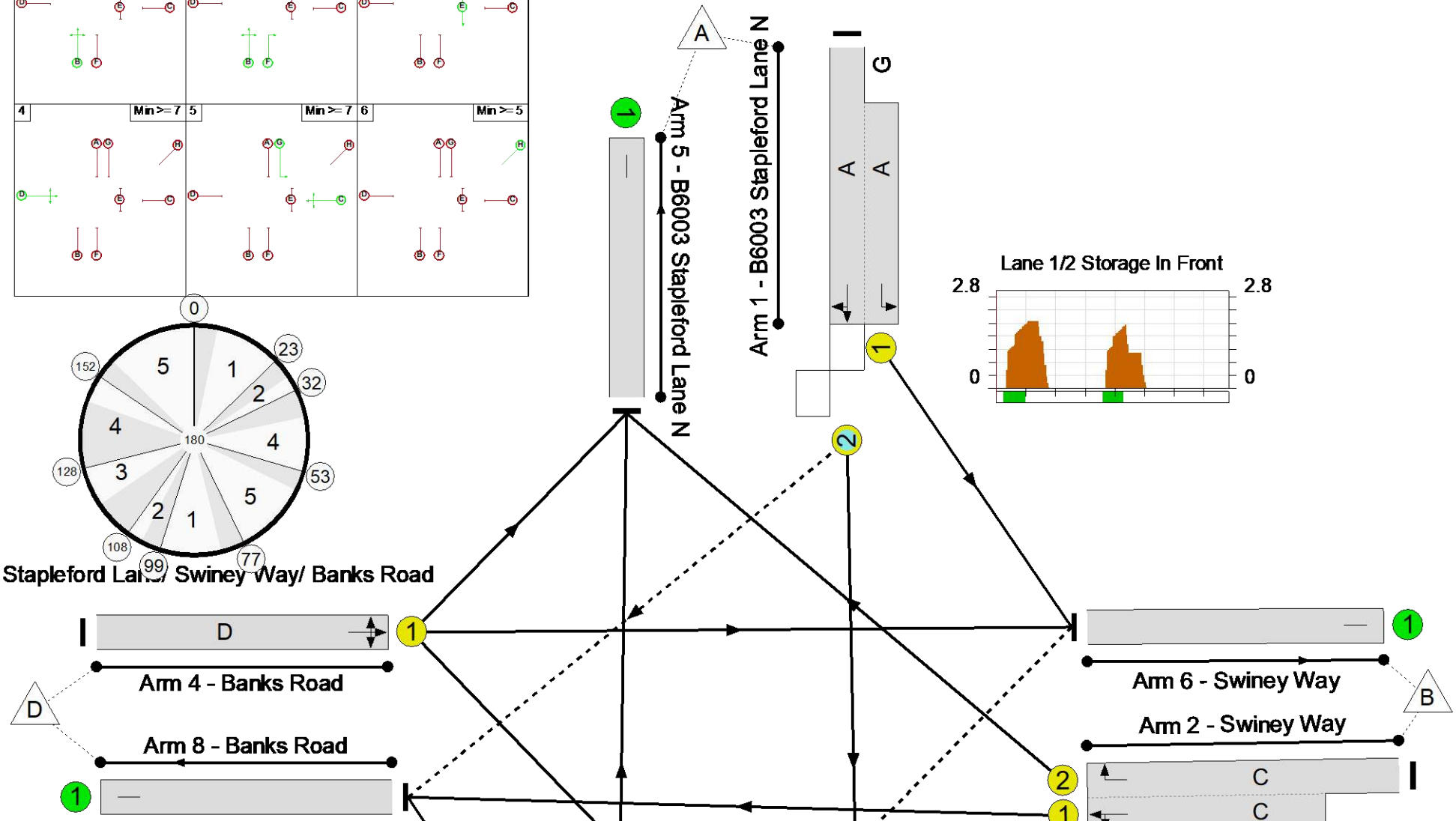
Network Layout Diagram

B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -12.2 %

Total Traffic Delay: 55.6 pcuHr





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.0%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**101.0%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	33:87	54	889	2041:1641	397+511	98.3 : 97.7%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	42	-	658	1935:1808	456+196	101.0 : 101.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	51	8	446	1861:1868	497+67	79.0 : 79.0%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	231	1836	235	98.5%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	687	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**33**	**41**	**5**	**21.4**	**34.0**	**0.2**	**55.6**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**33**	**41**	**5**	**21.4**	**34.0**	**0.2**	**55.6**	**-**	**-**	**-**	**-**
1/2+1/1	889	889	24	0	3	6.9	10.9	0.1	17.9	72.6	11.3	10.9	22.2
2/2+2/1	658	652	-	-	-	7.3	14.5	-	21.8	119.2	15.6	14.5	30.1
3/1+3/2	446	446	10	41	2	3.7	1.8	0.1	5.6	45.5	11.8	1.8	13.7
4/1	231	231	-	-	-	3.5	6.8	-	10.3	160.2	7.4	6.8	14.2
5/1	771	771	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -12.2
PRC Over All Lanes (%): -12.2

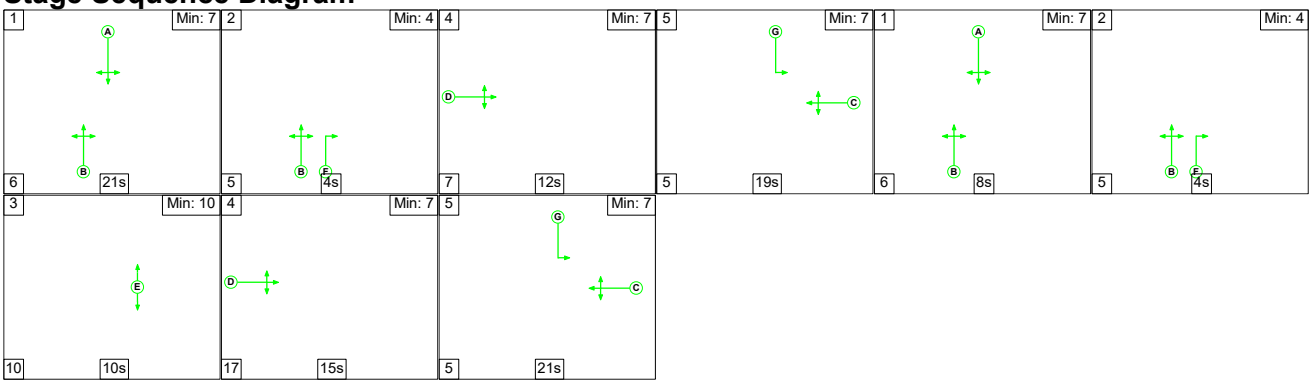
Total Delay for Signalled Lanes (pcuHr): 55.62
Total Delay Over All Lanes(pcuHr): 55.62

Cycle Time (s): 180

Full Input Data And Results

Scenario 3: '2041 DS AM' (FG3: '2041 DS AM', Plan 1: 'Peds alt')

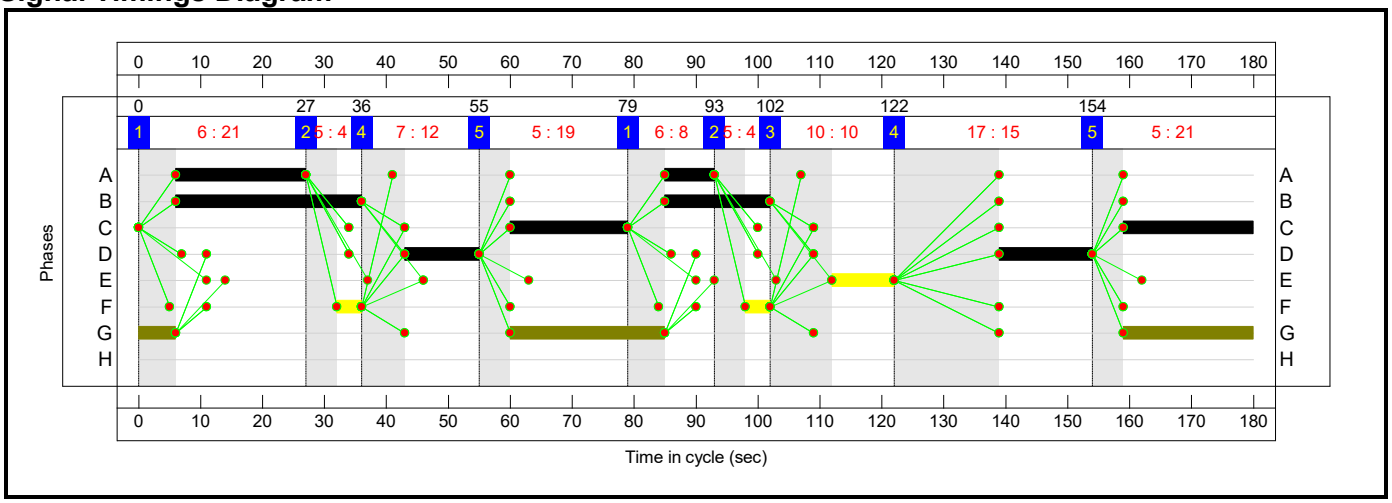
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	12	19	8	4	10	15	21
Change Point	0	27	36	55	79	93	102	122	154

Signal Timings Diagram



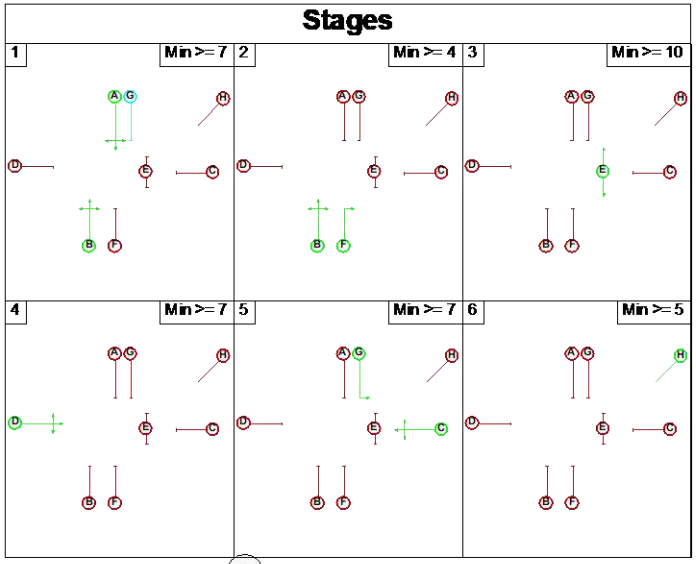
Full Input Data And Results

Network Layout Diagram

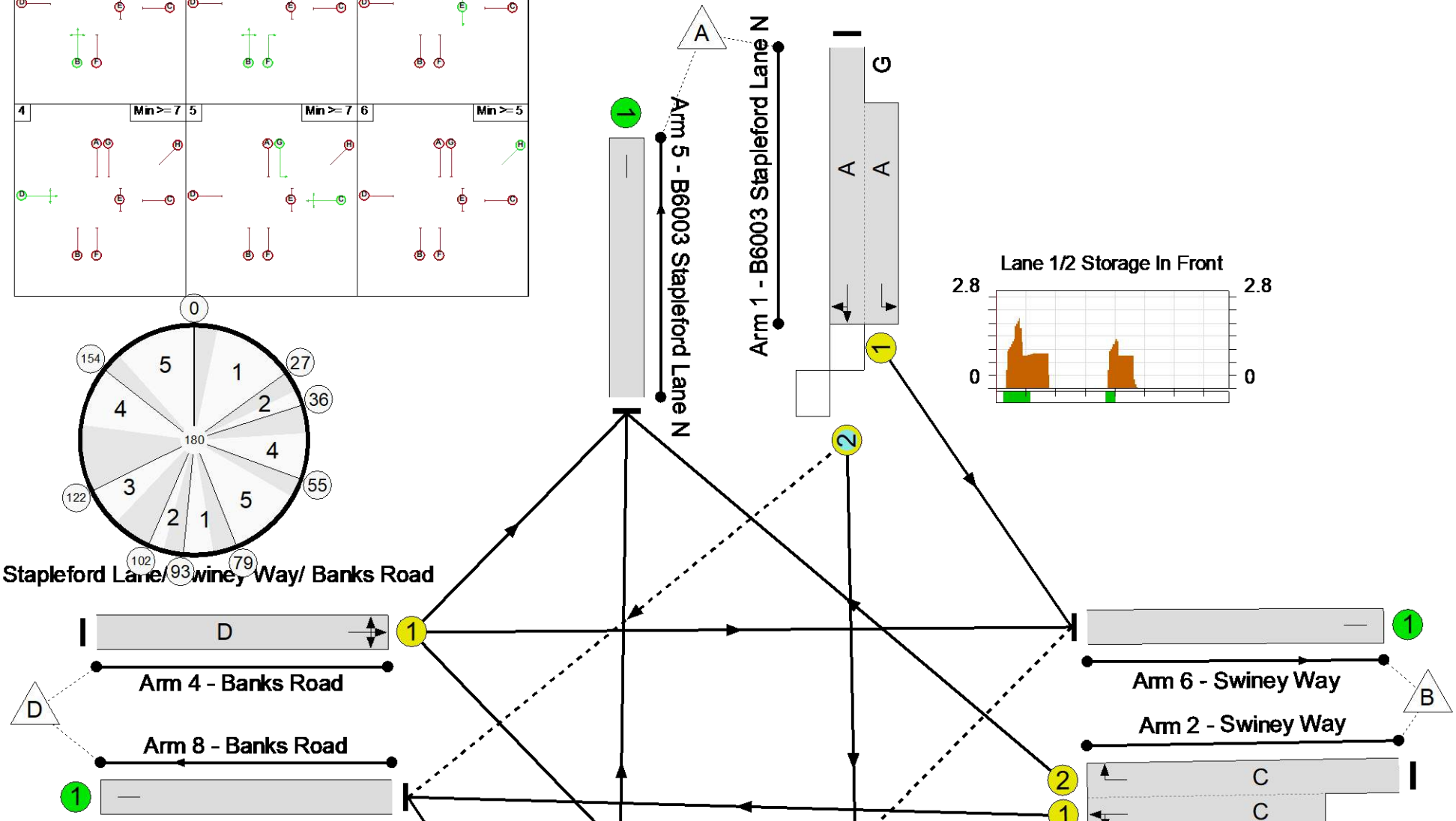
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -12.0 %

Total Traffic Delay: 54.8 pcuHr



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.8%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.8%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:81	52	759	2027:1641	311+757	71.1 : 71.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	40	-	566	1935:1788	444+119	100.5 : 100.5%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	525	1857:1868	462+59	100.8 : 100.8%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	27	-	291	1820	293	99.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	833	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	746	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	356	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	206	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**32**	**20**	**37**	**20.2**	**34.4**	**0.2**	**54.8**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**32**	**20**	**37**	**20.2**	**34.4**	**0.2**	**54.8**	**-**	**-**	**-**	**-**
1/2+1/1	759	759	0	0	30	5.5	1.2	0.2	6.9	32.6	14.3	1.2	15.6
2/2+2/1	566	563	-	-	-	6.1	12.7	-	18.8	119.7	13.7	12.7	26.4
3/1+3/2	525	521	32	20	7	5.5	12.5	0.1	18.0	123.7	16.5	12.5	29.0
4/1	291	291	-	-	-	3.1	8.0	-	11.1	136.9	7.9	8.0	15.9
5/1	828	828	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	746	746	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	356	356	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	205	205	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -12.0
PRC Over All Lanes (%): -12.0

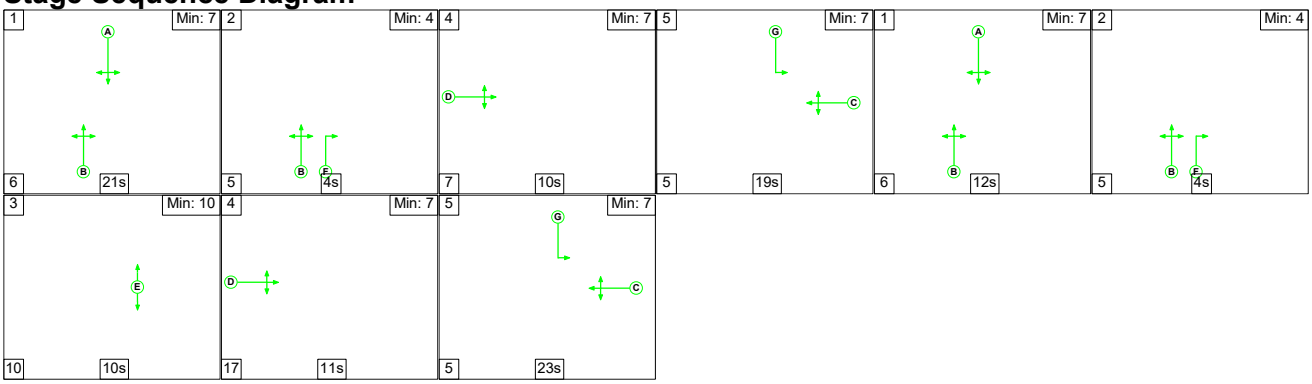
Total Delay for Signalled Lanes (pcuHr): 54.79
Total Delay Over All Lanes(pcuHr): 54.79

Cycle Time (s): 180

Full Input Data And Results

Scenario 4: '2041 DS PM' (FG4: '2041 DS PM', Plan 1: 'Peds alt')

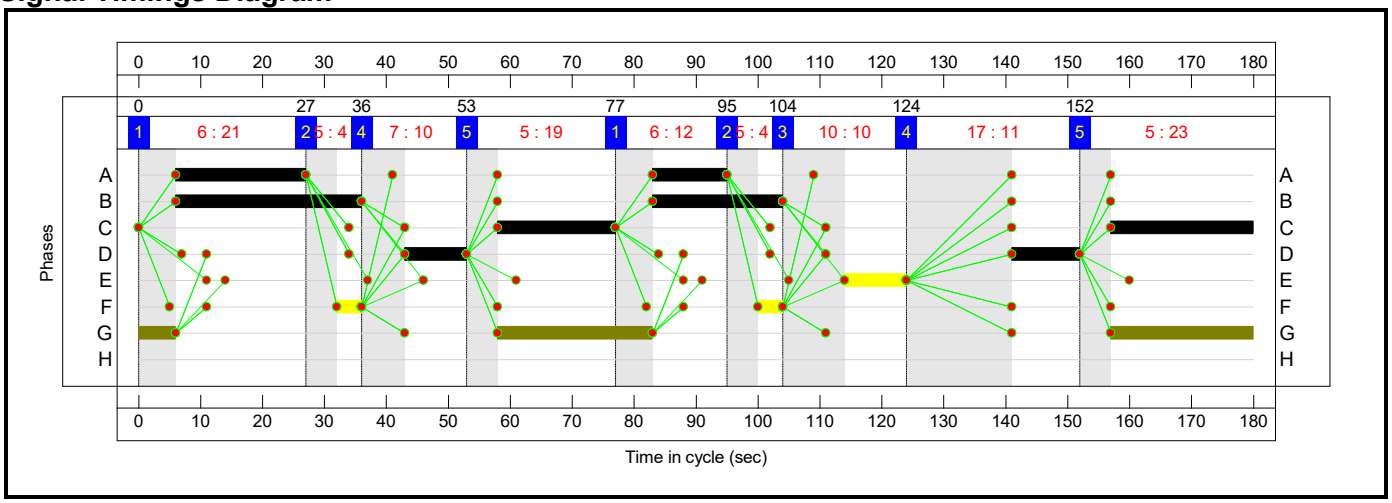
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	10	19	12	4	10	11	23
Change Point	0	27	36	53	77	95	104	124	152

Signal Timings Diagram



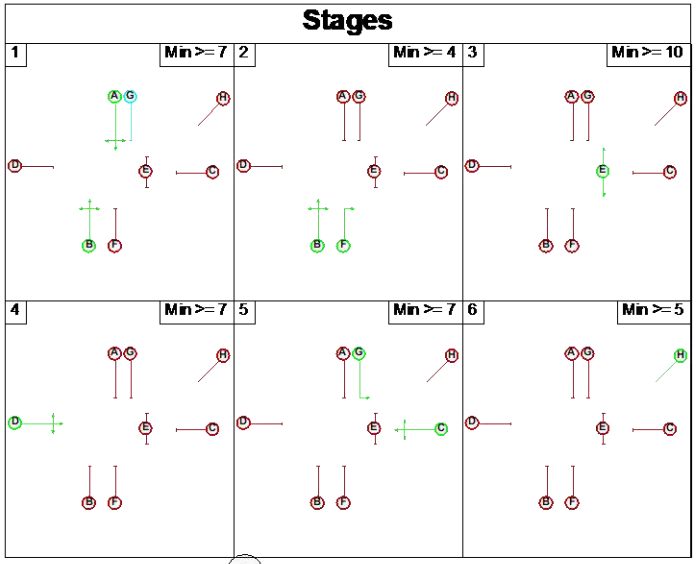
Full Input Data And Results

Network Layout Diagram

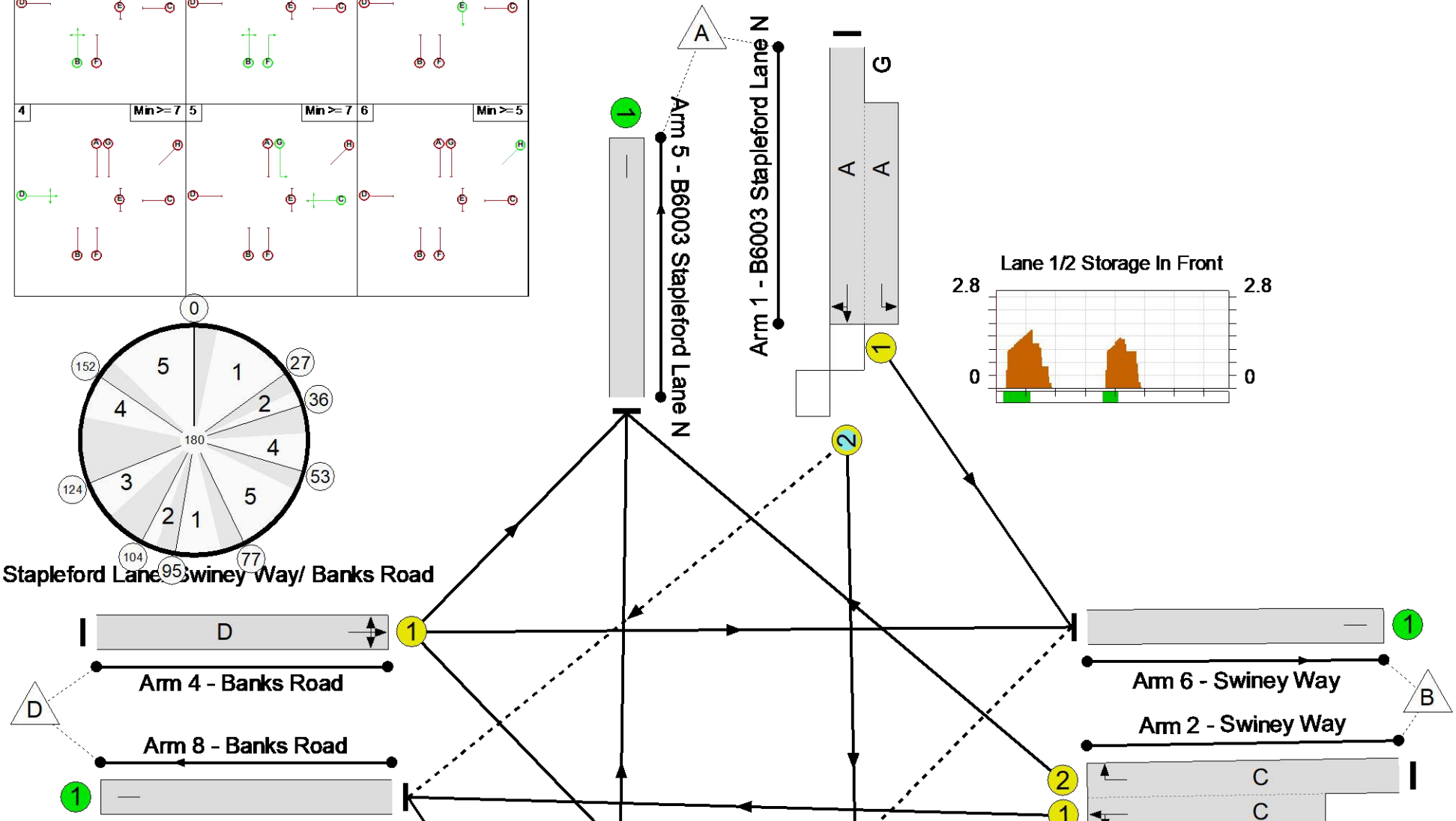
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -9.9 %

Total Traffic Delay: 49.2 pcuHr



C1 - Stapleford Lane/Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.9%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.9%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	33:87	54	880	2042:1641	397+508	97.2 : 97.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	42	-	656	1935:1802	455+208	98.9 : 98.9%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	51	8	445	1859:1868	495+70	78.8 : 78.8%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	230	1832	234	98.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	763	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	679	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	540	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	229	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**32**	**43**	**4**	**19.6**	**29.4**	**0.2**	**49.2**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**32**	**43**	**4**	**19.6**	**29.4**	**0.2**	**49.2**	**-**	**-**	**-**	**-**
1/2+1/1	880	880	22	0	2	6.6	9.8	0.1	16.5	67.5	11.9	9.8	21.8
2/2+2/1	656	656	-	-	-	6.6	11.2	-	17.7	97.3	14.6	11.2	25.7
3/1+3/2	445	445	10	43	2	3.8	1.8	0.1	5.7	46.2	12.4	1.8	14.2
4/1	230	230	-	-	-	2.6	6.6	-	9.3	144.9	6.3	6.6	13.0
5/1	763	763	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -9.9
PRC Over All Lanes (%): -9.9

Total Delay for Signalled Lanes (pcuHr): 49.20
Total Delay Over All Lanes(pcuHr): 49.20

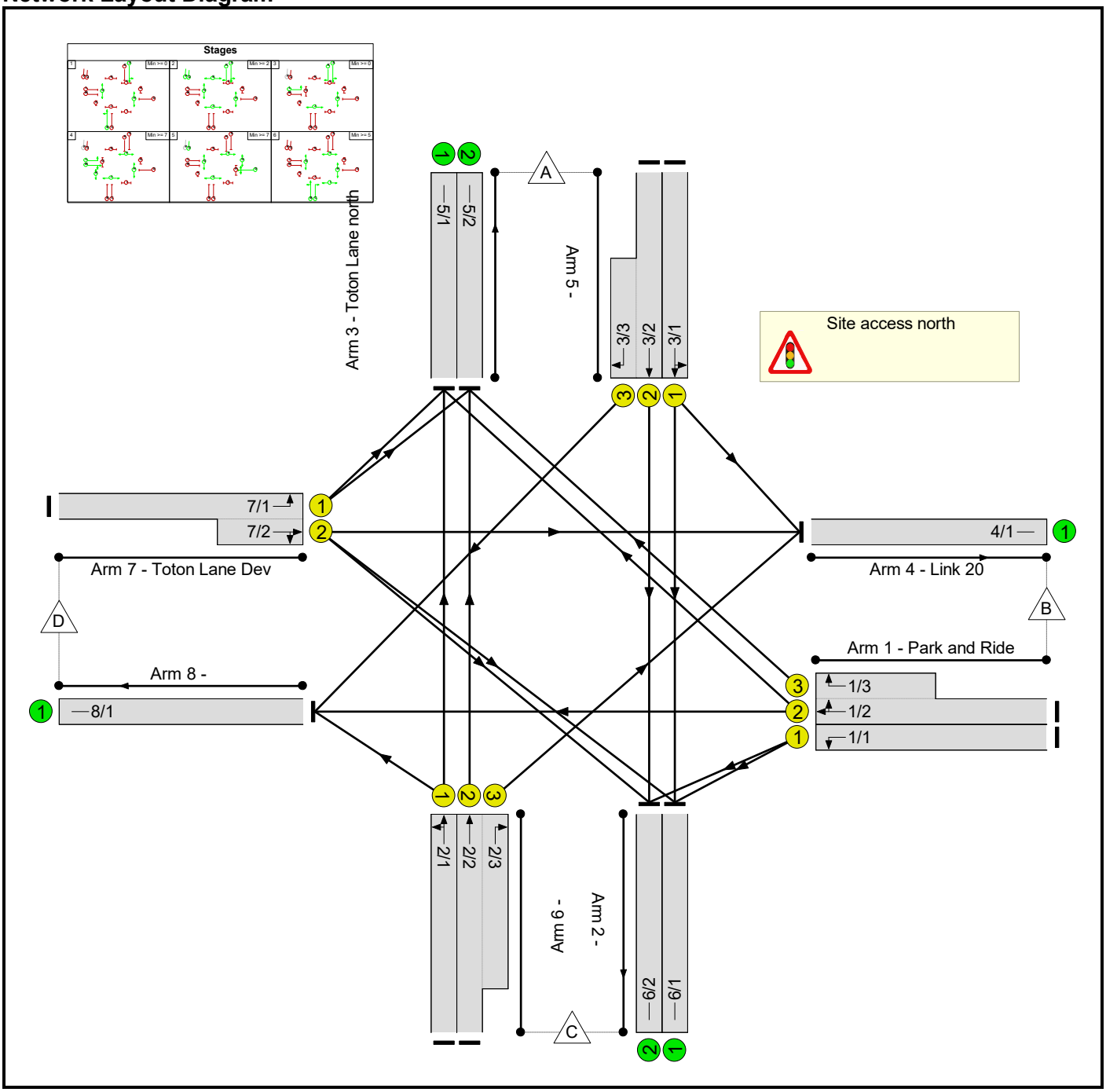
Cycle Time (s): 180

Full Input Data And Results

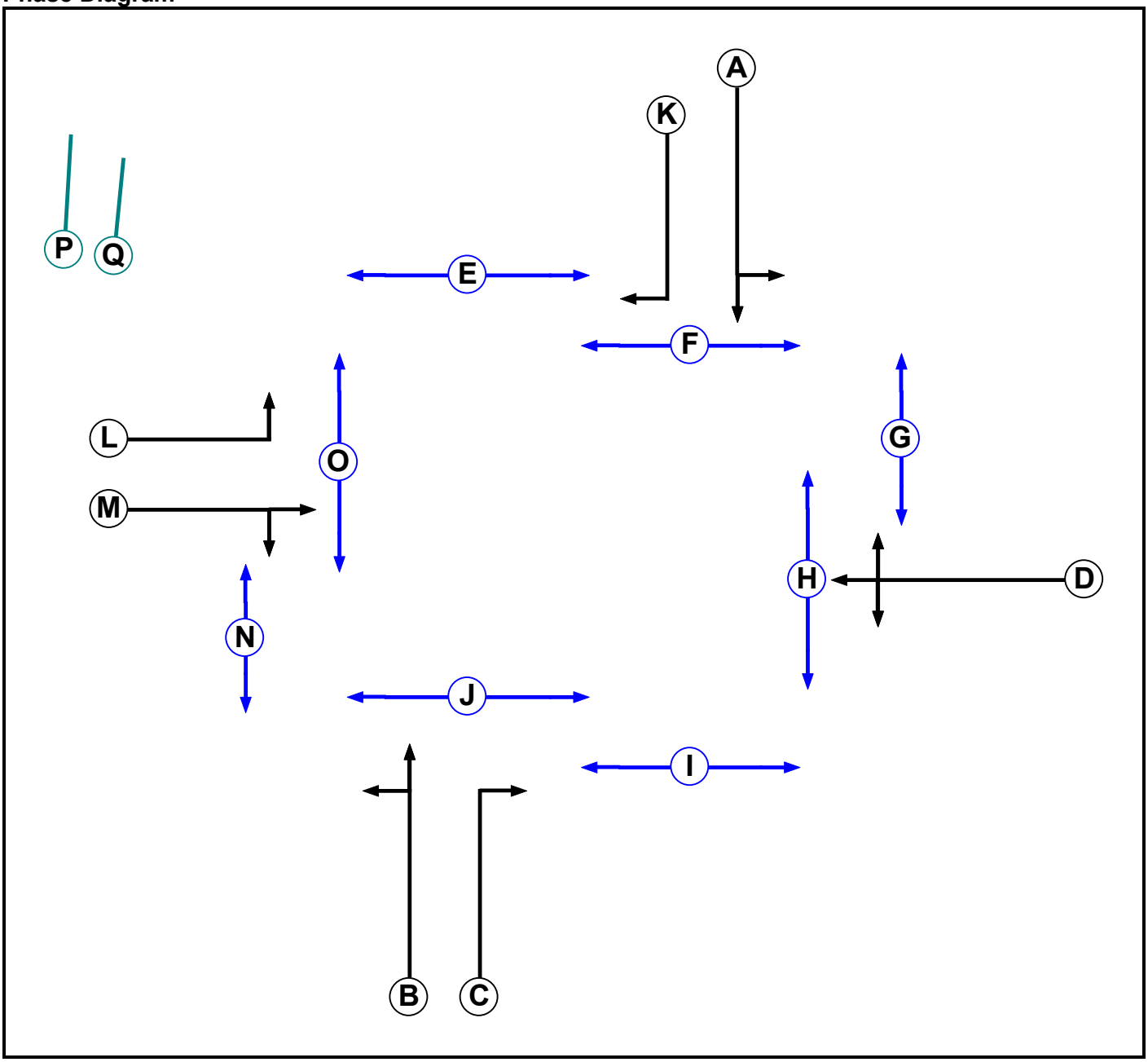
User and Project Details

Project:	**ADC3521 - Toton North**
Title:	**Toton Park & Ride future year crossroads**
Location:	Nottingham
Client:	Bloor Homes
Additional detail:	Approved crossroads improvement
File name:	S1 Toton P&R Access Junction Proposed Xrds.lsg3x
Author:	Matt Tatler
Company:	ADC Infrastructure Ltd
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

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

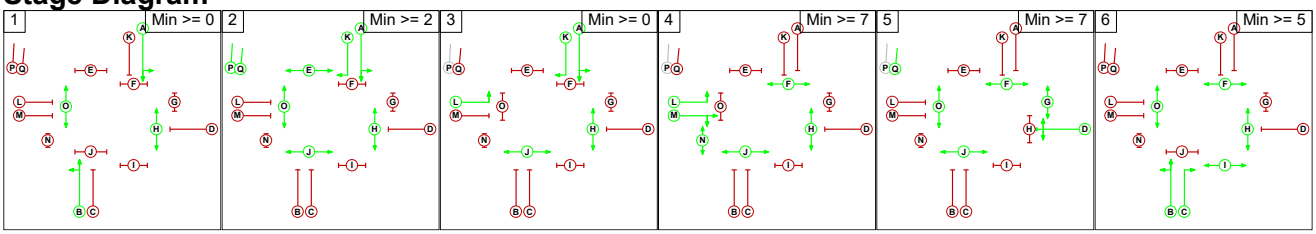
Phase Intergreens Matrix

		Starting Phase																
		A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q
Terminating Phase	A		-	5	7	-	5	7	-	10	-	-	-	5	-	-	-	-
	B	-		-	5	10	-	-	-	-	5	6	6	5	7	-	5	2
	C	7	-		5	10	-	10	-	-	5	7	-	5	-	-	5	2
	D	5	5	5		11	-	-	5	7	-	6	6	6	7	-	-	-
	E	-	7	7	7		-	-	-	-	-	-	7	-	-	-	-	-
	F	10	-	-	-	-		-	-	-	-	10	-	-	-	-	-	-
	G	8	-	8	-	-	-		-	-	-	-	-	8	-	-	-	-
	H	-	-	-	11	-	-	-		-	-	-	-	-	-	-	-	-
	I	9	-	-	9	-	-	-	-		-	-	-	9	-	-	-	2
	J	-	10	10	-	-	-	-	-	-		-	-	-	-	-	-	-
	K	-	7	7	6	-	5	-	-	-	-		-	7	7	-	-	-
	L	-	6	-	6	7	-	-	-	-	-	-		-	-	5	-	2
	M	6	6	6	7	-	-	7	-	7	-	6	-		-	5	-	2
	N	-	7	-	7	-	-	-	-	-	-	7	-	-		-	-	2
	O	-	-	-	-	-	-	-	-	-	-	-	8	8	-		-	-
	P	-	5	5	-	-	-	-	-	-	-	-	-	-	-	-		-
	Q	-	3	3	-	-	-	-	-	3	-	-	3	3	3	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
4	5	L	Losing	4	4
4	5	M	Losing	4	4
5	6	D	Losing	4	4
6	1	C	Losing	3	3

Prohibited Stage Change

		To Stage					
		1	2	3	4	5	6
From Stage	1		10	8	8	11	10
	2	10		8	8	11	10
	3	10	7		7	11	10
	4	10	10	10		11	10
	5	10	11	10	8		11
	6	10	10	10	9	11	

Lane Input Data

Junction: Site access north

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 6 Left	12.00
1/2 (Park and Ride)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 5 Right	22.00
											Arm 8 Ahead	Inf
1/3 (Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 5 Right	Inf
2/1	U	B	2	3	19.1	Geom	-	3.25	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
2/2	U	B	2	3	19.1	Geom	-	3.25	0.00	N	Arm 5 Ahead	Inf
2/3	U	C	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 4 Right	15.00
3/1 (Toton Lane north)	U	A	2	3	33.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 6 Ahead	Inf
3/2 (Toton Lane north)	U	A	2	3	33.0	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
3/3 (Toton Lane north)	U	K	2	3	7.0	Geom	-	3.30	0.00	Y	Arm 8 Right	12.00
4/1 (Link 20)	U		2	3	60.0	User	2000	-	-	-	-	-
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
5/2	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/2	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (Toton Lane Dev)	U	L	2	3	60.0	Geom	-	3.30	0.00	Y	Arm 5 Left	12.00
7/2 (Toton Lane Dev)	U	M	2	3	5.0	Geom	-	3.30	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Right	15.00
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2041 RC AM'	08:00	09:00	01:00	
2: '2041 RC PM'	17:00	18:00	01:00	
3: '2041 DS AM'	08:00	09:00	01:00	
4: '2041 DS PM'	17:00	18:00	01:00	

Scenario 1: '2041 RC AM' (FG1: '2041 RC AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	202	776	18	996
	B	60	0	107	0	167
	C	907	76	0	6	989
	D	99	0	26	0	125
	Tot.	1066	278	909	24	2277

Traffic Lane Flows

Lane	Scenario 1: 2041 RC AM
Junction: Site access north	
1/1	107
1/2 (with short)	60(In) 29(Out)
1/3 (short)	31
2/1	435
2/2 (with short)	554(In) 478(Out)
2/3 (short)	76
3/1	452
3/2 (with short)	544(In) 526(Out)
3/3 (short)	18
4/1	278
5/1	507
5/2	559
6/1	316
6/2	593
7/1 (with short)	125(In) 99(Out)
7/2 (short)	26
8/1	24

Lane Saturation Flows

Junction: Site access north

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	98.6 %	1937	1937
				Arm 8 Left	12.00	1.4 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	44.7 %	1814	1814
				Arm 6 Ahead	Inf	55.3 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2041 RC PM' (FG2: '2041 RC PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	65	993	74	1132
	B	232	0	6	0	238
	C	887	19	0	17	923
	D	27	0	10	0	37
	Tot.	1146	84	1009	91	2330

Traffic Lane Flows

Lane	Scenario 2: 2041 RC PM
Junction: Site access north	
1/1	6
1/2 (with short)	232(In) 112(Out)
1/3 (short)	120
2/1	426
2/2 (with short)	497(In) 478(Out)
2/3 (short)	19
3/1	517
3/2 (with short)	615(In) 541(Out)
3/3 (short)	74
4/1	84
5/1	534
5/2	612
6/1	460
6/2	549
7/1 (with short)	37(In) 27(Out)
7/2 (short)	10
8/1	91

Lane Saturation Flows

Junction: Site access north								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	96.0 %	1930	1930
				Arm 8 Left	12.00	4.0 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	12.6 %	1885	1885
				Arm 6 Ahead	Inf	87.4 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2041 DS AM' (FG3: '2041 DS AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination					
		A	B	C	D	Tot.
Origin	A	0	211	825	21	1057
	B	60	0	107	0	167
	C	988	83	0	4	1075
	D	101	3	15	0	119
	Tot.	1149	297	947	25	2418

Traffic Lane Flows

Lane	Scenario 3: 2041 DS AM
Junction: Site access north	
1/1	107
1/2 (with short)	60(In) 29(Out)
1/3 (short)	31
2/1	476
2/2 (with short)	599(In) 516(Out)
2/3 (short)	83
3/1	481
3/2 (with short)	576(In) 555(Out)
3/3 (short)	21
4/1	297
5/1	551
5/2	598
6/1	330
6/2	617
7/1 (with short)	119(In) 101(Out)
7/2 (short)	18
8/1	25

Lane Saturation Flows

Junction: Site access north

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	100.0 %	1840	1840
				Arm 8 Ahead	Inf	0.0 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	99.2 %	1938	1938
				Arm 8 Left	12.00	0.8 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	43.9 %	1815	1815
				Arm 6 Ahead	Inf	56.1 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	16.7 %	1795	1795
				Arm 6 Right	15.00	83.3 %		
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 DS PM' (FG4: '2041 DS PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	65	1078	76	1219
	B	234	0	12	2	248
	C	914	19	0	10	943
	D	30	0	6	0	36
	Tot.	1178	84	1096	88	2446

Traffic Lane Flows

Lane	Scenario 4: 2041 DS PM
Junction: Site access north	
1/1	12
1/2 (with short)	236(In) 114(Out)
1/3 (short)	122
2/1	436
2/2 (with short)	507(In) 488(Out)
2/3 (short)	19
3/1	562
3/2 (with short)	657(In) 581(Out)
3/3 (short)	76
4/1	84
5/1	553
5/2	625
6/1	506
6/2	590
7/1 (with short)	36(In) 30(Out)
7/2 (short)	6
8/1	88

Lane Saturation Flows

Junction: Site access north

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
1/2 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	22.00	98.2 %	1842	1842
				Arm 8 Ahead	Inf	1.8 %		
1/3 (Park and Ride)	3.50	0.00	Y	Arm 5 Right	Inf	100.0 %	1965	1965
2/1	3.25	0.00	Y	Arm 5 Ahead	Inf	97.7 %	1934	1934
				Arm 8 Left	12.00	2.3 %		
2/2	3.25	0.00	N	Arm 5 Ahead	Inf	100.0 %	2080	2080
2/3	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
3/1 (Toton Lane north)	3.00	0.00	Y	Arm 4 Left	12.00	11.6 %	1888	1888
				Arm 6 Ahead	Inf	88.4 %		
3/2 (Toton Lane north)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
3/3 (Toton Lane north)	3.30	0.00	Y	Arm 8 Right	12.00	100.0 %	1729	1729
4/1 (Link 20 Lane 1)	This lane uses a directly entered Saturation Flow						2000	2000
5/1	Infinite Saturation Flow						Inf	Inf
5/2	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
6/2	Infinite Saturation Flow						Inf	Inf
7/1 (Toton Lane Dev)	3.30	0.00	Y	Arm 5 Left	12.00	100.0 %	1729	1729
7/2 (Toton Lane Dev)	3.30	0.00	Y	Arm 4 Ahead	Inf	0.0 %	1768	1768
				Arm 6 Right	15.00	100.0 %		
8/1	Infinite Saturation Flow						Inf	Inf

Stage Timings

Scenario 1: '2041 RC AM' (FG1: '2041 RC AM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	13	5	7	7	6	20	5	7	7	6
Change Point	0	23	38	53	71	88	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.3%**
Site access north	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.3%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	107	1747	233	45.9%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	60	1840:1965	245+262	11.8 : 11.8%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	435	1937	743	58.6%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	554	2080:1764	750+119	63.8 : 63.8%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	452	1814	635	71.2%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	544	2055:1729	708+24	74.3 : 74.3%
4/1	Link 20	U	N/A	N/A	-		-	-	-	278	2000	2000	13.9%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	125	1729:1768	322+85	30.7 : 30.7%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**16.2**	**5.0**	**0.0**	**21.2**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**16.2**	**5.0**	**0.0**	**21.2**	**-**	**-**	**-**	**-**
1/1	107	107	-	-	-	1.1	0.4	-	1.5	50.2	2.5	0.4	2.9
1/2+1/3	60	60	-	-	-	0.6	0.1	-	0.6	38.5	0.7	0.1	0.8
2/1	435	435	-	-	-	2.7	0.7	-	3.4	27.9	8.8	0.7	9.5
2/2+2/3	554	554	-	-	-	3.7	0.9	-	4.6	29.8	9.8	0.9	10.7
3/1	452	452	-	-	-	3.2	1.2	-	4.4	35.0	9.8	1.2	11.0
3/2+3/3	544	544	-	-	-	3.9	1.4	-	5.3	35.4	11.7	1.4	13.1
4/1	278	278	-	-	-	0.0	0.1	-	0.1	1.0	0.0	0.1	0.1
7/1+7/2	125	125	-	-	-	1.1	0.2	-	1.3	37.8	2.2	0.2	2.4

C1 - Park and Ride

PRC for Signalled Lanes (%): 21.1
PRC Over All Lanes (%): 21.1

Total Delay for Signalled Lanes (pcuHr): 21.16
Total Delay Over All Lanes(pcuHr): 21.24

Cycle Time (s): 180

Stage Timings

Scenario 2: '2041 RC PM' (FG2: '2041 RC PM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	13	5	7	7	6	20	5	7	7	6
Change Point	0	23	38	53	71	88	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
Site access north	-	-	**N/A**	-	-		-	-	-	-	-	-	**81.6%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	6	1747	233	2.6%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	232	1840:1965	245+262	45.7 : 45.8%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	426	1930	740	57.6%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	497	2080:1764	794+32	60.2 : 60.2%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	517	1885	660	78.4%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	615	2055:1729	663+91	81.6 : 81.6%
4/1	Link 20	U	N/A	N/A	-		-	-	-	84	2000	2000	4.2%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	37	1729:1768	313+116	8.6 : 8.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**16.9**	**5.8**	**0.0**	**22.7**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**16.9**	**5.8**	**0.0**	**22.7**	**-**	**-**	**-**	**-**
1/1	6	6	-	-	-	0.1	0.0	-	0.1	42.2	0.1	0.0	0.1
1/2+1/3	232	232	-	-	-	2.3	0.4	-	2.7	42.5	2.8	0.4	3.3
2/1	426	426	-	-	-	2.6	0.7	-	3.3	27.7	8.6	0.7	9.3
2/2+2/3	497	497	-	-	-	3.1	0.8	-	3.9	28.2	9.8	0.8	10.6
3/1	517	517	-	-	-	3.8	1.8	-	5.5	38.5	11.6	1.8	13.4
3/2+3/3	615	615	-	-	-	4.7	2.2	-	6.8	40.1	12.9	2.2	15.0
4/1	84	84	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1+7/2	37	37	-	-	-	0.3	0.0	-	0.4	35.3	0.6	0.0	0.6

C1 - Park and Ride

PRC for Signalled Lanes (%): 10.3
PRC Over All Lanes (%): 10.3

Total Delay for Signalled Lanes (pcuHr): 22.72
Total Delay Over All Lanes(pcuHr): 22.74

Cycle Time (s): 180

Stage Timings

Scenario 3: '2041 DS AM' (FG3: '2041 DS AM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	13	5	7	7	6	20	5	7	7	6
Change Point	0	23	38	53	71	88	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
Site access north	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.6%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	107	1747	233	45.9%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	60	1840:1965	245+262	11.8 : 11.8%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	476	1938	743	64.1%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	599	2080:1764	749+120	68.9 : 68.9%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	481	1815	635	75.7%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	576	2055:1729	706+27	78.6 : 78.6%
4/1	Link 20	U	N/A	N/A	-		-	-	-	297	2000	2000	14.9%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	119	1729:1795	330+59	30.6 : 30.6%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**17.5**	**6.1**	**0.0**	**23.6**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**17.5**	**6.1**	**0.0**	**23.6**	**-**	**-**	**-**	**-**
1/1	107	107	-	-	-	1.1	0.4	-	1.5	50.2	2.5	0.4	2.9
1/2+1/3	60	60	-	-	-	0.6	0.1	-	0.6	38.5	0.7	0.1	0.8
2/1	476	476	-	-	-	3.0	0.9	-	3.9	29.4	9.9	0.9	10.8
2/2+2/3	599	599	-	-	-	4.1	1.1	-	5.2	31.3	10.9	1.1	12.0
3/1	481	481	-	-	-	3.5	1.5	-	5.0	37.3	10.7	1.5	12.2
3/2+3/3	576	576	-	-	-	4.2	1.8	-	6.0	37.7	12.7	1.8	14.5
4/1	297	297	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
7/1+7/2	119	119	-	-	-	1.0	0.2	-	1.3	37.9	2.2	0.2	2.5

C1 - Park and Ride

PRC for Signalled Lanes (%): 14.5
PRC Over All Lanes (%): 14.5

Total Delay for Signalled Lanes (pcuHr): 23.49
Total Delay Over All Lanes(pcuHr): 23.58

Cycle Time (s): 180

Stage Timings

Scenario 4: '2041 DS PM' (FG4: '2041 DS PM', Plan 1: 'NB exit peds alt')

Stage	1	2	4	5	6	1	3	4	5	6
Duration	15	5	7	7	6	18	5	7	7	6
Change Point	0	25	40	55	73	90	118	131	145	163

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Toton Park && Ride future year crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.3%**
Site access north	-	-	**N/A**	-	-		-	-	-	-	-	-	**87.3%**
1/1	Park and Ride Left	U	N/A	N/A	D		2	22	-	12	1747	233	5.2%
1/2+1/3	Park and Ride Right Ahead	U	N/A	N/A	D		2	22	-	236	1842:1965	246+262	46.4 : 46.6%
2/1	Ahead Left	U	N/A	N/A	B		2	67	-	436	1934	741	58.8%
2/2+2/3	Right Ahead	U	N/A	N/A	B C		2	67:20	-	507	2080:1764	794+31	61.5 : 61.5%
3/1	Toton Lane north Left Ahead	U	N/A	N/A	A		2	61	-	562	1888	661	85.0%
3/2+3/3	Toton Lane north Ahead Right	U	N/A	N/A	A K		2	61:16	-	657	2055:1729	665+87	87.3 : 87.3%
4/1	Link 20	U	N/A	N/A	-		-	-	-	84	2000	2000	4.2%
7/1+7/2	Toton Lane Dev Ahead Left Right	U	N/A	N/A	L M		2	34:22	-	36	1729:1768	328+66	9.2 : 9.2%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Toton Park && Ride future year crossroads	**-**	**-**	**0**	**0**	**0**	**18.0**	**8.0**	**0.0**	**26.0**	**-**	**-**	**-**	**-**
Site access north	**-**	**-**	**0**	**0**	**0**	**18.0**	**8.0**	**0.0**	**26.0**	**-**	**-**	**-**	**-**
1/1	12	12	-	-	-	0.1	0.0	-	0.1	42.4	0.3	0.0	0.3
1/2+1/3	236	236	-	-	-	2.4	0.4	-	2.8	42.7	2.8	0.4	3.2
2/1	436	436	-	-	-	2.7	0.7	-	3.4	28.0	8.8	0.7	9.6
2/2+2/3	507	507	-	-	-	3.2	0.8	-	4.0	28.5	10.0	0.8	10.8
3/1	562	562	-	-	-	4.2	2.7	-	6.9	44.3	13.1	2.7	15.8
3/2+3/3	657	657	-	-	-	5.1	3.2	-	8.4	45.8	14.4	3.2	17.6
4/1	84	84	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
7/1+7/2	36	36	-	-	-	0.3	0.1	-	0.4	35.4	0.7	0.1	0.7

C1 - Park and Ride

PRC for Signalled Lanes (%): 3.1
PRC Over All Lanes (%): 3.1

Total Delay for Signalled Lanes (pcuHr): 25.97
Total Delay Over All Lanes(pcuHr): 25.99

Cycle Time (s): 180

mode

transport planning

keep up with mode:

Birmingham
0121 794 8390

London
020 7293 0217

Manchester
0161 464 9495

Reading
0118 211 8180

info@modetransport.co.uk modetransport.co.uk @mode_transport