HIGHWAYS TECHNICAL NOTE

# Toton West, Broxtowe

## EMGM Scenario Four - Junction Capacity Assessments

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

# 1. Introduction

## 1.1 Overview

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

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

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

## 1.2 Background

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

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

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

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

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

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

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

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

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

## 1.3 Purpose of Note

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

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

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

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

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

# 2. EMGM Assessment Methodology

## 2.1 Overview

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

## 2.2 Area of Influence

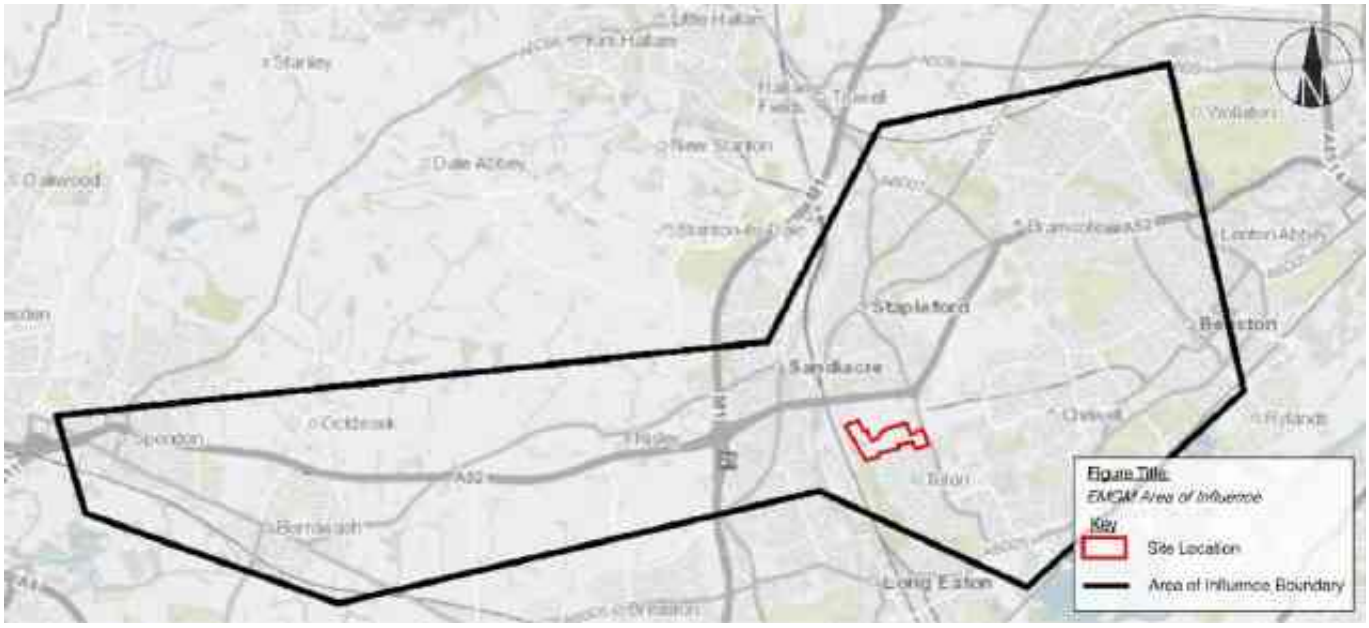
2.2.1 The Area of Influence (AOI) on the surrounding highway network was derived by adding the Toton developments into a future year EMGM Reference Case model with an estimate of trip generations and approximate access locations, this AOI has been agreed as suitable by all parties.

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

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

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

Figure 2.1 Area of Influence Boundary




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

## 2.3 Assessment Scenarios

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

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

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

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

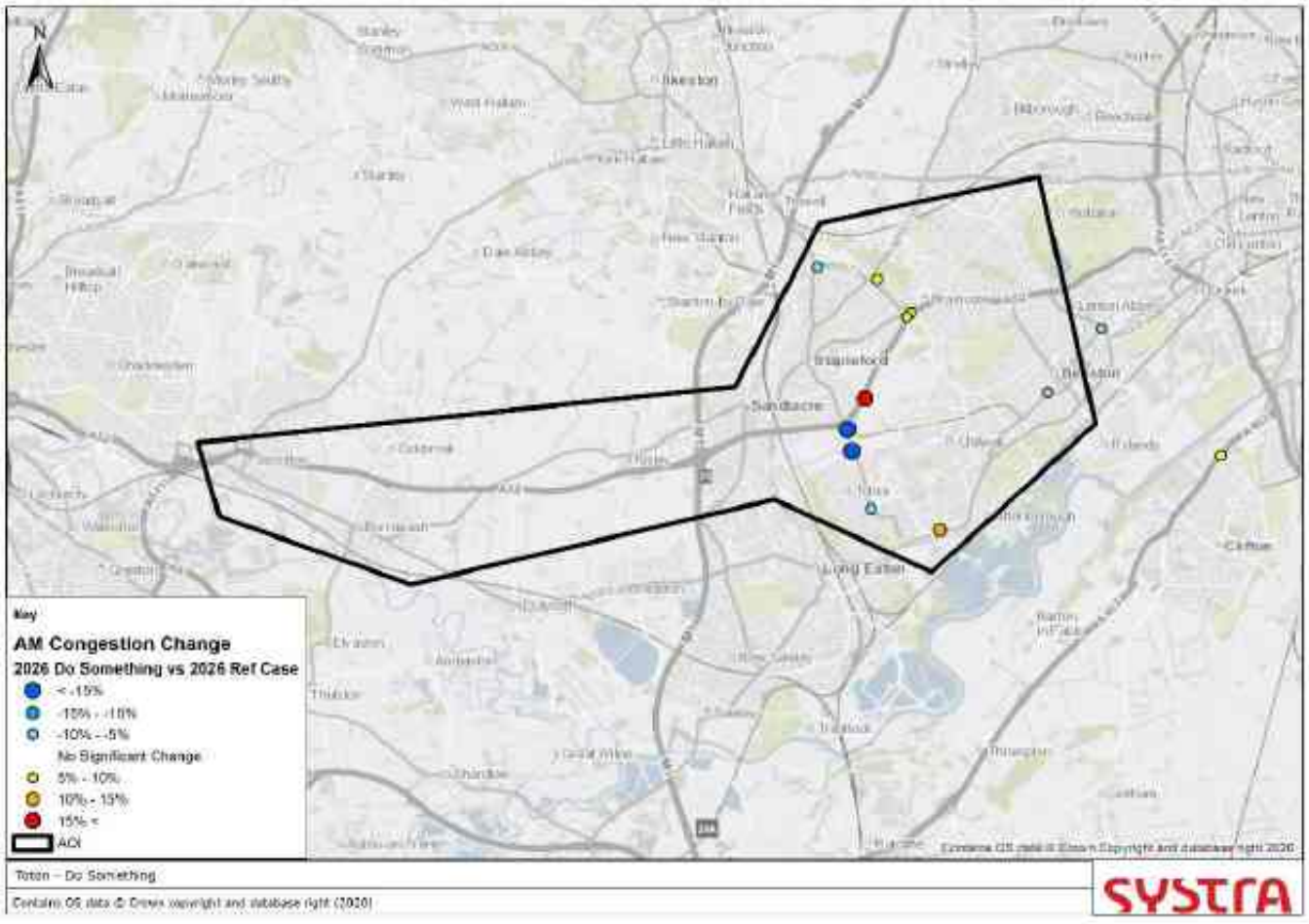
2.3.4 As identified within **Chapter 1**, it is the purpose of this TN to provide the results of the Scenario 4 model, which has been provided at this stage in response to requests from NCC and NH.

## 2.4 Assessment Methodology

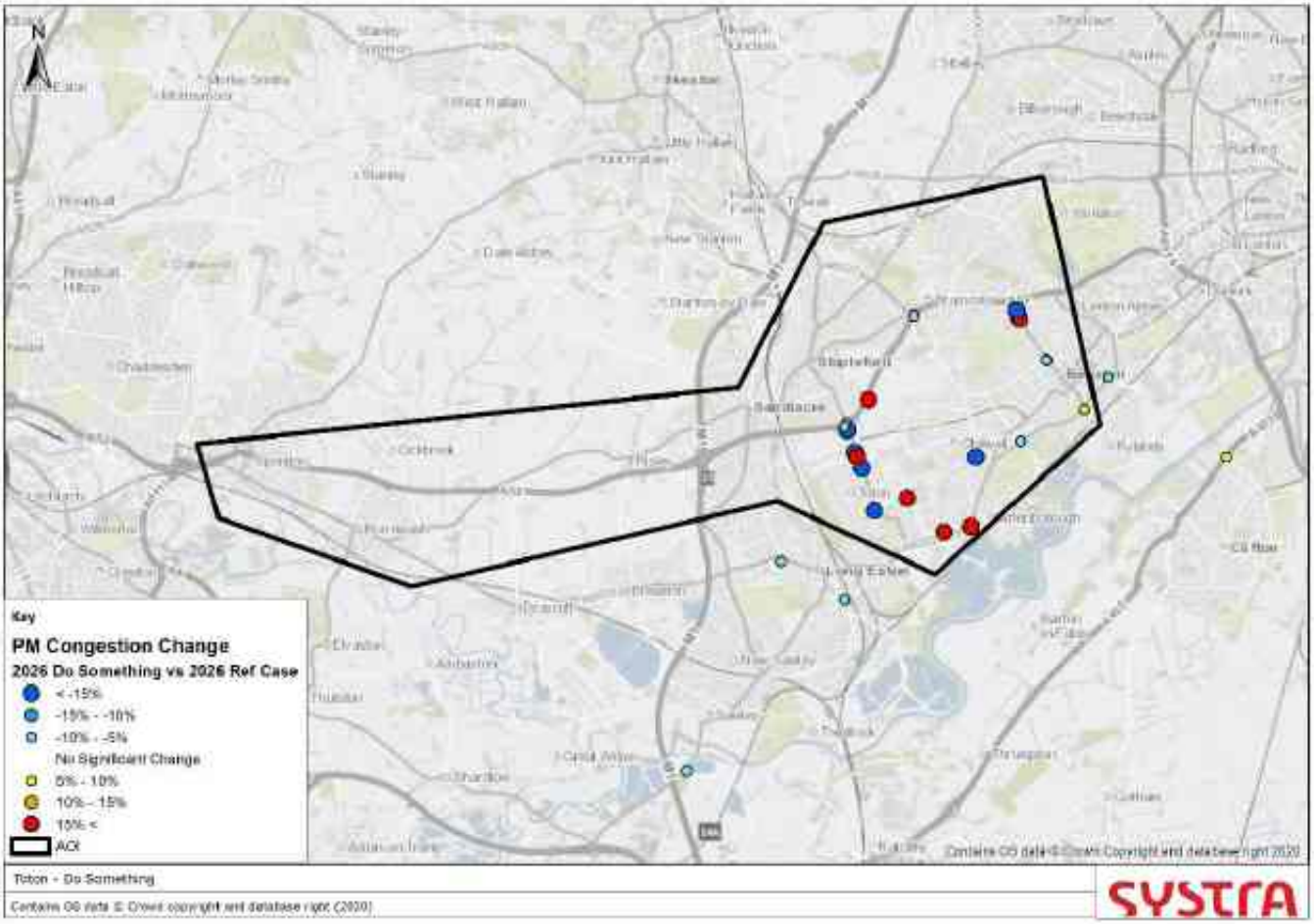
2.4.1 mode has considered the AOI (as illustrated in **Figure 2.1** above) and identified junctions within the AOI which experience an increase in congestion in the relevant Do Something modelling scenarios of Scenario 4.

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

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



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



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

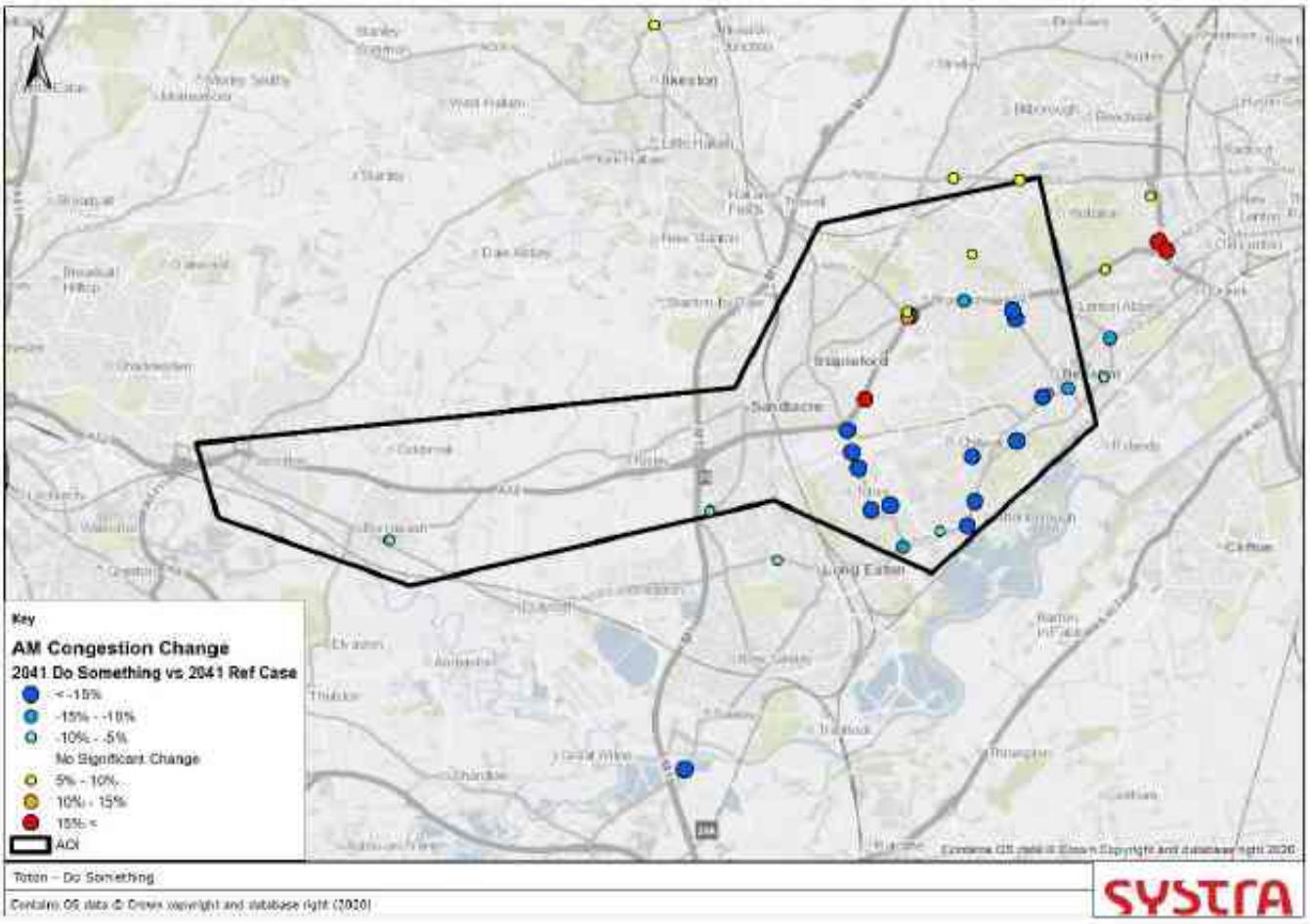
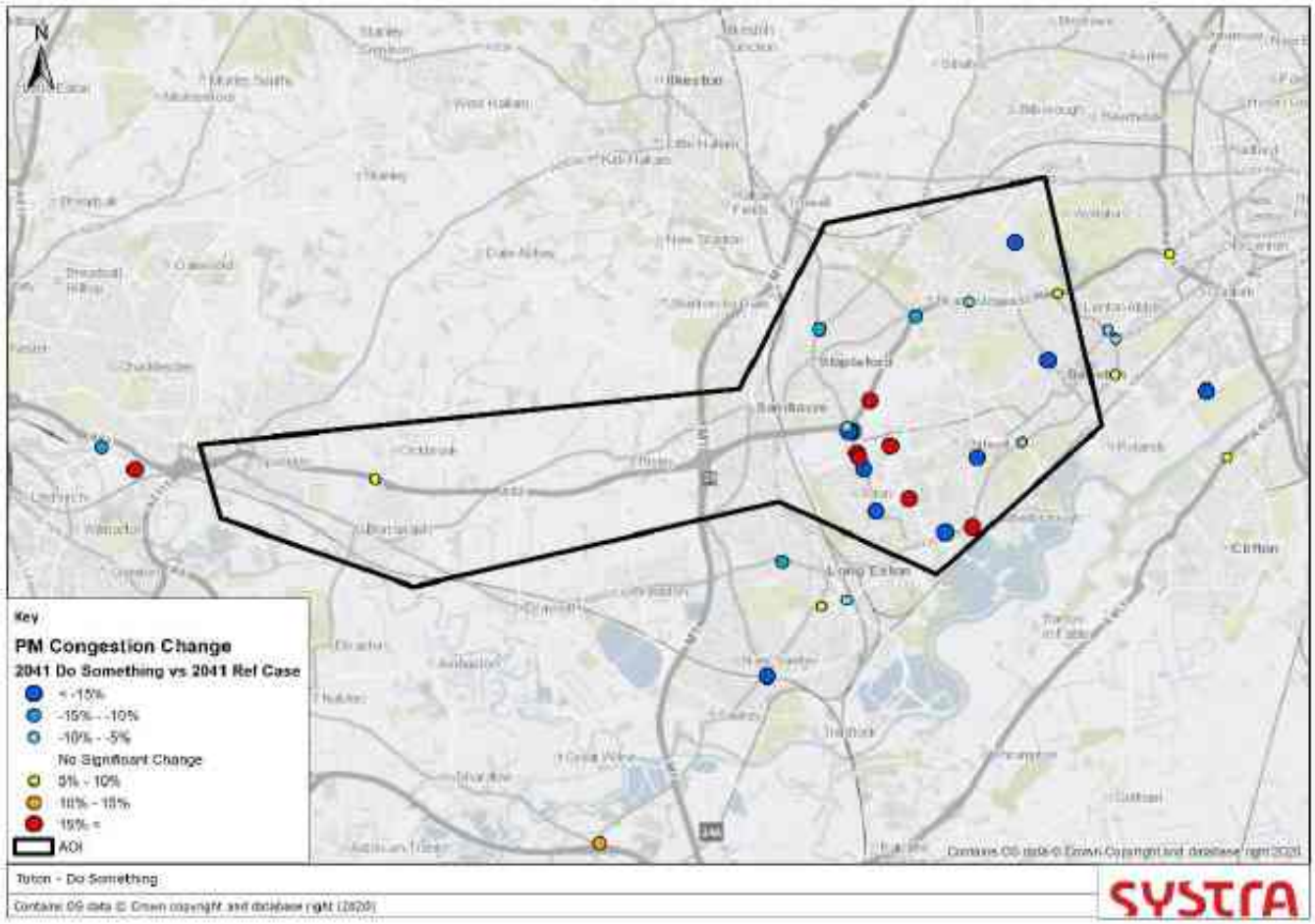


Figure 2.5 2041 Do Something vs Reference Case (PM Change in Congestion) – Scenario 4




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

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

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

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

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

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

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

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

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

## 2.5 Furnessing Technique

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

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

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

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

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

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

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

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

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

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

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

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

# 3. Junction Capacity Assessment

## 3.1 Overview

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

## 3.2 Model Parameters

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

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

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

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

## 3.3 Strategic Road Network Junction Capacity Results

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

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

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

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

### Bardills Roundabout

3.3.5 The Bardills signalised roundabout is a five-arm roundabout junction, with a main B6003 route through the central reservation, providing access to the key arterial route of the A52 Brian Clough Way running towards Nottingham City Centre to the east and Junction 25 of the M1 to the west.

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

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

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

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

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

### Table 3.1 Bardills Signalised Roundabout Junction

| | AM Peak Period (08:00-09:00) | | | PM Peak Period (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | DoS (%) | MMQ (PCU) | Delay /PCU (s) | DoS (%) | MMQ (PCU) | Delay /PCU (s) |
| **2026 Reference Case** | | | | | | |
| A52 Brian Clough Way NE | 69.4% | 11 | 16 | 56.6% | 8 | 14 |
| Bardills Garden Centre Parking | 1.2% | 0 | 19 | 2.9% | 0 | 19 |
| B6003 Toton Lane S | 81.1% | 8 | 42 | 88.2% | 10 | 48 |
| A52 Brian Clough Way West | 83.3% | 17 | 22 | 82.2% | 15 | 17 |
| B6003 Toton Lane N | 87.2% | 10 | 43 | 88.4% | 11 | 46 |
| Junction PRC | | 3.2% | | | 1.8% | |
| **2026 Do Something** | | | | | | |
| A52 Brian Clough Way NE | 66.4% | 10 | 15 | 57.8% | 8 | 15 |
| Bardills Garden Centre Parking | 1.2% | 0 | 18 | 3% | 0 | 19 |
| B6003 Toton Lane S | 68.5% | 6 | 32 | 81.9% | 9 | 40 |
| A52 Brian Clough Way West | 81.1% | 14 | 16 | 82..4% | 14 | 18 |
| B6003 Toton Lane N | 85% | 9 | 40 | 92.7% | 14 | 53 |
| Junction PRC | | 5.8% | | | -3% | |
| **2041 Reference Case** | | | | | | |
| A52 Brian Clough Way NE | 73.3% | 12 | 17 | 56.6% | 8 | 14 |

| | AM Peak Period (08:00-09:00) | | | PM Peak Period (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | DoS (%) | MMQ (PCU) | Delay /PCU (s) | DoS (%) | MMQ (PCU) | Delay /PCU (s) |
| Bardills Garden Centre Parking | 1.2% | 0 | 18 | 2.8% | 0 | 18 |
| B6003 Toton Lane S | 80.6% | 8 | 42 | 94.2% | 14 | 61 |
| A52 Brian Clough Way West | 87.3% | 17 | 19 | 94.8% | 24 | 30 |
| B6003 Toton Lane N | 77.7% | 7 | 34 | 87.3% | 10 | 43 |
| Junction PRC | | 3.1% | | | -8.3% | |
| **2041 Do Something** | | | | | | |
| A52 Brian Clough Way NE | 78.6% | 13 | 18 | 59.9% | 8 | 15 |
| Bardills Garden Centre Parking | 1.2% | 0 | 18 | 2.9% | 0 | 18 |
| B6003 Toton Lane S | 93.8% | 13 | 54 | 76.9% | 8 | 38 |
| A52 Brian Clough Way West | 83.1% | 14 | 17 | 94.8% | 23 | 30 |
| B6003 Toton Lane N | 83.9% | 9 | 38 | 92.5% | 14 | 52 |
| Junction PRC | | -4.2% | | | -5.3% | |

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

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

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

### Bramcote Island

3.3.14 The Bramcote island is a significant five-arm roundabout junction. It is also understood that MOVA operates at Bramcote Island, therefore the junction will have capability to run more efficiently than is demonstrated in the modelling results below and that the junction could therefore operate with a greater level of capacity than indicated (see paragraphs 3.3.6 – 3.3.8 above). A summary of the results of the LinSig assessment is provided in **Table 3.2**, below.

**Table 3.2 Bramcote Signalised Roundabout Capacity Results**

| | AM Peak Period (08:00-09:00) | | | PM Peak Period (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | DoS (%) | MMQ (PCU) | Delay /PCU (s) | DoS (%) | MMQ (PCU) | Delay /PCU (s) |
| **2026 Reference Case** | | | | | | |
| A6007 Ilkeston Road | 81.9 | 4 | 27 | 71.9 | 3 | 10 |
| A52 Brian Clough Way East | 57.3 | 9 | 17 | 48.5 | 7 | 16 |
| Town Street | 76.5 | 5 | 23 | 76.6 | 4 | 26 |
| A52 Brian Clough Way West | 88.8 | 18 | 32 | 81.0 | 14 | 25 |
| B5010 Derby Road | 73.9 | 5 | 20 | 50.2 | 2 | 6 |
| Junction PRC | | 1.3% | | | 8.0% | |
| **2026 Do Something** | | | | | | |
| A6007 Ilkeston Road | 82.2 | 4 | 32 | 80.9 | 3 | 14 |
| A52 Brian Clough Way East | 54.3 | 8 | 17 | 52.8 | 8 | 17 |
| Town Street | 78.8 | 5 | 25 | 91.0 | 5 | 30 |
| A52 Brian Clough Way West | 93.8 | 22 | 39 | 84.7 | 14 | 26 |
| B5010 Derby Road | 77.3 | 5 | 9 | 52.9 | 2 | 16 |
| Junction PRC | | -4.2% | | | -1.1% | |
| **2041 Reference Case** | | | | | | |
| A6007 Ilkeston Road | 91.5 | 6 | 62 | 78.5 | 4 | 13 |
| A52 Brian Clough Way East | 65.1 | 11 | 18 | 49.6 | 7 | 17 |
| Town Street | 86.0 | 7 | 31 | 62.6 | 3 | 17 |
| A52 Brian Clough Way West | 94.7 | 23 | 42 | 86.3 | 15 | 27 |

| | AM Peak Period (08:00-09:00) | | | PM Peak Period (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | DoS (%) | MMQ (PCU) | Delay /PCU (s) | DoS (%) | MMQ (PCU) | Delay /PCU (s) |
| B5010 Derby Road | 73.6 | 5 | 6 | 44.1 | 2 | 3 |
| Junction PRC | | -7.4% | | | 4.2% | |
| **2041 Do Something** | | | | | | |
| A6007 Ilkeston Road | 94.9 | 6 | 61 | 85.2 | 4 | 16 |
| A52 Brian Clough Way East | 60.0 | 9 | 16 | 53.0 | 7 | 17 |
| Town Street | 91.4 | 8 | 44 | 91.5 | 5 | 33 |
| A52 Brian Clough Way West | 102.6 | 45 | 107 | 90.0 | 17 | 29 |
| B5010 Derby Road | 66.2 | 4 | 4 | 47.4 | 2 | 3 |
| Junction PRC | | -14.0% | | | -1.7% | |

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

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

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

### A52 / Victoria Avenue

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

### Table 3.3 A52 / Victoria Avenue Capacity Results

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

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

3.3.20 In this regard, it should be noted that capacity assessment results which exceed an RFC of 1.00 often generate queue lengths that are subject to exponential growth. For this reason, consideration should be made that queue lengths on over-capacity approach arms may be indicative rather than representative of actual observed conditions.

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

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

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

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

### Priory Roundabout

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

Table 3.4 Priory Island Capacity Results

| | AM Peak Period (08:00-09:00) | | | PM Peak Period (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | DoS (%) | MMQ (PCU) | Delay /PCU (s) | DoS (%) | MMQ (PCU) | Delay /PCU (s) |
| **2026 Reference Case** | | | | | | |
| Walton Vale | 69.7% | 8 | 31 | 56.2% | 5 | 35 |
| Derby Road (E) | 68.5% | 14 | 16 | 50.1% | 7 | 9 |
| Woodside Road | 63.8% | 10 | 29 | 67.5% | 11 | 20 |
| Derby Road (W) | 53.4% | 10 | 16 | 57.1% | 11 | 18 |
| Junction PRC | | 29.2% | | | 33.4% | |
| **2026 Do Something** | | | | | | |
| Walton Vale | 70% | 8 | 31 | 60.6% | 5 | 37 |
| Derby Road (E) | 62.9% | 12 | 18 | 53.4% | 7 | 9 |
| Woodside Road | 68.4% | 10 | 32 | 65.6% | 11 | 21 |
| Derby Road (W) | 59.6% | 11 | 19 | 57.7% | 11 | 18 |
| Junction PRC | | 25.3% | | | 37.1% | |
| **2041 Reference Case** | | | | | | |
| Walton Vale | 71.8% | 8 | 33 | 64.8% | 6 | 37 |
| Derby Road (E) | 63.1% | 12 | 14 | 59.5% | 11 | 14 |
| Woodside Road | 65.4% | 11 | 26 | 71.3% | 12 | 23 |
| Derby Road (W) | 66.4% | 13 | 22 | 64.7% | 13 | 21 |
| Junction PRC | | 25.2% | | | 26.3% | |
| **2041 Do Something** | | | | | | |

| | AM Peak Period (08:00-09:00) | | | PM Peak Period (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | DoS (%) | MMQ (PCU) | Delay /PCU (s) | DoS (%) | MMQ (PCU) | Delay /PCU (s) |
| Walton Vale | 73.7% | 8 | 34 | 55.9% | 6 | 30 |
| Derby Road (E) | 70% | 13 | 20 | 68.4% | 13 | 20 |
| Woodside Road | 73.2% | 12 | 32 | 68.9% | 11 | 26 |
| Derby Road (W) | 61.6% | 12 | 18 | 68.6% | 14 | 22 |
| Junction PRC | | 20.6% | | | 30.6% | |

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

### Toton North / A52 – Proposed Site Access

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

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

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

**Table 3.5 Toton North / A52 Proposed Site Access Signalised Junction Results**

| | AM Peak Period (08:00-09:00) | | | PM Peak Period (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | DoS (%) | MMQ (PCU) | Delay /PCU (s) | DoS (%) | MMQ (PCU) | Delay /PCU (s) |
| **2026 Do Something** | | | | | | |
| A52 Brian Clough Way West | 59.5 | 8 | 11 | 62.7 | 6 | 11 |
| Toton North Access | 70.6 | 6 | 27 | 62.3 | 4 | 29 |
| A52 Brian Clough Way East | 70.3 | 8 | 24 | 60.4 | 7 | 19 |
| Junction PRC | | 27.5 | | | 43.5 | |

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

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

## 3.4 Local Highway Network Junction Capacity Results

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

### Nottingham Road / Barratt Lane Ghost Right Turn Lane Junction

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

**Table 3.6 Nottingham Road / Barratt Lane Junction Capacity Results**

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

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

### Rivergreen Crescent / Thoresby Road / Bramcote Lane T Junction

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

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

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

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

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

### Trowell Road / Wollaton Road / Russell Drive T Junction

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

**Table 3.8 Nottingham Road / Barratt Lane Junction Capacity Results**

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

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

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

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

### Table 3.9 Park & Ride / B6003 Signalised Junction Capacity Results

| | AM Peak Period (08:00-09:00) | | | PM Peak Period (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | DoS (%) | MMQ (PCU) | Delay /PCU (s) | DoS (%) | MMQ (PCU) | Delay /PCU (s) |
| **2041 Reference Case** | | | | | | |
| B6003 Stapleford Lane North | 74.3% | 13 | 35 | 81.5% | 15 | 40 |
| Toton Park and Ride Access | 45.9% | 3 | 50 | 45.8% | 3 | 43 |
| B6003 Stapleford Lane South | 63.6% | 11 | 30 | 60.2% | 11 | 28 |
| Committed Development Site Access | 30.7% | 2 | 38 | 8.6% | 1 | 35 |
| Junction PRC | | 21.1% | | | 10.5% | |
| **2041 Do Something** | | | | | | |
| B6003 Stapleford Lane North | 68.5% | 12 | 33 | 85.5% | 17 | 44 |
| Toton Park and Ride Access | 45.9% | 3 | 50 | 40.7% | 3 | 42 |
| B6003 Stapleford Lane South | 59.5% | 10 | 29 | 46.7% | 8 | 26 |
| Committed Development Site Access | 31.4% | 3 | 38 | 9.4% | 1 | 35 |
| Junction PRC | | 31.4% | | | 5.2% | |

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

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

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

3.4.12 As referenced within paragraph 5.3.1 of the submitted TA, the vehicular access to the site will be achieved through the provision of a new signalised crossroads junction with the B6003 Stapleford Lane. The site access will form the western arm of the signalised crossroads with the eastern arm providing access to potential development at Toton East (currently in determination under planning reference 25/00255/FUL).

3.4.13 Whilst this application and access is to be determined on its own merits, from a practical delivery perspective, the access has been designed as a crossroads to provide opportunity for access into Toton East and ensure the allocated land isn't prejudiced by the delivery of an access only into Toton West, whilst also minimising potentially abortive construction work and impacts on the adjacent highway network. In Scenario 4, the junction will provide access to the Toton link road from the B6004.

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

Table 3.10 B6003 / Toton West Site Access / Toton East Site Access Assessment Results

| | AM Peak Period (08:00-09:00) | | | PM Peak Period (17:00-18:00) | | |
|---|---|---|---|---|---|---|
| | DoS (%) | MMQ (PCU) | Delay /PCU (s) | DoS (%) | MMQ (PCU) | Delay /PCU (s) |
| **2041 Do Something** | | | | | | |
| B6003 Stapleford Lane North | 68.5% | 12 | 33 | 85.5% | 17 | 44 |
| Toton Park and Ride Access | 45.9% | 3 | 50 | 40.7% | 3 | 42 |
| B6003 Stapleford Lane South | 59.5% | 10 | 29 | 46.7% | 8 | 26 |
| Committed Development Site Access | 31.4% | 3 | 38 | 9.4% | 1 | 35 |
| Junction PRC | 31.4% | | | 5.2% | | |

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

# 4. Summary & Conclusion

## 4.1 Summary

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

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

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

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

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

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

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

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

## 4.2 Conclusion

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

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

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

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

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

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

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

# APPENDICES

# APPENDIX A

Communications with NCC

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

Hi Josh,

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

Thanks

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

---

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

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Hi Tom,

Thank you for this.

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

Many thanks in advance.

Kind Regards,

Josh Norris BSc (Hons) MSc MCIHT
Associate Director

0121 794 8390
07990 276 384
[redacted]

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

keep up with mode:

be green, keep it on the screen!

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

Hi Patrick,

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

Thanks

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

---

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

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Hi Tom

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

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

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

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

Kind regards

Patrick Magner BA (Hons) MSc
Senior Transport Planner

[redacted]

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

keep up with mode:

be green, keep it on the screen

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

Hi Josh,

Very well thank you, I hope you are too?

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

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

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

Thanks,
Helen

---

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

Afternoon Both,

I hope you're both keeping well.

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

Kind Regards,

Josh Norris BSc (Hons) MSc MCIHT
Associate Director

0121 794 8390
07990 276 384
[redacted]

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

keep up with mode:

be green, keep it on the screen!

---

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

Hi Josh,

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

Thanks

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

---

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

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Hi Tom,

Thanks for this.

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

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

Kind Regards,

Josh Norris BSc (Hons) MSc MCIHT
Associate Director

0121 794 8390
07990 276 384
[redacted]

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

keep up with mode:

be green, keep it on the screen!

---

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

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

Hi Patrick,

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

Kind regards,

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

---

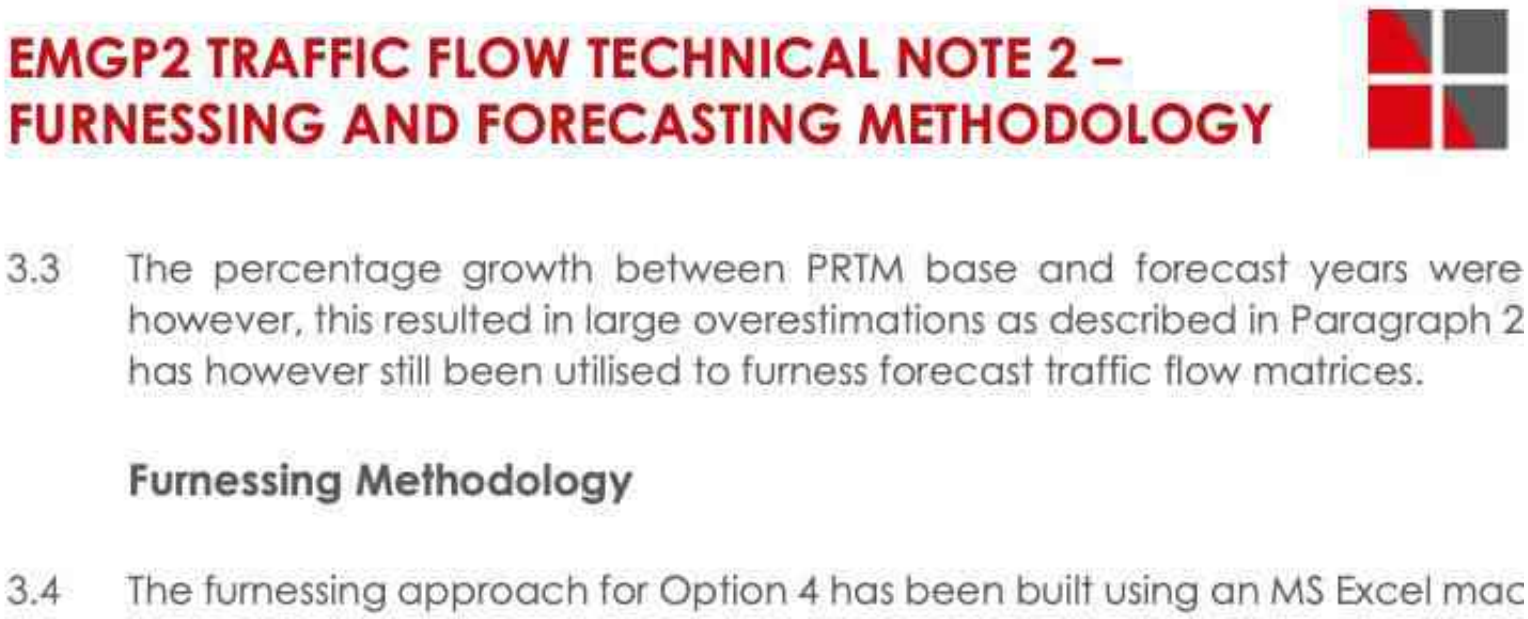
**From:** Patrick Magner [redacted]
**Sent:** 27 July 2026 16:29
**To:** Tom Boylan [redacted]
**Cc:** David Frisb [redacted] Josh Norris [redacted] Ben Fairgrieve [redacted] Matt Lee [redacted]
**Subject:** Re: Jan Witko Leave

**CAUTION: This email was sent by an external email address. Please do not click on any links or download any attachments unless you know it originates from a trusted source.**

Hi Tom

I hope you are well.

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




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

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

Kind regards

Patrick Magner BA (Hons) MSc
Senior Transport Planner

0121 794 8390

[redacted]

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

keep up with mode:

[redacted]

# APPENDIX B

Furnessed Turning Flows Worked Spreadsheet

2025 MCC Data AM

Toton W Access

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

2025 MCC Data PM

Toton W Access

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

2026 MCC Data AM Growthed TEMPro 1.0085

Toton W Access

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

2026 MCC Data PM Growthed TEMPro 1.0081

Toton W Access

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

Absolute Difference Method

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

Systra Turning Counts: 2026 Reference Case AM

Toton W Access

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

Systra Turning Counts: 2026 Reference Case PM

Toton W Access

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

Furnessed Data: 2026 Reference Case AM

Toton W Access

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

Furnessed Data: 2026 Reference Case PM

Toton W Access

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

Systra Turning Counts: 2041 Reference Case AM

Toton W Access

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

Systra Turning Counts: 2041 Reference Case PM

Toton W Access

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

Furnessed Data: 2041 Reference Case AM

Toton W Access

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

Furnessed Data: 2041 Reference Case PM

Toton W Access

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

Systra Turning Counts: 2026 Do Something AM

Toton W Access

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

Systra Turning Counts: 2026 Do Something PM

Toton W Access

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

Furnessed Data: 2026 Do Something AM

Toton W Access

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

Furnessed Data: 2026 Do Something PM

Toton W Access

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

Systra Turning Counts: 2041 Do Something AM

Toton W Access

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

Systra Turning Counts: 2041 Do Something PM

Toton W Access

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

Furnessed Data: 2041 Do Something AM

Toton W Access

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

Furnessed Data: 2041 Do Something PM

Toton W Access

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

2025 MCC Data AM

Bardills Roundabout Junction

PCU Total

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

2025 MCC Data PM

Bardills Roundabout Junction

PCU Total

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

2026 MCC Data AM Growthed TEMPro 1.0122

Bardills Roundabout Junction

PCU Total

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

2026 MCC Data PM Growthed TEMPro 1.0118

Bardills Roundabout Junction

PCU Total

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

Absolute Difference Method

Systra Turning Counts: 2026 Reference Case AM

Bardills Roundabout Junction

PCU Total

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

Systra Turning Counts: 2026 Reference Case PM

Bardills Roundabout Junction

PCU Total

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

Furnessed Data: 2026 Reference Case AM

Bardills Roundabout Junction

PCU Total

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

Furnessed Data: 2026 Reference Case PM

Bardills Roundabout Junction

PCU Total

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

Systra Turning Counts: 2041 Reference Case AM

Bardills Roundabout Junction

PCU Total

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

Systra Turning Counts: 2041 Reference Case PM

Bardills Roundabout Junction

PCU Total

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

Furnessed Data: 2041 Reference Case AM

Bardills Roundabout Junction

PCU Total

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

Furnessed Data: 2041 Reference Case PM

Bardills Roundabout Junction

PCU Total

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

Systra Turning Counts: 2026 Do Something AM

Bardills Roundabout Junction

PCU Total

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

Systra Turning Counts: 2026 Do Something PM

Bardills Roundabout Junction

PCU Total

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

Furnessed Data: 2026 Do Something AM

Bardills Roundabout Junction

PCU Total

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

Furnessed Data: 2026 Do Something PM

Bardills Roundabout Junction

PCU Total

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

Systra Turning Counts: 2041 Do Something AM

Bardills Roundabout Junction

PCU Total

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

Systra Turning Counts: 2041 Do Something PM

Bardills Roundabout Junction

PCU Total

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

Furnessed Data: 2041 Do Something AM

Bardills Roundabout Junction

PCU Total

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

Furnessed Data: 2041 Do Something PM

Bardills Roundabout Junction

PCU Total

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

2026 MCC Data AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

2026 MCC Data AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Systra Turning Counts: 2026 Reference Case AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Systra Turning Counts: 2041 Reference Case AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Systra Turning Counts: 2026 Do Something AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Systra Turning Counts: 2041 Do Something AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

2026 MCC Data PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

2026 MCC Data PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Systra Turning Counts: 2026 Reference Case PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Systra Turning Counts: 2041 Reference Case PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Systra Turning Counts: 2026 Do Something PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Systra Turning Counts: 2041 Do Something PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Absolute Difference Method

Furnessed Data: 2026 Reference Case AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Furnessed Data: 2041 Reference Case AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Furnessed Data: 2026 Do Something AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Furnessed Data: 2041 Do Something AM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Furnessed Data: 2026 Reference Case PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Furnessed Data: 2041 Reference Case PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Furnessed Data: 2026 Do Something PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

Furnessed Data: 2041 Do Something PM

Nottingham Road (A6005) / Barratt Lane Ghost Right Junction

Total PCU

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

2025 MCC Data AM

Bramcote Roundabout Junction

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

2025 MCC Data PM

Bramcote Roundabout Junction

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

2026 MCC Data AM Growthed TEMPro 1.0122

Bramcote Roundabout Junction

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

2026 MCC Data PM Growthed TEMPro 1.0118

Bramcote Roundabout Junction

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

Absolute Difference Method

Percentage Difference Methodolog

Systra Turning Counts: 2026 Reference Case AM

Bramcote Roundabout Junction

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

Systra Turning Counts: 2026 Reference Case PM

Bramcote Roundabout Junction

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

Systra Turning Counts: 2041 Reference Case AM

Bramcote Roundabout Junction

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

Systra Turning Counts: 2041 Reference Case PM

Bramcote Roundabout Junction

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

Systra Turning Counts: 2026 Do Something AM

Bramcote Roundabout Junction

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

Systra Turning Counts: 2026 Do Something PM

Bramcote Roundabout Junction

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

Systra Turning Counts: 2041 Do Something AM

Bramcote Roundabout Junction

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

Systra Turning Counts: 2041 Do Something PM

Bramcote Roundabout Junction

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

Furnessed Data: 2026 Reference Case AM

Bramcote Roundabout Junction

| PCU Total | | | | | |
|---|---|---|---|---|---|
| A52 Bramcot A6007 | A52 E | Town St | A52 W | B5010 | |
| A6007 | | | | | |
| A52 E | | | | | |
| Town St | Use MCC Data Growthed to 2026 | | | | |
| A52 W | | | | | |
| B5010 | | | | | |

Furnessed Data: 2026 Reference Case PM

Bramcote Roundabout Junction

| PCU Total | | | | | |
|---|---|---|---|---|---|
| A52 Bramcot A6007 | A52 E | Town St | A52 W | B5010 | |
| A6007 | | | | | |
| A52 E | | | | | |
| Town St | Use MCC Data Growthed to 2026 | | | | |
| A52 W | | | | | |
| B5010 | | | | | |

Furnessed Data: 2041 Reference Case AM

Bramcote Roundabout Junction

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

Furnessed Data: 2041 Reference Case PM

Bramcote Roundabout Junction

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

Furnessed Data: 2041 Reference Case AM

Bramcote Roundabout Junction

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

Furnessed Data: 2041 Reference Case PM

Bramcote Roundabout Junction

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

Furnessed Data: 2026 Do Something AM

Bramcote Roundabout Junction

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

Furnessed Data: 2026 Do Something PM

Bramcote Roundabout Junction

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

Furnessed Data: 2026 Do Something AM

Bramcote Roundabout Junction

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

Furnessed Data: 2026 Do Something PM

Bramcote Roundabout Junction

| PCU Total | | | | | |
|---|---|---|---|---|---|
| A52 Bramcot A6007 | A52 E | Town St | A52 W | B5010 | |
| A6007 | 0 | 249 | 133 | 434 | 0 |
| A52 E | 268 | 0 | 8 | 920 | 254 |
| Town St | 124 | 37 | 0 | 53 | 60 |
| A52 W | 407 | 1233 | 142 | 0 | 60 |
| B5010 | 0 | 231 | 66 | 82 | 0 |

Furnessed Data: 2041 Do Something AM

Bramcote Roundabout Junction

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

Furnessed Data: 2041 Do Something PM

Bramcote Roundabout Junction

| PCU Total | | | | | |
|---|---|---|---|---|---|
| A52 Bramcot A6007 | A52 E | Town St | A52 W | B5010 | |
| A6007 | 0 | 261 | 113 | 375 | 42 |
| A52 E | 134 | 59 | 25 | 968 | 385 |
| Town St | 122 | 42 | 0 | 125 | 72 |
| A52 W | 372 | 1342 | 129 | 0 | 71 |
| B5010 | 34 | 249 | 88 | 131 | 0 |

Furnessed Data: 2041 Do Something AM

Bramcote Roundabout Junction

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

Furnessed Data: 2041 Do Something PM

Bramcote Roundabout Junction

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

2025 MCC Data AM

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

PCU Total

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

2025 MCC Data PM

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

PCU Total

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

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

2026 MCC Data AM Growthed TEMPro 1.0085

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

PCU Total

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

2026 MCC Data PM Growthed TEMPro 1.0081

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

PCU Total

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

Absolute Difference Method

Systra Turning Counts: 2026 Reference Case AM

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

PCU Total

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

Systra Turning Counts: 2026 Reference Case PM

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

PCU Total

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

Systra Turning Counts: 2041 Reference Case AM

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

PCU Total

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

Systra Turning Counts: 2041 Reference Case PM

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

PCU Total

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

Systra Turning Counts: 2026 Do Something AM

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

PCU Total

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

Systra Turning Counts: 2026 Do Something PM

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

PCU Total

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

Systra Turning Counts: 2041 Do Something AM

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

PCU Total

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

Systra Turning Counts: 2041 Do Something PM

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

PCU Total

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

Furnessed Data: 2026 Reference Case AM

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

PCU Total

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

Furnessed Data: 2026 Reference Case PM

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

PCU Total

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

Furnessed Data: 2041 Reference Case AM

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

PCU Total

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

Furnessed Data: 2041 Reference Case PM

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

PCU Total

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

Furnessed Data: 2026 Do Something AM

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

PCU Total

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

Furnessed Data: 2026 Do Something PM

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

PCU Total

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

Furnessed Data: 2041 Do Something AM

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

PCU Total

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

Furnessed Data: 2041 Do Something PM

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

PCU Total

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

2025 MCC Data AM

Toton N Site Access

PCU Total

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

2026 MCC Data AM Growthed TEMPro 1.0085

Toton N Site Access

PCU Total

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

Systra Turning Counts: 2026 Reference Case AM

Toton N Site Access

PCU Total

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

Systra Turning Counts: 2041 Reference Case AM

Toton N Site Access

PCU Total

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

Systra Turning Counts: 2026 Do Something AM

Toton N Site Access

PCU Total

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

Systra Turning Counts: 2041 Do Something AM

Toton N Site Access

PCU Total

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

2025 MCC Data PM

Toton N Site Access

PCU Total

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

2026 MCC Data PM Growthed TEMPro 1.0081

Toton N Site Access

PCU Total

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

Systra Turning Counts: 2026 Reference Case PM

Toton N Site Access

PCU Total

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

Systra Turning Counts: 2041 Reference Case PM

Toton N Site Access

PCU Total

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

Systra Turning Counts: 2026 Do Something PM

Toton N Site Access

PCU Total

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

Systra Turning Counts: 2041 Do Something PM

Toton N Site Access

PCU Total

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

Absolute Difference Method

Furnessed Data: 2026 Reference Case AM

Toton N Site Access

PCU Total

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

Furnessed Data: 2041 Reference Case AM

Toton N Site Access

PCU Total

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

Furnessed Data: 2026 Do Something AM

Toton N Site Access

PCU Total

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

Furnessed Data: 2041 Do Something AM

Toton N Site Access

PCU Total

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

Furnessed Data: 2026 Reference Case PM

Toton N Site Access

PCU Total

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

Furnessed Data: 2041 Reference Case PM

Toton N Site Access

PCU Total

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

Furnessed Data: 2026 Do Something PM

Toton N Site Access

PCU Total

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

Furnessed Data: 2041 Do Something PM

Toton N Site Access

PCU Total

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

2026 MCC Data AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

2026 MCC Data AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Systra Turning Counts: 2026 Reference Case AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Systra Turning Counts: 2041 Reference Case AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Systra Turning Counts: 2026 Do Something AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Systra Turning Counts: 2041 Do Something AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

2026 MCC Data PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

2026 MCC Data PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Systra Turning Counts: 2026 Reference Case PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Systra Turning Counts: 2041 Reference Case PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Systra Turning Counts: 2026 Do Something PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Systra Turning Counts: 2041 Do Something PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Absolute Difference Method

Furnessed Data: 2026 Reference Case AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Furnessed Data: 2041 Reference Case AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Furnessed Data: 2026 Do Something AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Furnessed Data: 2041 Do Something AM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Furnessed Data: 2026 Reference Case PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Furnessed Data: 2041 Reference Case PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Furnessed Data: 2026 Do Something PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

Furnessed Data: 2041 Do Something PM

A609 Trowell Road / A609 Russell Drive / Wollaton Road

Total PCU

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

# APPENDIX C

## Systra EMGM Turning Flows

Lights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies (PCU)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Total (PCU)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies (actual)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies %

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Total

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

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

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

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

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

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

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

| A6005 Queens Road/Station Road | A6005 W | Station Road N | A6005 E | Station Road S |
|---|---|---|---|---|
| A6005 W | | 198 | 636 | 162 |
| Station Road N | 82 | | 198 | 161 |
| A6005 E | 758 | 204 | | 48 |
| Station Road S | 177 | 289 | 101 | |

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

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

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

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 230 | 326 | 8 |
| A52 E | 69 | | 122 | 1222 |
| Wollaton Road | 657 | 157 | | 706 |
| A52 W | 58 | 1134 | 140 | |

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

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

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

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

Heavies (actual)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies %

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lights

| A52 Bramcote Island | A6007 | A52 E | Town St | A52 W | B5010 |
|---|---|---|---|---|---|
| A6007 | | 313 | 227 | 388 | 0 |
| A52 E | 375 | | 80 | 1216 | 235 |
| Town St | 159 | 1 | | 63 | 9 |
| A52 W | 519 | 1181 | 172 | | 67 |
| B5010 | 0 | 367 | 81 | 126 | |

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Total

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

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

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

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

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

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

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

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

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

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

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

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 359 | 552 | 9 |
| A52 E | 110 | | 393 | 1074 |
| Wollaton Road | 343 | 426 | | 185 |
| A52 W | 40 | 1204 | 251 | |

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

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

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

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

Heavies (actual)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies %

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Total

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies (actual)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies %

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Lights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Total

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies (actual)

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Heavies %

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Lights

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Heavies

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Total

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

### Heavies (actual)

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

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

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

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

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

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

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

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

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

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

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

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 1 | 9 | 0 |
| A52 E | 0 | | 0 | 39 |
| Wollaton Road | 6 | 0 | | 10 |
| A52 W | 0 | 29 | 4 | |

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 5 | 67 |
| Victoria Ave | | 19 |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 11 | 2 |
| A6002 | 7 | | 5 |
| A6007 E | 8 | 7 | |

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

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 3 | 24 | 700 | 20 | 3 |
| A52 E | 4 | | 0 | 8 | 43 | 0 |
| Bostocks Lane S | 11 | 0 | | 11 | 15 | 0 |
| M1 S | 621 | 37 | 0 | | 16 | 49 |
| A52 W | 27 | 44 | 1 | 5 | | 7 |
| Bostocks Lane N | 6 | 0 | 0 | 28 | 0 | |

### Heavies %

| A52 Bramcote Island | A6007 | A52 E | Town St | A52 W | B5010 |
|---|---|---|---|---|---|
| A6007 | | 1% | 2% | 1% | 3% |
| A52 E | 1% | | 0% | 3% | 1% |
| Town St | 19% | 3% | | 2% | 12% |
| A52 W | 2% | 3% | 2% | | 2% |
| B5010 | 4% | 0% | 1% | 0% | |

| A52/Toton Link Road | A52 E | Toton Link Road | A52 W |
|---|---|---|---|
| A52 E | | 0% | 2% |
| Toton Link Road | 0% | | 0% |
| A52 W | 3% | 0% | |

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

| A52 Bardills Roundabout | A52 W | B6003 N | A52 E | B6003 S |
|---|---|---|---|---|
| A52 W | | 5% | 3% | 1% |
| B6003 N | 1% | | 0% | 1% |
| A52 E | 3% | 0% | | 0% |
| B6003 S | 1% | 1% | 1% | |

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

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

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

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

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

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

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

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

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 1% | 2% |
| Victoria Ave | | 5% |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 2% | 0% |
| A6002 | 2% | | 3% |
| A6007 E | 2% | 2% | |

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

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 1% | 3% | 16% | 6% | 5% |
| A52 E | 1% | | 0% | 1% | 4% | 6% |
| Bostocks Lane S | 3% | 0% | | 5% | 11% | 2% |
| M1 S | 11% | 7% | 10% | | 2% | 11% |
| A52 W | 4% | 2% | 1% | 1% | | 4% |
| Bostocks Lane N | 5% | 0% | 1% | 16% | 0% | |

Lights

| A52 Bramcote Island | A6007 | A52 E | Town St | A52 W | B5010 |
|---|---|---|---|---|---|
| A6007 | | 235 | 217 | 388 | 1 |
| A52 E | 363 | | 73 | 1435 | 305 |
| Town St | 99 | 1 | | 55 | 7 |
| A52 W | 241 | 1482 | 231 | | 79 |
| B5010 | 1 | 396 | 85 | 207 | |

| A52/Toton Link Road | A52 E | Toton Link Road | A52 W |
|---|---|---|---|
| A52 E | | 521 | 1550 |
| Toton Link Road | 684 | | 447 |
| A52 W | 1352 | 81 | |

| A6005 Nottingham Road/Swiney Way | A6005 W | Swiney Way | A6005 E |
|---|---|---|---|
| A6005 W | | 61 | 768 |
| Swiney Way | 140 | | 428 |
| A6005 E | 795 | 276 | |

| A52 Bardills Roundabout | A52 W | B6003 N | A52 E | B6003 S |
|---|---|---|---|---|
| A52 W | | 423 | 1275 | 500 |
| B6003 N | 208 | | 90 | 337 |
| A52 E | 1825 | 51 | | 118 |
| B6003 S | 794 | 231 | 64 | |

| B6003 Toton Ln/P&R Access | B6003 N | Park & Ride | B6003 S | Land W of Toton Access |
|---|---|---|---|---|
| B6003 N | | 201 | 734 | 22 |
| Park & Ride | 0 | | 0 | 0 |
| B6003 S | 964 | 102 | | 4 |
| Land W of Toton Access | 104 | 2 | 15 | |

| Swiney Way/Toton Link Road | Swiney Way W | Toton Link Road | Swiney Way S |
|---|---|---|---|
| Swiney Way W | | 67 | 140 |
| Toton Link Road | 229 | | 718 |
| Swiney Way S | 231 | 214 | |

| A6005 Nottingham Road/Barratt Lane | A6005 E | Barratt Lane | A6005 W |
|---|---|---|---|
| A6005 E | | 93 | 936 |
| Barratt Lane | 11 | | 137 |
| A6005 W | 1133 | 62 | |

| A6005 Queens Road/Station Road | A6005 W | Station Road N | A6005 E | Station Road S |
|---|---|---|---|---|
| A6005 W | | 180 | 732 | 338 |
| Station Road N | 55 | | 99 | 171 |
| A6005 E | 517 | 136 | | 128 |
| Station Road S | 199 | 214 | 119 | |

| B6006 Wollaton Road/Dennis Ave | B6006 N | Dennis Ave | B6006 S |
|---|---|---|---|
| B6006 N | | 110 | 349 |
| Dennis Ave | 118 | | 99 |
| B6006 S | 636 | 230 | |

| Thoresby Road/Rivergreen Cres/Bramcote Lane | Thoresby Road | Rivergreen Cres | Bramcote Lane |
|---|---|---|---|
| Thoresby Road | | 206 | 500 |
| Rivergreen Cres | 247 | | 63 |
| Bramcote Lane | 238 | 22 | |

| A609 Trowell Rd/A609 Russell Dr/Wollaton Rd | A609 E | Wollaton Road | A609 W |
|---|---|---|---|
| A609 E | | 0 | 635 |
| Wollaton Road | 15 | | 298 |
| A609 W | 350 | 237 | |

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 327 | 505 | 22 |
| A52 E | 53 | | 361 | 1135 |
| Wollaton Road | 367 | 458 | | 107 |
| A52 W | 43 | 1187 | 233 | |

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 280 | 2159 |
| Victoria Ave | | 515 |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 490 | 551 |
| A6002 | 323 | | 289 |
| A6007 E | 338 | 352 | |

| B6003 Stapleford Lane/Toton West Access/Toton Link Road | B6003 N | Toton Link Road | B6003 S | Toton West Access |
|---|---|---|---|---|
| B6003 N | | 238 | 480 | 32 |
| Toton Link Road | 99 | | 9 | 0 |
| B6003 S | 858 | 131 | | 7 |
| Toton West Access | 115 | 50 | 16 | |

| Toton Link Road/Toton East Access | Toton Link Road W | Toton East Access | Toton Link Road E |
|---|---|---|---|
| Toton Link Road W | | 9 | 411 |
| Toton East Access | 45 | | 22 |
| Toton Link Road E | 63 | 6 | |

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 438 | 356 | 5224 | 456 | 152 |
| A52 E | 206 | | 6 | 1073 | 1537 | 0 |
| Bostocks Lane S | 161 | 1 | | 338 | 63 | 0 |
| M1 S | 3268 | 530 | 189 | | 683 | 285 |
| A52 W | 529 | 1276 | 183 | 656 | | 25 |
| Bostocks Lane N | 88 | 0 | 0 | 169 | 1 | |

Heavies

| A52 Bramcote Island | A6007 | A52 E | Town St | A52 W | B5010 |
|---|---|---|---|---|---|
| A6007 | | 13 | 31 | 22 | 0 |
| A52 E | 19 | | 0 | 122 | 14 |
| Town St | 29 | 0 | | 6 | 1 |
| A52 W | 14 | 124 | 16 | | 2 |
| B5010 | 0 | 20 | 15 | 1 | |

| A52/Toton Link Road | A52 E | Toton Link Road | A52 W |
|---|---|---|---|
| A52 E | | 18 | 128 |
| Toton Link Road | 12 | | 0 |
| A52 W | 146 | 0 | |

| A6005 Nottingham Road/Swiney Way | A6005 W | Swiney Way | A6005 E |
|---|---|---|---|
| A6005 W | | 1 | 44 |
| Swiney Way | 0 | | 24 |
| A6005 E | 30 | 12 | |

| A52 Bardills Roundabout | A52 W | B6003 N | A52 E | B6003 S |
|---|---|---|---|---|
| A52 W | | 56 | 140 | 64 |
| B6003 N | 76 | | 0 | 5 |
| A52 E | 132 | 0 | | 0 |
| B6003 S | 54 | 4 | 0 | |

| B6003 Toton Ln/P&R Access | B6003 N | Park & Ride | B6003 S | Land W of Toton Access |
|---|---|---|---|---|
| B6003 N | | 0 | 72 | 0 |
| Park & Ride | 0 | | 0 | 0 |
| B6003 S | 59 | 0 | | 0 |
| Land W of Toton Access | 0 | 0 | 0 | |

| Swiney Way/Toton Link Road | Swiney Way W | Toton Link Road | Swiney Way S |
|---|---|---|---|
| Swiney Way W | | 0 | 1 |
| Toton Link Road | 1 | | 58 |
| Swiney Way S | 0 | 29 | |

| A6005 Nottingham Road/Barratt Lane | A6005 E | Barratt Lane | A6005 W |
|---|---|---|---|
| A6005 E | | 0 | 35 |
| Barratt Lane | 0 | | 7 |
| A6005 W | 62 | 7 | |

| A6005 Queens Road/Station Road | A6005 W | Station Road N | A6005 E | Station Road S |
|---|---|---|---|---|
| A6005 W | | 4 | 52 | 1 |
| Station Road N | 1 | | 11 | 8 |
| A6005 E | 35 | 4 | | 10 |
| Station Road S | 0 | 7 | 4 | |

| B6006 Wollaton Road/Dennis Ave | B6006 N | Dennis Ave | B6006 S |
|---|---|---|---|
| B6006 N | | 2 | 17 |
| Dennis Ave | 2 | | 1 |
| B6006 S | 29 | 10 | |

| Thoresby Road/Rivergreen Cres/Bramcote Lane | Thoresby Road | Rivergreen Cres | Bramcote Lane |
|---|---|---|---|
| Thoresby Road | | 22 | 27 |
| Rivergreen Cres | 9 | | 0 |
| Bramcote Lane | 8 | 3 | |

| A609 Trowell Rd/A609 Russell Dr/Wollaton Rd | A609 E | Wollaton Road | A609 W |
|---|---|---|---|
| A609 E | | 0 | 43 |
| Wollaton Road | 0 | | 16 |
| A609 W | 20 | 8 | |

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 33 | 34 | 0 |
| A52 E | 7 | | 21 | 117 |
| Wollaton Road | 36 | 9 | | 6 |
| A52 W | 6 | 100 | 5 | |

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 41 | 202 |
| Victoria Ave | | 49 |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 56 | 40 |
| A6002 | 30 | | 26 |
| A6007 E | 27 | 37 | |

| B6003 Stapleford Lane/Toton West Access/Toton Link Road | B6003 N | Toton Link Road | B6003 S | Toton West Access |
|---|---|---|---|---|
| B6003 N | | 39 | 33 | 0 |
| Toton Link Road | 25 | | 0 | 0 |
| B6003 S | 35 | 7 | | 0 |
| Toton West Access | 0 | 0 | 0 | |

| Toton Link Road/Toton East Access | Toton Link Road W | Toton East Access | Toton Link Road E |
|---|---|---|---|
| Toton Link Road W | | 0 | 47 |
| Toton East Access | 0 | | 0 |
| Toton Link Road E | 25 | 0 | |

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 47 | 84 | 1942 | 25 | 14 |
| A52 E | 7 | | 0 | 126 | 131 | 0 |
| Bostocks Lane S | 55 | 0 | | 98 | 5 | 0 |
| M1 S | 1760 | 99 | 34 | | 7 | 164 |
| A52 W | 85 | 118 | 2 | 34 | | 12 |
| Bostocks Lane N | 1 | 0 | 0 | 77 | 0 | |

Total

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

| A52/Toton Link Road | A52 E | Toton Link Road | A52 W |
|---|---|---|---|
| A52 E | | 540 | 1678 |
| Toton Link Road | 696 | | 447 |
| A52 W | 1497 | 81 | |

| A6005 Nottingham Road/Swiney Way | A6005 W | Swiney Way | A6005 E |
|---|---|---|---|
| A6005 W | | 62 | 812 |
| Swiney Way | 140 | | 452 |
| A6005 E | 824 | 288 | |

| A52 Bardills Roundabout | A52 W | B6003 N | A52 E | B6003 S |
|---|---|---|---|---|
| A52 W | | 479 | 1415 | 565 |
| B6003 N | 284 | | 90 | 342 |
| A52 E | 1957 | 51 | | 118 |
| B6003 S | 848 | 236 | 64 | |

| B6003 Toton Ln/P&R Access | B6003 N | Park & Ride | B6003 S | Land W of Toton Access |
|---|---|---|---|---|
| B6003 N | | 201 | 806 | 22 |
| Park & Ride | 0 | | 0 | 0 |
| B6003 S | 1024 | 102 | | 4 |
| Land W of Toton Access | 104 | 2 | 15 | |

| Swiney Way/Toton Link Road | Swiney Way W | Toton Link Road | Swiney Way S |
|---|---|---|---|
| Swiney Way W | | 67 | 141 |
| Toton Link Road | 230 | | 776 |
| Swiney Way S | 231 | 244 | |

| A6005 Nottingham Road/Barratt Lane | A6005 E | Barratt Lane | A6005 W |
|---|---|---|---|
| A6005 E | | 93 | 971 |
| Barratt Lane | 11 | | 143 |
| A6005 W | 1195 | 69 | |

| A6005 Queens Road/Station Road | A6005 W | Station Road N | A6005 E | Station Road S |
|---|---|---|---|---|
| A6005 W | | 184 | 784 | 339 |
| Station Road N | 58 | | 110 | 175 |
| A6005 E | 552 | 140 | | 138 |
| Station Road S | 199 | 222 | 123 | |

| B6006 Wollaton Road/Dennis Ave | B6006 N | Dennis Ave | B6006 S |
|---|---|---|---|
| B6006 N | | 112 | 365 |
| Dennis Ave | 120 | | 92 |
| B6006 S | 665 | 240 | |

| Thoresby Road/Rivergreen Cres/Bramcote Lane | Thoresby Road | Rivergreen Cres | Bramcote Lane |
|---|---|---|---|
| Thoresby Road | | 228 | 527 |
| Rivergreen Cres | 256 | | 63 |
| Bramcote Lane | 247 | 25 | |

| A609 Trowell Rd/A609 Russell Dr/Wollaton Rd | A609 E | Wollaton Road | A609 W |
|---|---|---|---|
| A609 E | | 0 | 678 |
| Wollaton Road | 15 | | 314 |
| A609 W | 370 | 245 | |

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 360 | 539 | 22 |
| A52 E | 61 | | 382 | 1252 |
| Wollaton Road | 403 | 466 | | 113 |
| A52 W | 49 | 1287 | 238 | |

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 321 | 2360 |
| Victoria Ave | | 564 |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 546 | 591 |
| A6002 | 354 | | 315 |
| A6007 E | 365 | 390 | |

| B6003 Stapleford Lane/Toton West Access/Toton Link Road | B6003 N | Toton Link Road | B6003 S | Toton West Access |
|---|---|---|---|---|
| B6003 N | | 277 | 512 | 32 |
| Toton Link Road | 123 | | 9 | 0 |
| B6003 S | 892 | 138 | | 7 |
| Toton West Access | 115 | 50 | 16 | |

| Toton Link Road/Toton East Access | Toton Link Road W | Toton East Access | Toton Link Road E |
|---|---|---|---|
| Toton Link Road W | | 9 | 457 |
| Toton East Access | 45 | | 22 |
| Toton Link Road E | 88 | 6 | |

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 485 | 440 | 7166 | 481 | 166 |
| A52 E | 215 | | 6 | 1199 | 1668 | 0 |
| Bostocks Lane S | 218 | 1 | | 435 | 68 | 0 |
| M1 S | 5028 | 629 | 223 | | 690 | 449 |
| A52 W | 614 | 1394 | 185 | 691 | | 37 |
| Bostocks Lane N | 89 | 0 | 0 | 246 | 1 | |

Heavies (actual)

| A52 Bramcote Island | A6007 | A52 E | Town St | A52 W | B5010 |
|---|---|---|---|---|---|
| A6007 | | 7 | 16 | 11 | 0 |
| A52 E | 10 | | 0 | 61 | 7 |
| Town St | 15 | 0 | | 3 | 0 |
| A52 W | 7 | 62 | 8 | | 1 |
| B5010 | 0 | 10 | 7 | 1 | |

| A52/Toton Link Road | A52 E | Toton Link Road | A52 W |
|---|---|---|---|
| A52 E | | 9 | 64 |
| Toton Link Road | 6 | | 0 |
| A52 W | 73 | 0 | |

| A6005 Nottingham Road/Swiney Way | A6005 W | Swiney Way | A6005 E |
|---|---|---|---|
| A6005 W | | 0 | 22 |
| Swiney Way | 0 | | 12 |
| A6005 E | 15 | 6 | |

| A52 Bardills Roundabout | A52 W | B6003 N | A52 E | B6003 S |
|---|---|---|---|---|
| A52 W | | 28 | 70 | 32 |
| B6003 N | 38 | | 0 | 3 |
| A52 E | 66 | 0 | | 0 |
| B6003 S | 27 | 2 | 0 | |

| B6003 Toton Ln/P&R Access | B6003 N | Park & Ride | B6003 S | Land W of Toton Access |
|---|---|---|---|---|
| B6003 N | | 0 | 36 | 0 |
| Park & Ride | 0 | | 0 | 0 |
| B6003 S | 30 | 0 | | 0 |
| Land W of Toton Access | 0 | 0 | 0 | |

| Swiney Way/Chetwynd Barracks Access | Swiney Way W | Chetwynd Barracks Access | Swiney Way S |
|---|---|---|---|
| Swiney Way W | | 0 | 0 |
| Chetwynd Barracks Access | 0 | | 29 |
| Swiney Way S | 0 | 15 | |

| A6005 Nottingham Road/Barratt Lane | A6005 E | Barratt Lane | A6005 W |
|---|---|---|---|
| A6005 E | | 0 | 18 |
| Barratt Lane | 0 | | 3 |
| A6005 W | 31 | 3 | |

| A6005 Queens Road/Station Road | A6005 W | Station Road N | A6005 E | Station Road S |
|---|---|---|---|---|
| A6005 W | | 2 | 26 | 1 |
| Station Road N | 0 | | 5 | 2 |
| A6005 E | 18 | 2 | | 5 |
| Station Road S | 0 | 4 | 2 | |

| B6006 Wollaton Road/Dennis Ave | B6006 N | Dennis Ave | B6006 S |
|---|---|---|---|
| B6006 N | | 1 | 8 |
| Dennis Ave | 1 | | 1 |
| B6006 S | 14 | 5 | |

| Thoresby Road/Rivergreen Cres/Bramcote Lane | Thoresby Road | Rivergreen Cres | Bramcote Lane |
|---|---|---|---|
| Thoresby Road | | 11 | 14 |
| Rivergreen Cres | 4 | | 0 |
| Bramcote Lane | 4 | 1 | |

| A609 Trowell Rd/A609 Russell Dr/Wollaton Rd | A609 E | Wollaton Road | A609 W |
|---|---|---|---|
| A609 E | | 0 | 22 |
| Wollaton Road | 0 | | 8 |
| A609 W | 10 | 4 | |

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 16 | 17 | 0 |
| A52 E | 4 | | 11 | 58 |
| Wollaton Road | 18 | 5 | | 3 |
| A52 W | 3 | 50 | 3 | |

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 21 | 101 |
| Victoria Ave | | 24 |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 28 | 20 |
| A6002 | 15 | | 13 |
| A6007 E | 14 | 19 | |

| B6003 Stapleford Lane/Toton West Access/Toton Link Road | B6003 N | Toton Link Road | B6003 S | Toton West Access |
|---|---|---|---|---|
| B6003 N | | 20 | 16 | 0 |
| Toton Link Road | 12 | | 0 | 0 |
| B6003 S | 17 | 3 | | 0 |
| Toton West Access | 0 | 0 | 0 | |

| Toton Link Road/Toton East Access | Toton Link Road W | Toton East Access | Toton Link Road E |
|---|---|---|---|
| Toton Link Road W | | 0 | 23 |
| Toton East Access | 0 | | 0 |
| Toton Link Road E | 12 | 0 | |

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 24 | 42 | 971 | 12 | 7 |
| A52 E | 4 | | 0 | 63 | 65 | 0 |
| Bostocks Lane S | 27 | 0 | | 49 | 2 | 0 |
| M1 S | 880 | 50 | 17 | | 4 | 82 |
| A52 W | 42 | 59 | 1 | 17 | | 6 |
| Bostocks Lane N | 0 | 0 | 0 | 38 | 0 | |

Heavies %

| A52 Bramcote Island | A6007 | A52 E | Town St | A52 W | B5010 |
|---|---|---|---|---|---|
| A6007 | | 3% | 7% | 3% | 7% |
| A52 E | 3% | | 0% | 4% | 2% |
| Town St | 13% | 2% | | 5% | 5% |
| A52 W | 3% | 4% | 3% | | 1% |
| B5010 | 8% | 2% | 8% | 0% | |

| A52/Toton Link Road | A52 E | Toton Link Road | A52 W |
|---|---|---|---|
| A52 E | | 2% | 4% |
| Toton Link Road | 1% | | 0% |
| A52 W | 5% | 0% | |

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

| A52 Bardills Roundabout | A52 W | B6003 N | A52 E | B6003 S |
|---|---|---|---|---|
| A52 W | | 6% | 5% | 6% |
| B6003 N | 15% | | 0% | 1% |
| A52 E | 3% | 0% | | 0% |
| B6003 S | 3% | 1% | 0% | |

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

| Swiney Way/Chetwynd Barracks Access | Swiney Way W | Chetwynd Barracks Access | Swiney Way S |
|---|---|---|---|
| Swiney Way W | | 0% | 0% |
| Chetwynd Barracks Access | 0% | | 4% |
| Swiney Way S | 0% | 6% | |

| A6005 Nottingham Road/Barratt Lane | A6005 E | Barratt Lane | A6005 W |
|---|---|---|---|
| A6005 E | | 0% | 2% |
| Barratt Lane | 1% | | 2% |
| A6005 W | 3% | 5% | |

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

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

| Thoresby Road/Rivergreen Cres/Bramcote Lane | Thoresby Road | Rivergreen Cres | Bramcote Lane |
|---|---|---|---|
| Thoresby Road | | 5% | 3% |
| Rivergreen Cres | 2% | | 0% |
| Bramcote Lane | 2% | 6% | |

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

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 5% | 3% | 0% |
| A52 E | 6% | | 3% | 5% |
| Wollaton Road | 5% | 1% | | 3% |
| A52 W | 6% | 4% | 1% | |

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 7% | 4% |
| Victoria Ave | | 4% |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 5% | 4% |
| A6002 | 4% | | 4% |
| A6007 E | 4% | 5% | |

| B6003 Stapleford Lane/Toton West Access/Toton Link Road | B6003 N | Toton Link Road | B6003 S | Toton West Access |
|---|---|---|---|---|
| B6003 N | | 8% | 3% | 0% |
| Toton Link Road | 11% | | 0% | 0% |
| B6003 S | 2% | 3% | | 0% |
| Toton West Access | 0% | 0% | 0% | |

| Toton Link Road/Toton East Access | Toton Link Road W | Toton East Access | Toton Link Road E |
|---|---|---|---|
| Toton Link Road W | | 0% | 5% |
| Toton East Access | 0% | | 0% |
| Toton Link Road E | 16% | 0% | |

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 5% | 11% | 16% | 3% | 5% |
| A52 E | 2% | | 0% | 6% | 4% | 0% |
| Bostocks Lane S | 15% | 2% | | 13% | 4% | 0% |
| M1 S | 21% | 9% | 8% | | 1% | 22% |
| A52 W | 7% | 4% | 0% | 3% | | 19% |
| Bostocks Lane N | 1% | 0% | 0% | 19% | 2% | |

### Lights

| A52 Bramcote Island | A6007 | A52 E | Town St | A52 W | B5010 |
|---|---|---|---|---|---|
| A6007 | | 246 | 199 | 309 | 29 |
| A52 E | 430 | | 25 | 1775 | 587 |
| Town St | 33 | 0 | | 13 | 20 |
| A52 W | 333 | 1443 | 267 | | 93 |
| B5010 | 0 | 324 | 127 | 234 | |

| A52/Toton Link Road | A52 E | Toton Link Road | A52 W |
|---|---|---|---|
| A52 E | | 684 | 1637 |
| Toton Link Road | 508 | | 256 |
| A52 W | 1635 | 217 | |

| A6005 Nottingham Road/Swiney Way | A6005 W | Swiney Way | A6005 E |
|---|---|---|---|
| A6005 W | | 26 | 667 |
| Swiney Way | 117 | | 531 |
| A6005 E | 1029 | 390 | |

| A52 Bardills Roundabout | A52 W | B6003 N | A52 E | B6003 S |
|---|---|---|---|---|
| A52 W | | 506 | 1701 | 671 |
| B6003 N | 98 | | 76 | 463 |
| A52 E | 1697 | 121 | | 71 |
| B6003 S | 470 | 442 | 27 | |

| B6003 Toton Ln/P&R Access | B6003 N | Park & Ride | B6003 S | Land W of Toton Access |
|---|---|---|---|---|
| B6003 N | | 0 | 1110 | 79 |
| Park & Ride | 163 | | 73 | 1 |
| B6003 S | 766 | 0 | | 9 |
| Land W of Toton Access | 31 | 0 | 6 | |

| Swiney Way/Toton Link Road | Swiney Way W | Toton Link Road | Swiney Way S |
|---|---|---|---|
| Swiney Way W | | 118 | 356 |
| Toton Link Road | 367 | | 551 |
| Swiney Way S | 42 | 534 | |

| A6005 Nottingham Road/Barratt Lane | A6005 E | Barratt Lane | A6005 W |
|---|---|---|---|
| A6005 E | | 14 | 1347 |
| Barratt Lane | 0 | | 72 |
| A6005 W | 1113 | 83 | |

| A6005 Queens Road/Station Road | A6005 W | Station Road N | A6005 E | Station Road S |
|---|---|---|---|---|
| A6005 W | | 182 | 559 | 159 |
| Station Road N | 71 | | 191 | 174 |
| A6005 E | 833 | 218 | | 46 |
| Station Road S | 196 | 310 | 108 | |

| B6006 Wollaton Road/Dennis Ave | B6006 N | Dennis Ave | B6006 S |
|---|---|---|---|
| B6006 N | | 85 | 371 |
| Dennis Ave | 179 | | 66 |
| B6006 S | 713 | 152 | |

| Thoresby Road/Rivergreen Cres/Bramcote Lane | Thoresby Road | Rivergreen Cres | Bramcote Lane |
|---|---|---|---|
| Thoresby Road | | 255 | 354 |
| Rivergreen Cres | 180 | | 88 |
| Bramcote Lane | 409 | 44 | |

| A609 Trowell Rd/A609 Russell Dr/Wollaton Rd | A609 E | Wollaton Road | A609 W |
|---|---|---|---|
| A609 E | | 0 | 694 |
| Wollaton Road | 11 | | 215 |
| A609 W | 498 | 108 | |

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 302 | 329 | 12 |
| A52 E | 100 | | 194 | 1414 |
| Wollaton Road | 658 | 221 | | 479 |
| A52 W | 53 | 1257 | 147 | |

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 514 | 2933 |
| Victoria Ave | | 346 |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 463 | 537 |
| A6002 | 245 | | 245 |
| A6007 E | 457 | 354 | |

| B6003 Stapleford Lane/Toton West Access/Toton Link Road | B6003 N | Toton Link Road | B6003 S | Toton West Access |
|---|---|---|---|---|
| B6003 N | | 559 | 512 | 117 |
| Toton Link Road | 162 | | 4 | 4 |
| B6003 S | 582 | 244 | | 14 |
| Toton West Access | 30 | 20 | 5 | |

| Toton Link Road/Toton East Access | Toton Link Road W | Toton East Access | Toton Link Road E |
|---|---|---|---|
| Toton Link Road W | | 34 | 789 |
| Toton East Access | 11 | | 9 |
| Toton Link Road E | 159 | 18 | |

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 353 | 662 | 3612 | 327 | 61 |
| A52 E | 246 | | 29 | 941 | 1038 | 0 |
| Bostocks Lane S | 350 | 63 | | 210 | 128 | 0 |
| M1 S | 5218 | 571 | 2 | | 648 | 361 |
| A52 W | 650 | 1811 | 182 | 462 | | 164 |
| Bostocks Lane N | 111 | 6 | 0 | 142 | 0 | |

### Heavies

| A52 Bramcote Island | A6007 | A52 E | Town St | A52 W | B5010 |
|---|---|---|---|---|---|
| A6007 | | 3 | 8 | 3 | 0 |
| A52 E | 12 | | 0 | 90 | 8 |
| Town St | 13 | 0 | | 0 | 3 |
| A52 W | 11 | 82 | 10 | | 5 |
| B5010 | 0 | 2 | 3 | 1 | |

| A52/Toton Link Road | A52 E | Toton Link Road | A52 W |
|---|---|---|---|
| A52 E | | 1 | 92 |
| Toton Link Road | 7 | | 0 |
| A52 W | 100 | 0 | |

| A6005 Nottingham Road/Swiney Way | A6005 W | Swiney Way | A6005 E |
|---|---|---|---|
| A6005 W | | 0 | 15 |
| Swiney Way | 0 | | 3 |
| A6005 E | 30 | 4 | |

| A52 Bardills Roundabout | A52 W | B6003 N | A52 E | B6003 S |
|---|---|---|---|---|
| A52 W | | 33 | 96 | 8 |
| B6003 N | 1 | | 0 | 11 |
| A52 E | 93 | 0 | | 0 |
| B6003 S | 13 | 11 | 0 | |

| B6003 Toton Ln/P&R Access | B6003 N | Park & Ride | B6003 S | Land W of Toton Access |
|---|---|---|---|---|
| B6003 N | | 0 | 18 | 0 |
| Park & Ride | 0 | | 0 | 0 |
| B6003 S | 24 | 0 | | 0 |
| Land W of Toton Access | 0 | 0 | 0 | |

| Swiney Way/Toton Link Road | Swiney Way W | Toton Link Road | Swiney Way S |
|---|---|---|---|
| Swiney Way W | | 0 | 0 |
| Toton Link Road | 1 | | 7 |
| Swiney Way S | 0 | 10 | |

| A6005 Nottingham Road/Barratt Lane | A6005 E | Barratt Lane | A6005 W |
|---|---|---|---|
| A6005 E | | 0 | 31 |
| Barratt Lane | 0 | | 3 |
| A6005 W | 17 | 2 | |

| A6005 Queens Road/Station Road | A6005 W | Station Road N | A6005 E | Station Road S |
|---|---|---|---|---|
| A6005 W | | 1 | 24 | 0 |
| Station Road N | 1 | | 3 | 3 |
| A6005 E | 25 | 2 | | 0 |
| Station Road S | 1 | 1 | 2 | |

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

| Thoresby Road/Rivergreen Cres/Bramcote Lane | Thoresby Road | Rivergreen Cres | Bramcote Lane |
|---|---|---|---|
| Thoresby Road | | 4 | 5 |
| Rivergreen Cres | 3 | | 0 |
| Bramcote Lane | 5 | 0 | |

| A609 Trowell Rd/A609 Russell Dr/Wollaton Rd | A609 E | Wollaton Road | A609 W |
|---|---|---|---|
| A609 E | | 0 | 18 |
| Wollaton Road | 0 | | 1 |
| A609 W | 13 | 1 | |

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 2 | 17 | 0 |
| A52 E | 1 | | 0 | 75 |
| Wollaton Road | 9 | 0 | | 18 |
| A52 W | 0 | 64 | 8 | |

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 10 | 130 |
| Victoria Ave | | 39 |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 22 | 4 |
| A6002 | 14 | | 9 |
| A6007 E | 21 | 15 | |

| B6003 Stapleford Lane/Toton West Access/Toton Link Road | B6003 N | Toton Link Road | B6003 S | Toton West Access |
|---|---|---|---|---|
| B6003 N | | 6 | 12 | 0 |
| Toton Link Road | 6 | | 0 | 0 |
| B6003 S | 17 | 3 | | 0 |
| Toton West Access | 0 | 0 | 0 | |

| Toton Link Road/Toton East Access | Toton Link Road W | Toton East Access | Toton Link Road E |
|---|---|---|---|
| Toton Link Road W | | 0 | 9 |
| Toton East Access | 0 | | 0 |
| Toton Link Road E | 6 | 0 | |

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 7 | 48 | 1399 | 41 | 6 |
| A52 E | 7 | | 0 | 14 | 85 | 0 |
| Bostocks Lane S | 22 | 0 | | 22 | 31 | 0 |
| M1 S | 1244 | 46 | 0 | | 38 | 111 |
| A52 W | 54 | 84 | 3 | 11 | | 15 |
| Bostocks Lane N | 13 | 0 | 0 | 57 | 0 | |

### Total

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

| A52/Toton Link Road | A52 E | Toton Link Road | A52 W |
|---|---|---|---|
| A52 E | | 685 | 1729 |
| Toton Link Road | 514 | | 256 |
| A52 W | 1735 | 217 | |

| A6005 Nottingham Road/Swiney Way | A6005 W | Swiney Way | A6005 E |
|---|---|---|---|
| A6005 W | | 26 | 682 |
| Swiney Way | 117 | | 534 |
| A6005 E | 1059 | 394 | |

| A52 Bardills Roundabout | A52 W | B6003 N | A52 E | B6003 S |
|---|---|---|---|---|
| A52 W | | 538 | 1797 | 679 |
| B6003 N | 99 | | 76 | 474 |
| A52 E | 1790 | 121 | | 72 |
| B6003 S | 482 | 453 | 27 | |

| B6003 Toton Ln/P&R Access | B6003 N | Park & Ride | B6003 S | Land W of Toton Access |
|---|---|---|---|---|
| B6003 N | | 0 | 1128 | 79 |
| Park & Ride | 163 | | 73 | 1 |
| B6003 S | 789 | 0 | | 9 |
| Land W of Toton Access | 31 | 0 | 6 | |

| Swiney Way/Toton Link Road | Swiney Way W | Toton Link Road | Swiney Way S |
|---|---|---|---|
| Swiney Way W | | 119 | 356 |
| Toton Link Road | 368 | | 558 |
| Swiney Way S | 42 | 544 | |

| A6005 Nottingham Road/Barratt Lane | A6005 E | Barratt Lane | A6005 W |
|---|---|---|---|
| A6005 E | | 14 | 1379 |
| Barratt Lane | 0 | | 75 |
| A6005 W | 1130 | 85 | |

| A6005 Queens Road/Station Road | A6005 W | Station Road N | A6005 E | Station Road S |
|---|---|---|---|---|
| A6005 W | | 183 | 583 | 159 |
| Station Road N | 72 | | 194 | 177 |
| A6005 E | 857 | 220 | | 46 |
| Station Road S | 197 | 311 | 110 | |

| B6006 Wollaton Road/Dennis Ave | B6006 N | Dennis Ave | B6006 S |
|---|---|---|---|
| B6006 N | | 89 | 378 |
| Dennis Ave | 181 | | 66 |
| B6006 S | 722 | 152 | |

| Thoresby Road/Rivergreen Cres/Bramcote Lane | Thoresby Road | Rivergreen Cres | Bramcote Lane |
|---|---|---|---|
| Thoresby Road | | 258 | 360 |
| Rivergreen Cres | 183 | | 88 |
| Bramcote Lane | 415 | 44 | |

| A609 Trowell Rd/A609 Russell Dr/Wollaton Rd | A609 E | Wollaton Road | A609 W |
|---|---|---|---|
| A609 E | | 0 | 712 |
| Wollaton Road | 11 | | 216 |
| A609 W | 510 | 108 | |

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 304 | 346 | 12 |
| A52 E | 102 | | 194 | 1489 |
| Wollaton Road | 667 | 221 | | 497 |
| A52 W | 53 | 1321 | 155 | |

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 524 | 3063 |
| Victoria Ave | | 385 |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 485 | 541 |
| A6002 | 258 | | 254 |
| A6007 E | 478 | 369 | |

| B6003 Stapleford Lane/Toton West Access/Toton Link Road | B6003 N | Toton Link Road | B6003 S | Toton West Access |
|---|---|---|---|---|
| B6003 N | | 565 | 525 | 117 |
| Toton Link Road | 168 | | 4 | 4 |
| B6003 S | 600 | 247 | | 14 |
| Toton West Access | 30 | 20 | 5 | |

| Toton Link Road/Toton East Access | Toton Link Road W | Toton East Access | Toton Link Road E |
|---|---|---|---|
| Toton Link Road W | | 34 | 798 |
| Toton East Access | 11 | | 9 |
| Toton Link Road E | 165 | 18 | |

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 360 | 710 | 5011 | 368 | 68 |
| A52 E | 255 | | 29 | 955 | 1123 | 0 |
| Bostocks Lane S | 372 | 63 | | 232 | 159 | 0 |
| M1 S | 6462 | 617 | 2 | | 686 | 471 |
| A52 W | 704 | 1896 | 185 | 473 | | 179 |
| Bostocks Lane N | 124 | 6 | 0 | 199 | 0 | |

### Heavies (actual)

| A52 Bramcote Island | A6007 | A52 E | Town St | A52 W | B5010 |
|---|---|---|---|---|---|
| A6007 | | 1 | 4 | 1 | 0 |
| A52 E | 6 | | 0 | 45 | 4 |
| Town St | 7 | 0 | | 0 | 2 |
| A52 W | 5 | 41 | 5 | | 2 |
| B5010 | 0 | 1 | 2 | 1 | |

| A52/Toton Link Road | A52 E | Toton Link Road | A52 W |
|---|---|---|---|
| A52 E | | 1 | 46 |
| Toton Link Road | 3 | | 0 |
| A52 W | 50 | 0 | |

| A6005 Nottingham Road/Swiney Way | A6005 W | Swiney Way | A6005 E |
|---|---|---|---|
| A6005 W | | 0 | 8 |
| Swiney Way | 0 | | 1 |
| A6005 E | 15 | 2 | |

| A52 Bardills Roundabout | A52 W | B6003 N | A52 E | B6003 S |
|---|---|---|---|---|
| A52 W | | 16 | 48 | 4 |
| B6003 N | 1 | | 0 | 5 |
| A52 E | 46 | 0 | | 0 |
| B6003 S | 6 | 5 | 0 | |

| B6003 Toton Ln/P&R Access | B6003 N | Park & Ride | B6003 S | Land W of Toton Access |
|---|---|---|---|---|
| B6003 N | | 0 | 9 | 0 |
| Park & Ride | 0 | | 0 | 0 |
| B6003 S | 12 | 0 | | 0 |
| Land W of Toton Access | 0 | 0 | 0 | |

| Swiney Way/Chetwynd Barracks Access | Swiney Way W | Chetwynd Barracks Access | Swiney Way S |
|---|---|---|---|
| Swiney Way W | | 0 | 0 |
| Chetwynd Barracks Access | 0 | | 3 |
| Swiney Way S | 0 | 5 | |

| A6005 Nottingham Road/Barratt Lane | A6005 E | Barratt Lane | A6005 W |
|---|---|---|---|
| A6005 E | | 0 | 16 |
| Barratt Lane | 0 | | 2 |
| A6005 W | 8 | 1 | |

| A6005 Queens Road/Station Road | A6005 W | Station Road N | A6005 E | Station Road S |
|---|---|---|---|---|
| A6005 W | | 1 | 12 | 0 |
| Station Road N | 0 | | 1 | 1 |
| A6005 E | 12 | 1 | | 0 |
| Station Road S | 1 | 1 | 1 | |

| B6006 Wollaton Road/Dennis Ave | B6006 N | Dennis Ave | B6006 S |
|---|---|---|---|
| B6006 N | | 2 | 3 |
| Dennis Ave | 1 | | 0 |
| B6006 S | 4 | 0 | |

| Thoresby Road/Rivergreen Cres/Bramcote Lane | Thoresby Road | Rivergreen Cres | Bramcote Lane |
|---|---|---|---|
| Thoresby Road | | 2 | 3 |
| Rivergreen Cres | 1 | | 0 |
| Bramcote Lane | 3 | 0 | |

| A609 Trowell Rd/A609 Russell Dr/Wollaton Rd | A609 E | Wollaton Road | A609 W |
|---|---|---|---|
| A609 E | | 0 | 9 |
| Wollaton Road | 0 | | 0 |
| A609 W | 6 | 0 | |

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 1 | 9 | 0 |
| A52 E | 1 | | 0 | 38 |
| Wollaton Road | 4 | 0 | | 9 |
| A52 W | 0 | 32 | 4 | |

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 5 | 65 |
| Victoria Ave | | 19 |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 11 | 2 |
| A6002 | 7 | | 5 |
| A6007 E | 10 | 8 | |

| B6003 Stapleford Lane/Toton West Access/Toton Link Road | B6003 N | Toton Link Road | B6003 S | Toton West Access |
|---|---|---|---|---|
| B6003 N | | 3 | 6 | 0 |
| Toton Link Road | 3 | | 0 | 0 |
| B6003 S | 9 | 1 | | 0 |
| Toton West Access | 0 | 0 | 0 | |

| Toton Link Road/Toton East Access | Toton Link Road W | Toton East Access | Toton Link Road E |
|---|---|---|---|
| Toton Link Road W | | 0 | 5 |
| Toton East Access | 0 | | 0 |
| Toton Link Road E | 3 | 0 | |

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 4 | 24 | 700 | 20 | 3 |
| A52 E | 4 | | 0 | 7 | 43 | 0 |
| Bostocks Lane S | 11 | 0 | | 11 | 16 | 0 |
| M1 S | 622 | 23 | 0 | | 19 | 55 |
| A52 W | 27 | 42 | 1 | 5 | | 8 |
| Bostocks Lane N | 6 | 0 | 0 | 28 | 0 | |

### Heavies %

| A52 Bramcote Island | A6007 | A52 E | Town St | A52 W | B5010 |
|---|---|---|---|---|---|
| A6007 | | 1% | 2% | 0% | 0% |
| A52 E | 1% | | 0% | 2% | 1% |
| Town St | 17% | 2% | | 1% | 6% |
| A52 W | 2% | 3% | 2% | | 2% |
| B5010 | 4% | 0% | 1% | 0% | |

| A52/Toton Link Road | A52 E | Toton Link Road | A52 W |
|---|---|---|---|
| A52 E | | 0% | 3% |
| Toton Link Road | 1% | | 0% |
| A52 W | 3% | 0% | |

| A6005 Nottingham Road/Swiney Way | A6005 W | Swiney Way | A6005 E |
|---|---|---|---|
| A6005 W | | 1% | 1% |
| Swiney Way | 0% | | 0% |
| A6005 E | 1% | 1% | |

| A52 Bardills Roundabout | A52 W | B6003 N | A52 E | B6003 S |
|---|---|---|---|---|
| A52 W | | 3% | 3% | 1% |
| B6003 N | 1% | | 0% | 1% |
| A52 E | 3% | 0% | | 0% |
| B6003 S | 1% | 1% | 0% | |

| B6003 Toton Ln/P&R Access | B6003 N | Park & Ride | B6003 S | Land W of Toton Access |
|---|---|---|---|---|
| B6003 N | | 0% | 1% | 0% |
| Park & Ride | 0% | | 0% | 0% |
| B6003 S | 2% | 0% | | 0% |
| Land W of Toton Access | 0% | 0% | 0% | |

| Swiney Way/Chetwynd Barracks Access | Swiney Way W | Chetwynd Barracks Access | Swiney Way S |
|---|---|---|---|
| Swiney Way W | | 0% | 0% |
| Chetwynd Barracks Access | 0% | | 1% |
| Swiney Way S | 0% | 1% | |

| A6005 Nottingham Road/Barratt Lane | A6005 E | Barratt Lane | A6005 W |
|---|---|---|---|
| A6005 E | | 0% | 1% |
| Barratt Lane | 0% | | 2% |
| A6005 W | 1% | 1% | |

| A6005 Queens Road/Station Road | A6005 W | Station Road N | A6005 E | Station Road S |
|---|---|---|---|---|
| A6005 W | | 0% | 2% | 0% |
| Station Road N | 1% | | 1% | 1% |
| A6005 E | 1% | 1% | | 0% |
| Station Road S | 0% | 0% | 1% | |

| B6006 Wollaton Road/Dennis Ave | B6006 N | Dennis Ave | B6006 S |
|---|---|---|---|
| B6006 N | | 2% | 1% |
| Dennis Ave | 0% | | 0% |
| B6006 S | 1% | 0% | |

| Thoresby Road/Rivergreen Cres/Bramcote Lane | Thoresby Road | Rivergreen Cres | Bramcote Lane |
|---|---|---|---|
| Thoresby Road | | 1% | 1% |
| Rivergreen Cres | 1% | | 0% |
| Bramcote Lane | 1% | 0% | |

| A609 Trowell Rd/A609 Russell Dr/Wollaton Rd | A609 E | Wollaton Road | A609 W |
|---|---|---|---|
| A609 E | | 0% | 1% |
| Wollaton Road | 0% | | 0% |
| A609 W | 1% | 0% | |

| A52 Priory Roundabout | Wollaton Vale | A52 E | Wollaton Road | A52 W |
|---|---|---|---|---|
| Wollaton Vale | | 0% | 3% | 0% |
| A52 E | 1% | | 0% | 3% |
| Wollaton Road | 1% | 0% | | 2% |
| A52 W | 0% | 2% | 3% | |

| A52/Victoria Ave (Northern T Jct Only) | Victoria Ave | A52 E |
|---|---|---|
| A52 W | 1% | 2% |
| Victoria Ave | | 5% |

| A6007 Ilkeston Road/A6002 Coventry Lane | A6007 W | A6002 | A6007 E |
|---|---|---|---|
| A6007 W | | 2% | 0% |
| A6002 | 3% | | 2% |
| A6007 E | 2% | 2% | |

| B6003 Stapleford Lane/Toton West Access/Toton Link Road | B6003 N | Toton Link Road | B6003 S | Toton West Access |
|---|---|---|---|---|
| B6003 N | | 1% | 1% | 0% |
| Toton Link Road | 2% | | 0% | 0% |
| B6003 S | 1% | 1% | | 0% |
| Toton West Access | 0% | 0% | 0% | |

| Toton Link Road/Toton East Access | Toton Link Road W | Toton East Access | Toton Link Road E |
|---|---|---|---|
| Toton Link Road W | | 0% | 1% |
| Toton East Access | 0% | | 0% |
| Toton Link Road E | 2% | 0% | |

| M1 J25 | M1 N | A52 E | Bostocks Lane S | M1 S | A52 W | Bostocks Lane N |
|---|---|---|---|---|---|---|
| M1 N | | 1% | 4% | 16% | 6% | 5% |
| A52 E | 1% | | 0% | 1% | 4% | 0% |
| Bostocks Lane S | 3% | 0% | | 5% | 11% | 1% |
| M1 S | 11% | 4% | 1% | | 3% | 13% |
| A52 W | 4% | 2% | 1% | 1% | | 4% |
| Bostocks Lane N | 5% | 0% | 1% | 17% | 0% | |

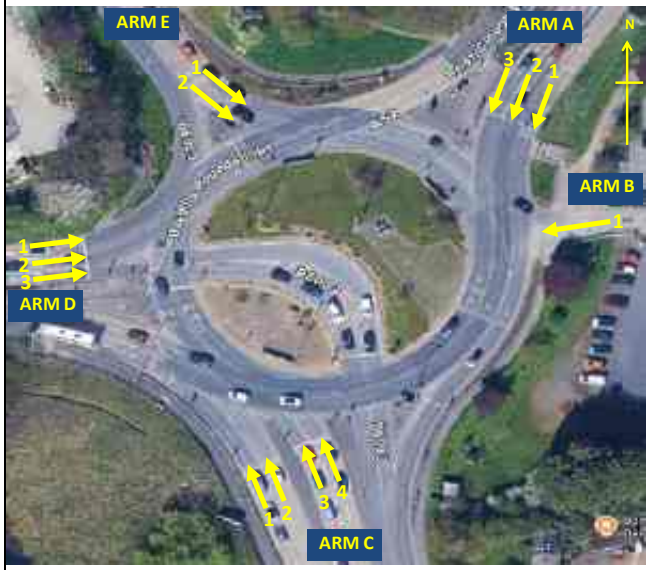
# APPENDIX D

## MCC Turning Flows

| SITE: | | DATE: |
|---|---|---|
| 1 | AUTO SURVEYS LTD | 06/11/2025 |
| **LOCATION:** | | **DAY:** |
| A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 | | THURSDAY |

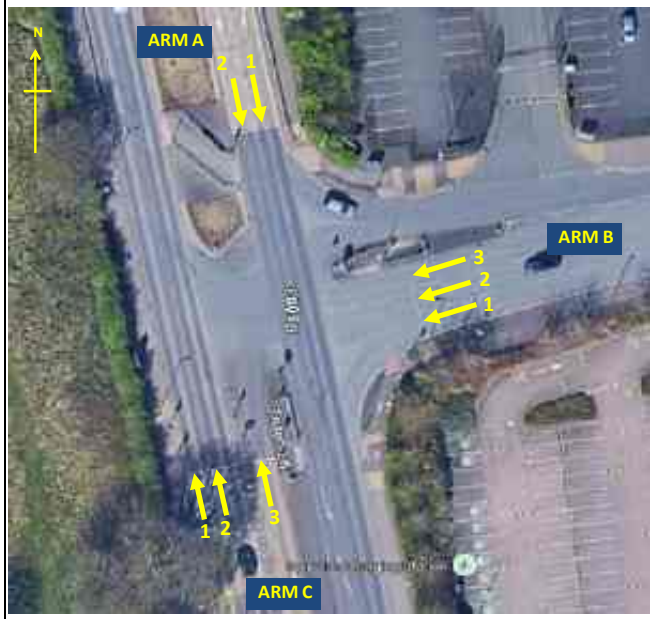
| JOB TITLE: | | JOB NUMBER: |
|---|---|---|
| TOTON | | 14936 |

| SITE: | | DATE: |
|---|---|---|
| 2 | AUTO SURVEYS LTD | 06/11/2025 |
| **LOCATION:** | | **DAY:** |
| A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N) | | THURSDAY |



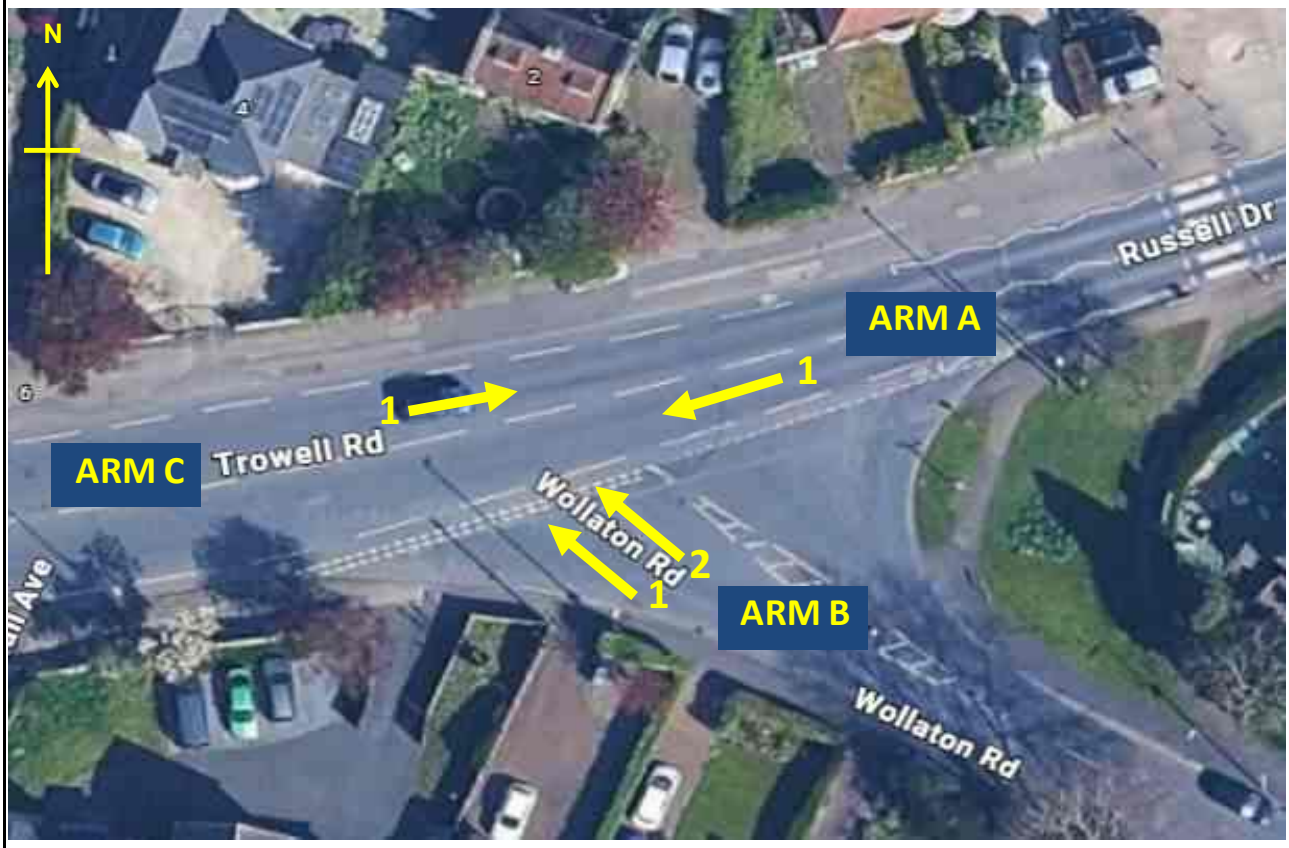

| JOB TITLE: | | JOB NUMBER: |
|---|---|---|
| TOTON | | 14936 |

| SITE: | | DATE: |
|---|---|---|
| 3 | AUTO SURVEYS LTD | 06/11/2025 |
| **LOCATION:** | | **DAY:** |
| B6003 (N) / SITE ACCESS / B6003 (S) | | THURSDAY |




| JOB TITLE: | | JOB NUMBER: |
|---|---|---|
| TOTON | | 14936 |

| SITE: | | DATE: |
|---|---|---|
| 5 | AUTO SURVEYS LTD | 16/07/2026 |
| **LOCATION:** | | **DAY:** |
| RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD | | THURSDAY |




| JOB TITLE: | | JOB NUMBER: |
|---|---|---|
| TOTON | | 15686 |

| SITE: | | DATE: |
|---|---|---|
| 16 | AUTO SURVEYS LTD | 16/07/2026 |
| LOCATION: NOTTINGHAM ROAD (NE) / BARRATT LANE / NOTTINGHAM ROAD (SW) | | DAY: THURSDAY |

| JOB TITLE: | | JOB NUMBER: |
|---|---|---|
| TOTON | | 15686 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 1 **DATE:** 06/11/2025

**LOCATION:** A52 (E) / TOWN STREET / A52 (S) / BS010 / A6007 **DAY:** THURSDAY

| TIME | A TO A FROM A52 (E) TO A52 (E) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:30 | 9 | 0 | 1 | 0 | 1 | 0 | 0 | 11 |
| 07:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| H/TOT | 26 | 1 | 1 | 0 | 1 | 0 | 0 | 29 |
| 08:00 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 08:15 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 08:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 08:45 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15 |
| H/TOT | 37 | 2 | 1 | 0 | 0 | 0 | 0 | 40 |
| 09:00 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:15 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 09:30 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 09:45 | 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| H/TOT | 53 | 6 | 0 | 0 | 0 | 0 | 0 | 59 |
| P/TOT | 116 | 9 | 2 | 0 | 1 | 0 | 0 | 128 |

| TIME | A TO B FROM A52 (E) TO TOWN STREET | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:30 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 | 3 | 0 | 0 | 0 | 1 | 0 | 0 | 4 |
| H/TOT | 8 | 2 | 0 | 0 | 1 | 0 | 0 | 11 |
| 08:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| H/TOT | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:00 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:15 | 1 | 0 | 2 | 0 | 0 | 0 | 0 | 3 |
| 09:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 6 | 4 | 2 | 0 | 0 | 0 | 0 | 12 |
| P/TOT | 24 | 6 | 2 | 0 | 1 | 0 | 0 | 33 |

| TIME | A TO C FROM A52 (E) TO A52 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 202 | 19 | 7 | 5 | 2 | 0 | 0 | 235 |
| 07:15 | 244 | 36 | 7 | 0 | 1 | 1 | 0 | 289 |
| 07:30 | 299 | 30 | 8 | 3 | 1 | 1 | 0 | 342 |
| 07:45 | 262 | 23 | 4 | 0 | 2 | 0 | 1 | 292 |
| H/TOT | 1007 | 108 | 26 | 8 | 6 | 2 | 1 | 1158 |
| 08:00 | 270 | 33 | 7 | 5 | 6 | 2 | 0 | 323 |
| 08:15 | 213 | 24 | 9 | 3 | 3 | 1 | 0 | 253 |
| 08:30 | 227 | 17 | 6 | 2 | 1 | 0 | 0 | 253 |
| 08:45 | 167 | 23 | 7 | 2 | 1 | 0 | 0 | 200 |
| H/TOT | 877 | 97 | 29 | 12 | 11 | 3 | 0 | 1029 |
| 09:00 | 147 | 25 | 13 | 6 | 3 | 1 | 0 | 195 |
| 09:15 | 173 | 38 | 9 | 9 | 3 | 0 | 0 | 232 |
| 09:30 | 169 | 21 | 11 | 4 | 2 | 1 | 0 | 208 |
| 09:45 | 136 | 24 | 16 | 7 | 2 | 0 | 0 | 185 |
| H/TOT | 625 | 108 | 49 | 26 | 10 | 2 | 0 | 820 |
| P/TOT | 2509 | 313 | 104 | 46 | 27 | 7 | 1 | 3007 |

| TIME | A TO D FROM A52 (E) TO BS010 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 16 | 2 | 0 | 2 | 1 | 0 | 0 | 21 |
| 07:15 | 15 | 6 | 2 | 0 | 1 | 0 | 0 | 24 |
| 07:30 | 20 | 8 | 1 | 0 | 1 | 1 | 0 | 31 |
| 07:45 | 45 | 4 | 4 | 0 | 2 | 1 | 1 | 57 |
| H/TOT | 96 | 20 | 7 | 2 | 5 | 2 | 1 | 133 |
| 08:00 | 37 | 5 | 2 | 1 | 1 | 0 | 0 | 46 |
| 08:15 | 25 | 4 | 2 | 0 | 1 | 0 | 0 | 32 |
| 08:30 | 35 | 7 | 0 | 0 | 2 | 0 | 0 | 44 |
| 08:45 | 50 | 10 | 3 | 1 | 2 | 0 | 0 | 66 |
| H/TOT | 147 | 26 | 7 | 2 | 6 | 0 | 0 | 188 |
| 09:00 | 31 | 7 | 0 | 0 | 1 | 0 | 0 | 39 |
| 09:15 | 20 | 8 | 0 | 0 | 1 | 0 | 0 | 29 |
| 09:30 | 36 | 7 | 0 | 0 | 1 | 0 | 0 | 44 |
| 09:45 | 27 | 8 | 0 | 0 | 2 | 0 | 0 | 37 |
| H/TOT | 114 | 30 | 0 | 0 | 5 | 0 | 0 | 149 |
| P/TOT | 357 | 76 | 14 | 4 | 16 | 2 | 1 | 470 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 1 **DATE:** 06/11/2025

**LOCATION:** A52 (E) / TOWN STREET / A52 (S) / BS010 / A6007 **DAY:** THURSDAY

| TIME | A TO A FROM A52 (E) TO A52 (E) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 14 | 0 | 0 | 0 | 0 | 0 | 0 | 14 |
| 16:30 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:45 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| H/TOT | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 40 |
| 17:00 | 10 | 0 | 1 | 0 | 1 | 0 | 0 | 12 |
| 17:15 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 17:30 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:45 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| H/TOT | 52 | 2 | 1 | 0 | 1 | 0 | 0 | 56 |
| 18:00 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:15 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 18:45 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| H/TOT | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 47 |
| P/TOT | 137 | 4 | 1 | 0 | 1 | 0 | 0 | 143 |

| TIME | A TO B FROM A52 (E) TO TOWN STREET | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 2 | 2 | 0 | 0 | 0 | 0 | 0 | 4 |
| 16:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| H/TOT | 10 | 2 | 0 | 0 | 0 | 0 | 0 | 12 |
| 17:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:30 | 1 | 0 | 0 | 0 | 0 | 1 | 0 | 2 |
| 17:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| H/TOT | 10 | 0 | 0 | 0 | 0 | 1 | 0 | 11 |
| 18:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 18:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| H/TOT | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| P/TOT | 30 | 2 | 0 | 0 | 0 | 1 | 0 | 33 |

| TIME | A TO C FROM A52 (E) TO A52 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 168 | 40 | 6 | 2 | 0 | 1 | 0 | 217 |
| 16:15 | 191 | 27 | 5 | 2 | 2 | 1 | 0 | 228 |
| 16:30 | 226 | 31 | 5 | 1 | 2 | 1 | 0 | 266 |
| 16:45 | 207 | 12 | 0 | 2 | 1 | 3 | 0 | 225 |
| H/TOT | 792 | 110 | 16 | 7 | 5 | 6 | 0 | 936 |
| 17:00 | 233 | 14 | 3 | 1 | 2 | 2 | 0 | 255 |
| 17:15 | 190 | 16 | 2 | 4 | 1 | 0 | 0 | 213 |
| 17:30 | 205 | 10 | 2 | 1 | 0 | 1 | 0 | 219 |
| 17:45 | 160 | 9 | 4 | 2 | 2 | 0 | 0 | 177 |
| H/TOT | 788 | 49 | 11 | 8 | 5 | 3 | 0 | 864 |
| 18:00 | 166 | 6 | 1 | 1 | 3 | 0 | 0 | 177 |
| 18:15 | 183 | 9 | 3 | 2 | 0 | 0 | 0 | 197 |
| 18:30 | 177 | 8 | 1 | 1 | 1 | 0 | 0 | 188 |
| 18:45 | 168 | 6 | 1 | 1 | 2 | 0 | 0 | 178 |
| H/TOT | 694 | 29 | 6 | 5 | 6 | 0 | 0 | 740 |
| P/TOT | 2274 | 188 | 33 | 20 | 16 | 9 | 0 | 2540 |

| TIME | A TO D FROM A52 (E) TO BS010 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 63 | 11 | 0 | 0 | 2 | 0 | 0 | 76 |
| 16:15 | 51 | 10 | 2 | 0 | 2 | 2 | 0 | 67 |
| 16:30 | 76 | 6 | 0 | 0 | 1 | 0 | 0 | 83 |
| 16:45 | 57 | 2 | 2 | 2 | 0 | 1 | 0 | 64 |
| H/TOT | 247 | 29 | 4 | 2 | 5 | 3 | 0 | 290 |
| 17:00 | 49 | 15 | 0 | 2 | 1 | 0 | 0 | 67 |
| 17:15 | 74 | 10 | 0 | 0 | 3 | 0 | 2 | 89 |
| 17:30 | 59 | 2 | 1 | 0 | 1 | 0 | 1 | 64 |
| 17:45 | 45 | 4 | 2 | 0 | 1 | 3 | 1 | 56 |
| H/TOT | 227 | 31 | 3 | 2 | 6 | 3 | 4 | 276 |
| 18:00 | 48 | 8 | 1 | 0 | 3 | 1 | 0 | 61 |
| 18:15 | 56 | 7 | 1 | 0 | 2 | 0 | 0 | 66 |
| 18:30 | 32 | 9 | 0 | 0 | 3 | 0 | 0 | 44 |
| 18:45 | 39 | 5 | 2 | 0 | 0 | 0 | 0 | 46 |
| H/TOT | 175 | 29 | 4 | 0 | 8 | 1 | 0 | 217 |
| P/TOT | 649 | 89 | 11 | 4 | 19 | 7 | 4 | 783 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 1 **DATE:** 06/11/2025

**LOCATION:** AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007 **DAY:** THURSDAY


## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 1 **DATE:** 06/11/2025

**LOCATION:** AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007 **DAY:** THURSDAY


| TIME | A TO E FROM AS2 (E) TO A6007 | | | | | | | | B TO A FROM TOWN STREET TO AS2 (E) | | | | | | | | B TO B FROM TOWN STREET TO TOWN STREET | | | | | | | | B TO C FROM TOWN STREET TO AS2 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 11 | 6 | 0 | 0 | 0 | 0 | 1 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 8 | 0 | 0 | 0 | 0 | 0 | 41 |
| 07:15 | 31 | 3 | 2 | 1 | 0 | 0 | 0 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40 |
| 07:30 | 43 | 6 | 1 | 1 | 0 | 0 | 0 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 1 | 0 | 0 | 0 | 0 | 0 | 66 |
| 07:45 | 36 | 6 | 1 | 0 | 1 | 0 | 0 | 44 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 52 | 4 | 1 | 0 | 0 | 0 | 0 | 57 |
| H/TOT | 121 | 21 | 4 | 2 | 1 | 0 | 1 | 150 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 188 | 15 | 1 | 0 | 0 | 0 | 0 | 204 |
| 08:00 | 32 | 6 | 1 | 1 | 0 | 0 | 0 | 40 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 4 | 1 | 0 | 0 | 0 | 0 | 46 |
| 08:15 | 38 | 10 | 1 | 1 | 0 | 0 | 0 | 50 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13 | 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 5 | 1 | 0 | 0 | 0 | 0 | 43 |
| 08:30 | 45 | 4 | 1 | 0 | 0 | 0 | 0 | 50 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 3 | 1 | 0 | 1 | 0 | 0 | 48 |
| 08:45 | 38 | 4 | 5 | 1 | 0 | 0 | 0 | 48 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 | 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 10 | 0 | 0 | 0 | 0 | 0 | 53 |
| H/TOT | 153 | 24 | 8 | 3 | 0 | 0 | 0 | 188 | 34 | 2 | 0 | 0 | 0 | 0 | 0 | 36 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 164 | 22 | 3 | 0 | 1 | 0 | 0 | 190 |
| 09:00 | 35 | 8 | 7 | 0 | 0 | 0 | 0 | 50 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 0 | 1 | 0 | 0 | 0 | 0 | 29 |
| 09:15 | 39 | 5 | 2 | 0 | 0 | 0 | 0 | 46 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 14 | 3 | 1 | 0 | 0 | 0 | 0 | 18 |
| 09:30 | 22 | 5 | 3 | 2 | 0 | 0 | 0 | 32 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 5 | 2 | 0 | 0 | 0 | 0 | 27 |
| 09:45 | 26 | 8 | 2 | 0 | 0 | 0 | 0 | 36 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 3 | 1 | 0 | 0 | 0 | 0 | 27 |
| H/TOT | 122 | 26 | 14 | 2 | 0 | 0 | 0 | 164 | 29 | 4 | 0 | 0 | 0 | 0 | 0 | 33 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 85 | 11 | 5 | 0 | 0 | 0 | 0 | 101 |
| P/TOT | 396 | 71 | 26 | 7 | 1 | 0 | 1 | 502 | 87 | 7 | 0 | 0 | 0 | 0 | 0 | 94 | P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 437 | 48 | 9 | 0 | 1 | 0 | 0 | 495 |

| TIME | A TO E FROM AS2 (E) TO A6007 | | | | | | | | B TO A FROM TOWN STREET TO AS2 (E) | | | | | | | | B TO B FROM TOWN STREET TO TOWN STREET | | | | | | | | B TO C FROM TOWN STREET TO AS2 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 64 | 14 | 3 | 1 | 0 | 0 | 0 | 82 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 | 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 9 | 0 | 0 | 0 | 1 | 0 | 41 |
| 16:15 | 61 | 16 | 3 | 0 | 0 | 0 | 0 | 80 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 68 | 8 | 0 | 0 | 0 | 0 | 0 | 76 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 37 | 5 | 0 | 0 | 0 | 0 | 0 | 42 |
| 16:45 | 59 | 6 | 1 | 1 | 0 | 1 | 0 | 68 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 | 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 2 | 1 | 0 | 0 | 1 | 0 | 32 |
| H/TOT | 252 | 44 | 7 | 2 | 0 | 1 | 0 | 306 | 48 | 5 | 0 | 0 | 0 | 0 | 0 | 53 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 108 | 19 | 1 | 0 | 0 | 2 | 0 | 130 |
| 17:00 | 57 | 6 | 3 | 1 | 0 | 1 | 0 | 68 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 | 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 5 | 0 | 0 | 0 | 0 | 0 | 39 |
| 17:15 | 51 | 1 | 0 | 0 | 0 | 2 | 0 | 54 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 | 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 2 | 0 | 0 | 0 | 0 | 0 | 22 |
| 17:30 | 57 | 0 | 1 | 1 | 0 | 0 | 0 | 59 | 5 | 0 | 0 | 0 | 0 | 1 | 0 | 6 | 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 3 | 0 | 0 | 0 | 0 | 0 | 34 |
| 17:45 | 55 | 4 | 2 | 0 | 0 | 1 | 0 | 62 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 | 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 32 | 3 | 0 | 0 | 0 | 0 | 0 | 35 |
| H/TOT | 220 | 11 | 6 | 2 | 0 | 4 | 0 | 243 | 38 | 3 | 0 | 0 | 0 | 1 | 0 | 42 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 117 | 13 | 0 | 0 | 0 | 0 | 0 | 130 |
| 18:00 | 49 | 4 | 1 | 0 | 0 | 0 | 0 | 54 | 17 | 1 | 0 | 0 | 1 | 0 | 0 | 19 | 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 18:15 | 51 | 5 | 1 | 0 | 0 | 0 | 1 | 58 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 22 |
| 18:30 | 45 | 3 | 1 | 0 | 0 | 0 | 0 | 49 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 18:45 | 36 | 3 | 0 | 0 | 0 | 0 | 0 | 39 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 |
| H/TOT | 181 | 15 | 3 | 0 | 0 | 0 | 1 | 200 | 47 | 1 | 0 | 0 | 1 | 0 | 0 | 49 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 72 | 6 | 1 | 0 | 0 | 0 | 0 | 79 |
| P/TOT | 653 | 70 | 16 | 4 | 0 | 5 | 1 | 749 | 133 | 9 | 0 | 0 | 1 | 1 | 0 | 144 | P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 297 | 38 | 2 | 0 | 0 | 2 | 0 | 339 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 1 **DATE:** 06/11/2025

**LOCATION:** A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

AUTO SURVEYS LTD


## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 1 **DATE:** 06/11/2025

**LOCATION:** A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007 **DAY:** THURSDAY

AUTO SURVEYS LTD


| 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


## 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 |

| 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:** AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007 **DAY:** THURSDAY

AUTO SURVEYS LTD


## 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

AUTO SURVEYS LTD


| TIME | D TO B FROM BS010 TO TOWN STREET | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 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 |

| TIME | D TO C FROM BS010 TO AS2 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 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 |

| TIME | D TO D FROM BS010 TO BS010 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 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 | D TO E FROM BS010 TO A6007 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 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 |

| TIME | D TO B FROM BS010 TO TOWN STREET | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 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 |

| TIME | D TO C FROM BS010 TO AS2 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 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 |

| TIME | D TO D FROM BS010 TO BS010 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 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 | D TO E FROM BS010 TO A6007 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 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

AUTO SURVEYS LTD


## 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

AUTO SURVEYS LTD


| 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 B5010 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | 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 B5010 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| H/TOT | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 |
| 17:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 17:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:30 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 17:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| H/TOT | 11 | 0 | 1 | 0 | 0 | 0 | 0 | 12 |
| 18:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 18:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| H/TOT | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| P/TOT | 33 | 1 | 1 | 0 | 0 | 0 | 0 | 35 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 1

**DATE:** 06/11/2025

**LOCATION:** AS2 (E) / TOWN STREET / AS2 (S) / B5010 / A6007

**DAY:** THURSDAY

| TIME | E TO E FROM A6007 TO A6007 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| TIME | E TO E FROM A6007 TO A6007 | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 1

**DATE:** 06/11/2025

**LOCATION:** AS2 (E) / TOWN STREET / AS2 (S) / B5010 / A6007

**DAY:** THURSDAY

| TIME | TO ARM A AS2 (E) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 358 | 80 | 8 | 4 | 4 | 3 | 0 | 457 |
| 07:15 | 387 | 81 | 17 | 5 | 4 | 2 | 3 | 499 |
| 07:30 | 485 | 69 | 35 | 10 | 9 | 3 | 2 | 613 |
| 07:45 | 456 | 90 | 17 | 7 | 4 | 3 | 3 | 580 |
| H/TOT | 1686 | 320 | 77 | 26 | 21 | 11 | 8 | 2149 |
| 08:00 | 404 | 72 | 25 | 10 | 4 | 3 | 0 | 518 |
| 08:15 | 448 | 70 | 22 | 3 | 4 | 2 | 0 | 549 |
| 08:30 | 398 | 70 | 19 | 10 | 4 | 1 | 2 | 504 |
| 08:45 | 349 | 62 | 15 | 7 | 4 | 2 | 2 | 441 |
| H/TOT | 1599 | 274 | 81 | 30 | 16 | 8 | 4 | 2012 |
| 09:00 | 332 | 58 | 23 | 10 | 3 | 0 | 0 | 426 |
| 09:15 | 260 | 47 | 18 | 12 | 5 | 1 | 0 | 343 |
| 09:30 | 296 | 51 | 19 | 6 | 3 | 3 | 0 | 378 |
| 09:45 | 259 | 51 | 21 | 7 | 3 | 1 | 0 | 342 |
| H/TOT | 1147 | 207 | 81 | 35 | 14 | 5 | 0 | 1489 |
| P/TOT | 4432 | 801 | 239 | 91 | 51 | 24 | 12 | 5650 |

| TIME | FROM ARM A AS2 (E) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 233 | 28 | 7 | 7 | 3 | 0 | 1 | 279 |
| 07:15 | 298 | 46 | 11 | 1 | 2 | 1 | 0 | 359 |
| 07:30 | 375 | 45 | 11 | 4 | 3 | 2 | 0 | 440 |
| 07:45 | 352 | 33 | 9 | 0 | 6 | 1 | 2 | 403 |
| H/TOT | 1258 | 152 | 38 | 12 | 14 | 4 | 3 | 1481 |
| 08:00 | 350 | 45 | 10 | 7 | 7 | 2 | 0 | 421 |
| 08:15 | 292 | 38 | 12 | 4 | 4 | 1 | 0 | 351 |
| 08:30 | 312 | 28 | 7 | 2 | 3 | 0 | 0 | 352 |
| 08:45 | 270 | 38 | 16 | 4 | 3 | 0 | 0 | 331 |
| H/TOT | 1224 | 149 | 45 | 17 | 17 | 3 | 0 | 1455 |
| 09:00 | 225 | 45 | 20 | 6 | 4 | 1 | 0 | 301 |
| 09:15 | 246 | 51 | 13 | 9 | 4 | 0 | 0 | 323 |
| 09:30 | 247 | 36 | 14 | 6 | 3 | 1 | 0 | 307 |
| 09:45 | 202 | 42 | 18 | 7 | 4 | 0 | 0 | 273 |
| H/TOT | 920 | 174 | 65 | 28 | 15 | 2 | 0 | 1204 |
| P/TOT | 3402 | 475 | 148 | 57 | 46 | 9 | 3 | 4140 |

| TIME | TO ARM B TOWN STREET | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 38 | 7 | 2 | 0 | 0 | 0 | 0 | 47 |
| 07:15 | 50 | 18 | 1 | 0 | 0 | 0 | 0 | 69 |
| 07:30 | 62 | 10 | 2 | 2 | 1 | 0 | 0 | 77 |
| 07:45 | 91 | 13 | 1 | 0 | 2 | 1 | 0 | 108 |
| H/TOT | 241 | 48 | 6 | 2 | 3 | 1 | 0 | 301 |
| 08:00 | 79 | 27 | 1 | 0 | 0 | 0 | 0 | 107 |
| 08:15 | 96 | 12 | 3 | 0 | 0 | 0 | 0 | 111 |
| 08:30 | 97 | 14 | 3 | 0 | 0 | 0 | 0 | 114 |
| 08:45 | 66 | 17 | 1 | 0 | 1 | 0 | 0 | 85 |
| H/TOT | 338 | 70 | 8 | 0 | 1 | 0 | 0 | 417 |
| 09:00 | 68 | 19 | 1 | 0 | 0 | 0 | 0 | 88 |
| 09:15 | 43 | 12 | 4 | 0 | 0 | 0 | 0 | 59 |
| 09:30 | 54 | 11 | 2 | 0 | 0 | 0 | 0 | 67 |
| 09:45 | 51 | 13 | 0 | 0 | 2 | 0 | 0 | 66 |
| H/TOT | 216 | 55 | 7 | 0 | 2 | 0 | 0 | 280 |
| P/TOT | 795 | 173 | 21 | 2 | 6 | 1 | 0 | 998 |

| TIME | TO ARM A AS2 (E) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 370 | 59 | 5 | 1 | 5 | 0 | 0 | 440 |
| 16:15 | 384 | 36 | 3 | 0 | 4 | 3 | 0 | 430 |
| 16:30 | 396 | 41 | 8 | 1 | 2 | 1 | 1 | 450 |
| 16:45 | 350 | 32 | 5 | 3 | 2 | 2 | 0 | 394 |
| H/TOT | 1500 | 168 | 21 | 5 | 13 | 6 | 1 | 1714 |
| 17:00 | 372 | 23 | 5 | 2 | 4 | 2 | 0 | 408 |
| 17:15 | 425 | 20 | 3 | 4 | 1 | 1 | 0 | 454 |
| 17:30 | 353 | 29 | 3 | 1 | 6 | 4 | 0 | 396 |
| 17:45 | 414 | 32 | 4 | 0 | 3 | 1 | 0 | 454 |
| H/TOT | 1564 | 104 | 15 | 7 | 14 | 8 | 0 | 1712 |
| 18:00 | 399 | 28 | 5 | 2 | 7 | 2 | 0 | 443 |
| 18:15 | 370 | 21 | 3 | 1 | 3 | 3 | 1 | 402 |
| 18:30 | 339 | 14 | 5 | 3 | 4 | 1 | 1 | 367 |
| 18:45 | 308 | 16 | 4 | 1 | 4 | 2 | 0 | 335 |
| H/TOT | 1416 | 79 | 17 | 7 | 18 | 8 | 2 | 1547 |
| P/TOT | 4480 | 351 | 53 | 19 | 45 | 22 | 3 | 4973 |

| TIME | FROM ARM A AS2 (E) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 305 | 65 | 9 | 3 | 2 | 1 | 0 | 385 |
| 16:15 | 319 | 55 | 10 | 2 | 4 | 3 | 0 | 393 |
| 16:30 | 376 | 45 | 5 | 1 | 3 | 1 | 0 | 431 |
| 16:45 | 340 | 21 | 3 | 5 | 1 | 5 | 0 | 375 |
| H/TOT | 1340 | 186 | 27 | 11 | 10 | 10 | 0 | 1584 |
| 17:00 | 352 | 35 | 7 | 4 | 4 | 3 | 0 | 405 |
| 17:15 | 331 | 27 | 2 | 4 | 4 | 2 | 2 | 372 |
| 17:30 | 333 | 13 | 4 | 2 | 1 | 2 | 1 | 356 |
| 17:45 | 281 | 18 | 8 | 2 | 3 | 4 | 1 | 317 |
| H/TOT | 1297 | 93 | 21 | 12 | 12 | 11 | 4 | 1450 |
| 18:00 | 271 | 19 | 3 | 1 | 6 | 1 | 0 | 301 |
| 18:15 | 309 | 21 | 5 | 2 | 2 | 0 | 1 | 340 |
| 18:30 | 264 | 20 | 2 | 1 | 4 | 0 | 0 | 291 |
| 18:45 | 262 | 14 | 3 | 1 | 2 | 0 | 0 | 282 |
| H/TOT | 1106 | 74 | 13 | 5 | 14 | 1 | 1 | 1214 |
| P/TOT | 3743 | 353 | 61 | 28 | 36 | 22 | 5 | 4248 |

| TIME | TO ARM B TOWN STREET | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 72 | 10 | 2 | 0 | 1 | 1 | 0 | 86 |
| 16:15 | 79 | 14 | 1 | 0 | 2 | 0 | 0 | 96 |
| 16:30 | 103 | 11 | 1 | 0 | 1 | 0 | 0 | 116 |
| 16:45 | 93 | 7 | 0 | 0 | 1 | 1 | 0 | 102 |
| H/TOT | 347 | 42 | 4 | 0 | 5 | 2 | 0 | 400 |
| 17:00 | 96 | 9 | 0 | 0 | 1 | 1 | 0 | 107 |
| 17:15 | 90 | 9 | 0 | 0 | 0 | 1 | 0 | 100 |
| 17:30 | 105 | 10 | 0 | 0 | 0 | 2 | 0 | 117 |
| 17:45 | 111 | 5 | 0 | 0 | 0 | 0 | 0 | 116 |
| H/TOT | 402 | 33 | 0 | 0 | 1 | 4 | 0 | 440 |
| 18:00 | 80 | 5 | 2 | 0 | 0 | 0 | 0 | 87 |
| 18:15 | 72 | 8 | 1 | 0 | 1 | 0 | 0 | 82 |
| 18:30 | 74 | 4 | 1 | 0 | 0 | 0 | 0 | 79 |
| 18:45 | 83 | 4 | 2 | 0 | 1 | 0 | 0 | 90 |
| H/TOT | 309 | 21 | 6 | 0 | 2 | 0 | 0 | 338 |
| P/TOT | 1058 | 96 | 10 | 0 | 8 | 6 | 0 | 1178 |

AUTO SURVEYS LTD

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**DATE:** 06/11/2025 **SITE:** 1

**DAY:** THURSDAY **LOCATION:** AS2 (E) / TOWN STREET / AS2 (S) / BS010 / A6007

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

AUTO SURVEYS LTD

| FROM ARM D B5010 | | | | | | | | TIME | TO ARM E A6007 | | | | | | | | FROM ARM E A6007 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 73 | 12 | 3 | 0 | 2 | 0 | 0 | 90 | 07:00 | 83 | 18 | 5 | 3 | 0 | 0 | 1 | 110 | 162 | 39 | 5 | 2 | 0 | 1 | 0 | 209 |
| 72 | 19 | 3 | 1 | 3 | 1 | 2 | 101 | 07:15 | 114 | 25 | 5 | 1 | 0 | 0 | 0 | 145 | 147 | 36 | 9 | 6 | 0 | 0 | 1 | 199 |
| 151 | 22 | 4 | 0 | 3 | 1 | 2 | 183 | 07:30 | 144 | 21 | 5 | 2 | 0 | 0 | 0 | 172 | 163 | 24 | 14 | 3 | 0 | 3 | 1 | 208 |
| 174 | 26 | 4 | 0 | 3 | 0 | 3 | 210 | 07:45 | 128 | 28 | 3 | 2 | 1 | 2 | 0 | 164 | 148 | 18 | 4 | 1 | 0 | 0 | 0 | 171 |
| 470 | 79 | 14 | 1 | 11 | 2 | 7 | 584 | H/TOT | 469 | 92 | 18 | 8 | 1 | 2 | 1 | 591 | 620 | 117 | 32 | 12 | 0 | 4 | 2 | 787 |
| 181 | 23 | 11 | 0 | 2 | 1 | 0 | 218 | 08:00 | 109 | 20 | 3 | 3 | 0 | 0 | 0 | 135 | 87 | 24 | 5 | 5 | 0 | 0 | 0 | 121 |
| 194 | 17 | 5 | 0 | 3 | 1 | 0 | 220 | 08:15 | 122 | 21 | 4 | 1 | 1 | 1 | 0 | 150 | 98 | 15 | 9 | 3 | 0 | 0 | 0 | 125 |
| 164 | 17 | 5 | 0 | 1 | 0 | 2 | 189 | 08:30 | 112 | 14 | 6 | 1 | 1 | 1 | 0 | 135 | 82 | 21 | 9 | 4 | 0 | 3 | 0 | 119 |
| 124 | 19 | 4 | 2 | 3 | 0 | 2 | 154 | 08:45 | 120 | 21 | 13 | 1 | 0 | 0 | 0 | 155 | 89 | 20 | 6 | 5 | 0 | 1 | 0 | 121 |
| 663 | 76 | 25 | 2 | 9 | 2 | 4 | 781 | H/TOT | 463 | 76 | 26 | 6 | 2 | 2 | 0 | 575 | 356 | 80 | 29 | 17 | 0 | 4 | 0 | 486 |
| 101 | 16 | 3 | 0 | 1 | 0 | 0 | 121 | 09:00 | 107 | 17 | 11 | 4 | 0 | 0 | 1 | 140 | 156 | 27 | 12 | 3 | 1 | 1 | 0 | 200 |
| 59 | 12 | 3 | 1 | 2 | 1 | 0 | 78 | 09:15 | 88 | 18 | 8 | 7 | 0 | 0 | 1 | 122 | 111 | 22 | 9 | 3 | 1 | 0 | 0 | 146 |
| 71 | 14 | 1 | 1 | 2 | 0 | 0 | 89 | 09:30 | 61 | 18 | 7 | 6 | 0 | 0 | 0 | 92 | 128 | 25 | 9 | 6 | 0 | 1 | 0 | 169 |
| 53 | 15 | 1 | 0 | 3 | 0 | 0 | 72 | 09:45 | 86 | 20 | 4 | 3 | 1 | 0 | 0 | 114 | 122 | 31 | 8 | 9 | 2 | 1 | 0 | 173 |
| 284 | 57 | 8 | 2 | 8 | 1 | 0 | 360 | H/TOT | 342 | 73 | 30 | 20 | 1 | 0 | 2 | 468 | 517 | 105 | 38 | 21 | 4 | 3 | 0 | 688 |
| 1417 | 212 | 47 | 5 | 28 | 5 | 11 | 1725 | P/TOT | 1274 | 241 | 74 | 34 | 4 | 4 | 3 | 1634 | 1493 | 302 | 99 | 50 | 4 | 11 | 2 | 1961 |

| FROM ARM D B5010 | | | | | | | | TIME | TO ARM E A6007 | | | | | | | | FROM ARM E A6007 | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 70 | 7 | 1 | 0 | 5 | 0 | 0 | 83 | 16:00 | 168 | 28 | 9 | 6 | 1 | 0 | 0 | 212 | 148 | 30 | 2 | 3 | 0 | 1 | 0 | 184 |
| 66 | 8 | 0 | 0 | 1 | 0 | 0 | 75 | 16:15 | 164 | 35 | 7 | 2 | 0 | 0 | 0 | 208 | 166 | 16 | 2 | 0 | 2 | 2 | 0 | 188 |
| 75 | 8 | 0 | 0 | 1 | 1 | 0 | 85 | 16:30 | 167 | 29 | 2 | 0 | 0 | 4 | 0 | 202 | 182 | 22 | 3 | 1 | 1 | 1 | 1 | 211 |
| 85 | 7 | 2 | 1 | 1 | 0 | 0 | 96 | 16:45 | 171 | 20 | 1 | 2 | 0 | 3 | 0 | 197 | 150 | 14 | 3 | 7 | 1 | 2 | 0 | 177 |
| 296 | 30 | 3 | 1 | 8 | 1 | 0 | 339 | H/TOT | 670 | 112 | 19 | 10 | 1 | 7 | 0 | 819 | 646 | 82 | 10 | 11 | 4 | 6 | 1 | 760 |
| 108 | 8 | 1 | 0 | 3 | 0 | 0 | 120 | 17:00 | 170 | 19 | 7 | 2 | 0 | 2 | 0 | 200 | 133 | 10 | 3 | 5 | 0 | 0 | 0 | 151 |
| 93 | 4 | 0 | 1 | 0 | 1 | 0 | 99 | 17:15 | 159 | 11 | 1 | 0 | 0 | 4 | 0 | 175 | 161 | 15 | 2 | 1 | 0 | 2 | 0 | 181 |
| 87 | 6 | 1 | 0 | 3 | 0 | 0 | 97 | 17:30 | 170 | 5 | 2 | 3 | 0 | 1 | 0 | 181 | 143 | 23 | 3 | 4 | 0 | 2 | 0 | 175 |
| 85 | 7 | 0 | 0 | 2 | 0 | 0 | 94 | 17:45 | 172 | 11 | 2 | 3 | 0 | 2 | 2 | 192 | 156 | 12 | 4 | 0 | 0 | 1 | 0 | 173 |
| 373 | 25 | 2 | 1 | 8 | 1 | 0 | 410 | H/TOT | 671 | 46 | 12 | 8 | 0 | 9 | 2 | 748 | 593 | 60 | 12 | 10 | 0 | 5 | 0 | 680 |
| 61 | 5 | 1 | 0 | 1 | 0 | 0 | 68 | 18:00 | 157 | 12 | 2 | 3 | 0 | 0 | 0 | 174 | 154 | 13 | 3 | 1 | 0 | 2 | 0 | 173 |
| 65 | 4 | 0 | 0 | 3 | 1 | 1 | 74 | 18:15 | 129 | 13 | 1 | 2 | 0 | 1 | 1 | 147 | 128 | 8 | 1 | 1 | 0 | 1 | 0 | 139 |
| 70 | 3 | 1 | 0 | 1 | 0 | 1 | 76 | 18:30 | 124 | 11 | 1 | 1 | 0 | 2 | 0 | 139 | 121 | 9 | 1 | 2 | 0 | 1 | 0 | 134 |
| 70 | 4 | 1 | 0 | 4 | 0 | 0 | 79 | 18:45 | 114 | 13 | 2 | 1 | 0 | 0 | 0 | 130 | 127 | 11 | 2 | 0 | 0 | 1 | 0 | 141 |
| 266 | 16 | 3 | 0 | 9 | 1 | 2 | 297 | H/TOT | 524 | 49 | 6 | 7 | 0 | 3 | 1 | 590 | 530 | 41 | 7 | 4 | 0 | 5 | 0 | 587 |
| 935 | 71 | 8 | 2 | 25 | 3 | 2 | 1046 | P/TOT | 1865 | 207 | 37 | 25 | 1 | 19 | 3 | 2157 | 1769 | 183 | 29 | 25 | 4 | 16 | 1 | 2027 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 2

**LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

**DATE:** 06/11/2025

**DAY:** THURSDAY


## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 2

**LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

**DATE:** 06/11/2025

**DAY:** THURSDAY

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 2

**LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)


| TIME | A TO A FROM A52 (N) TO A52 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| TIME | A TO B FROM A52 (N) TO SITE ACCESS | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| H/TOT | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| P/TOT | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |

| TIME | A TO C FROM A52 (N) TO B6003 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 24 | 7 | 1 | 1 | 0 | 0 | 0 | 33 |
| 07:15 | 18 | 5 | 0 | 0 | 0 | 0 | 0 | 23 |
| 07:30 | 24 | 3 | 1 | 0 | 0 | 1 | 0 | 29 |
| 07:45 | 36 | 0 | 1 | 0 | 0 | 0 | 0 | 37 |
| H/TOT | 102 | 15 | 3 | 1 | 0 | 1 | 0 | 122 |
| 08:00 | 56 | 9 | 1 | 0 | 0 | 0 | 0 | 66 |
| 08:15 | 60 | 3 | 1 | 0 | 0 | 0 | 0 | 64 |
| 08:30 | 53 | 5 | 2 | 0 | 0 | 1 | 0 | 61 |
| 08:45 | 53 | 5 | 2 | 0 | 0 | 0 | 0 | 60 |
| H/TOT | 222 | 22 | 6 | 0 | 0 | 1 | 0 | 251 |
| 09:00 | 38 | 4 | 1 | 0 | 0 | 0 | 0 | 43 |
| 09:15 | 39 | 5 | 1 | 0 | 0 | 0 | 0 | 45 |
| 09:30 | 38 | 3 | 3 | 1 | 0 | 0 | 0 | 45 |
| 09:45 | 39 | 3 | 0 | 1 | 0 | 0 | 0 | 43 |
| H/TOT | 154 | 15 | 5 | 2 | 0 | 0 | 0 | 176 |
| P/TOT | 478 | 52 | 14 | 3 | 0 | 2 | 0 | 549 |

| TIME | A TO D FROM A52 (N) TO A52 (W) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 269 | 35 | 6 | 5 | 2 | 0 | 0 | 317 |
| 07:15 | 294 | 39 | 10 | 5 | 1 | 1 | 0 | 350 |
| 07:30 | 389 | 38 | 5 | 4 | 1 | 2 | 0 | 439 |
| 07:45 | 367 | 37 | 6 | 2 | 1 | 0 | 0 | 413 |
| H/TOT | 1319 | 149 | 27 | 16 | 5 | 3 | 0 | 1519 |
| 08:00 | 346 | 36 | 10 | 8 | 5 | 2 | 0 | 407 |
| 08:15 | 271 | 27 | 14 | 5 | 4 | 1 | 0 | 322 |
| 08:30 | 247 | 23 | 8 | 4 | 2 | 1 | 0 | 285 |
| 08:45 | 218 | 26 | 8 | 6 | 2 | 0 | 0 | 260 |
| H/TOT | 1082 | 112 | 40 | 23 | 13 | 4 | 0 | 1274 |
| 09:00 | 175 | 35 | 16 | 9 | 2 | 2 | 0 | 239 |
| 09:15 | 186 | 35 | 11 | 12 | 4 | 0 | 0 | 248 |
| 09:30 | 191 | 34 | 18 | 10 | 1 | 1 | 0 | 255 |
| 09:45 | 157 | 40 | 20 | 12 | 3 | 0 | 0 | 232 |
| H/TOT | 709 | 144 | 65 | 43 | 10 | 3 | 0 | 974 |
| P/TOT | 3110 | 405 | 132 | 82 | 28 | 10 | 0 | 3767 |

| TIME | A TO E FROM A52 (N) TO B6003 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 9 | 3 | 1 | 0 | 0 | 0 | 0 | 13 |
| 07:15 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 07:30 | 15 | 3 | 0 | 0 | 1 | 0 | 0 | 19 |
| 07:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| H/TOT | 47 | 8 | 2 | 0 | 1 | 0 | 0 | 58 |
| 08:00 | 16 | 2 | 0 | 0 | 1 | 0 | 0 | 19 |
| 08:15 | 19 | 3 | 1 | 0 | 0 | 0 | 0 | 23 |
| 08:30 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:45 | 8 | 5 | 1 | 0 | 0 | 0 | 0 | 14 |
| H/TOT | 55 | 12 | 2 | 0 | 1 | 0 | 0 | 70 |
| 09:00 | 9 | 5 | 2 | 0 | 0 | 0 | 0 | 16 |
| 09:15 | 17 | 5 | 1 | 0 | 1 | 0 | 0 | 24 |
| 09:30 | 10 | 0 | 1 | 0 | 0 | 0 | 0 | 11 |
| 09:45 | 16 | 2 | 1 | 0 | 0 | 0 | 0 | 19 |
| H/TOT | 52 | 12 | 5 | 0 | 1 | 0 | 0 | 70 |
| P/TOT | 154 | 32 | 9 | 0 | 3 | 0 | 0 | 198 |

| TIME | A TO A FROM A52 (N) TO A52 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| TIME | A TO B FROM A52 (N) TO SITE ACCESS | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 16:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P/TOT | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 |

| TIME | A TO C FROM A52 (N) TO B6003 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 49 | 8 | 1 | 0 | 0 | 0 | 0 | 58 |
| 16:15 | 55 | 1 | 2 | 0 | 1 | 1 | 0 | 60 |
| 16:30 | 68 | 4 | 1 | 0 | 0 | 0 | 0 | 73 |
| 16:45 | 64 | 3 | 1 | 0 | 0 | 1 | 0 | 69 |
| H/TOT | 236 | 16 | 5 | 0 | 1 | 2 | 0 | 260 |
| 17:00 | 66 | 5 | 3 | 0 | 0 | 0 | 0 | 74 |
| 17:15 | 52 | 3 | 3 | 1 | 0 | 0 | 0 | 59 |
| 17:30 | 59 | 5 | 0 | 1 | 0 | 0 | 0 | 65 |
| 17:45 | 56 | 2 | 0 | 0 | 0 | 0 | 0 | 58 |
| H/TOT | 233 | 15 | 6 | 2 | 0 | 0 | 0 | 256 |
| 18:00 | 60 | 3 | 1 | 0 | 0 | 0 | 0 | 64 |
| 18:15 | 46 | 2 | 1 | 0 | 0 | 0 | 0 | 49 |
| 18:30 | 47 | 1 | 0 | 0 | 0 | 0 | 0 | 48 |
| 18:45 | 54 | 1 | 0 | 0 | 0 | 0 | 0 | 55 |
| H/TOT | 207 | 7 | 2 | 0 | 0 | 0 | 0 | 216 |
| P/TOT | 676 | 38 | 13 | 2 | 1 | 2 | 0 | 732 |

| TIME | A TO D FROM A52 (N) TO A52 (W) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 183 | 56 | 5 | 7 | 0 | 2 | 0 | 253 |
| 16:15 | 200 | 30 | 4 | 0 | 1 | 1 | 0 | 236 |
| 16:30 | 274 | 44 | 5 | 4 | 2 | 2 | 0 | 331 |
| 16:45 | 224 | 17 | 2 | 5 | 1 | 2 | 0 | 251 |
| H/TOT | 881 | 147 | 16 | 16 | 4 | 7 | 0 | 1071 |
| 17:00 | 278 | 19 | 2 | 6 | 2 | 1 | 0 | 308 |
| 17:15 | 191 | 17 | 1 | 5 | 1 | 1 | 0 | 216 |
| 17:30 | 226 | 17 | 3 | 3 | 0 | 1 | 0 | 250 |
| 17:45 | 179 | 14 | 4 | 2 | 2 | 0 | 0 | 201 |
| H/TOT | 874 | 67 | 10 | 16 | 5 | 3 | 0 | 975 |
| 18:00 | 193 | 11 | 1 | 2 | 3 | 0 | 0 | 210 |
| 18:15 | 190 | 10 | 4 | 3 | 0 | 0 | 0 | 207 |
| 18:30 | 166 | 10 | 1 | 2 | 0 | 0 | 0 | 179 |
| 18:45 | 171 | 9 | -1 | 1 | 3 | 0 | 0 | 183 |
| H/TOT | 720 | 40 | 5 | 8 | 6 | 0 | 1 | 779 |
| P/TOT | 2475 | 254 | 31 | 40 | 15 | 10 | 0 | 2825 |

| TIME | A TO E FROM A52 (N) TO B6003 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 23 | 6 | 2 | 0 | 0 | 1 | 0 | 32 |
| 16:15 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:30 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| 16:45 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 27 |
| H/TOT | 88 | 9 | 3 | 0 | 0 | 1 | 0 | 101 |
| 17:00 | 23 | 2 | 0 | 0 | 0 | 2 | 0 | 27 |
| 17:15 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 17:30 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:45 | 12 | 1 | 0 | 0 | 0 | 0 | 0 | 13 |
| H/TOT | 74 | 6 | 0 | 0 | 0 | 2 | 0 | 82 |
| 18:00 | 18 | 1 | 0 | 0 | 0 | 0 | 0 | 19 |
| 18:15 | 14 | 1 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:30 | 20 | 0 | 1 | 0 | 0 | 0 | 0 | 21 |
| 18:45 | 12 | 2 | 1 | 0 | 0 | 0 | 0 | 15 |
| H/TOT | 64 | 4 | 2 | 0 | 0 | 0 | 0 | 70 |
| P/TOT | 226 | 19 | 5 | 0 | 0 | 3 | 0 | 253 |

AUTO SURVEYS LTD

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**DATE:** 06/11/2025 **SITE:** 2

**DAY:** THURSDAY **LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 SITE: 2

DAY: THURSDAY LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

AUTO SURVEYS LTD

DATE: 06/11/2025

DAY: THURSDAY

| B TO A FROM SITE ACCESS TO A52 (N) | | | | | | | | TIME | B TO B FROM SITE ACCESS TO SITE ACCESS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 | P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| B TO C FROM SITE ACCESS TO B6003 (S) | | | | | | | | TIME | B TO D FROM SITE ACCESS TO A52 (W) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | H/TOT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 09:00 | 0 | 1 | 0 | 1 | 0 | 0 | 0 | 2 |
| 2 | 0 | 0 | 1 | 0 | 0 | 0 | 3 | 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 09:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 6 | 1 | 0 | 1 | 0 | 0 | 0 | 8 | H/TOT | 1 | 1 | 0 | 1 | 0 | 0 | 0 | 3 |
| 7 | 1 | 1 | 1 | 0 | 0 | 0 | 10 | P/TOT | 2 | 1 | 0 | 1 | 0 | 0 | 0 | 4 |

| B TO E FROM SITE ACCESS TO B6003 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |

| B TO A FROM SITE ACCESS TO A52 (N) | | | | | | | | TIME | B TO B FROM SITE ACCESS TO SITE ACCESS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| B TO C FROM SITE ACCESS TO B6003 (S) | | | | | | | | TIME | B TO D FROM SITE ACCESS TO A52 (W) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16:00 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16:15 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 16:30 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 16:45 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | H/TOT | 4 | 4 | 0 | 0 | 0 | 0 | 0 | 8 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 17:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | H/TOT | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | H/TOT | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | P/TOT | 8 | 4 | 0 | 0 | 0 | 0 | 0 | 12 |

| B TO E FROM SITE ACCESS TO B6003 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 1 | 0 | 0 | 0 | 1 | 0 | 2 |
| 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 0 | 0 | 0 | 0 | 1 | 0 | 5 |
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 4 | 1 | 0 | 0 | 0 | 1 | 0 | 6 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 2

**LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

**DATE:** 06/11/2025

**DAY:** THURSDAY


## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 2

**LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

**DATE:** 06/11/2025

**DAY:** THURSDAY

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 2

**LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)


| TIME | C TO A FROM B6003 (S) TO A52 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 35 | 1 | 1 | 0 | 0 | 0 | 0 | 37 |
| 07:15 | 34 | 6 | 1 | 0 | 0 | 0 | 0 | 41 |
| 07:30 | 61 | 5 | 0 | 0 | 1 | 0 | 0 | 67 |
| 07:45 | 48 | 8 | 0 | 1 | 0 | 2 | 0 | 59 |
| H/TOT | 178 | 20 | 2 | 1 | 1 | 2 | 0 | 204 |
| 08:00 | 37 | 6 | 1 | 0 | 0 | 0 | 0 | 44 |
| 08:15 | 41 | 2 | 3 | 0 | 0 | 1 | 0 | 47 |
| 08:30 | 52 | 2 | 1 | 0 | 0 | 0 | 0 | 55 |
| 08:45 | 45 | 9 | 3 | 0 | 0 | 1 | 0 | 58 |
| H/TOT | 175 | 19 | 8 | 0 | 0 | 2 | 0 | 204 |
| 09:00 | 33 | 4 | 1 | 0 | 0 | 0 | 0 | 38 |
| 09:15 | 34 | 1 | 2 | 0 | 0 | 0 | 0 | 37 |
| 09:30 | 32 | 7 | 2 | 0 | 0 | 0 | 0 | 41 |
| 09:45 | 36 | 1 | 2 | 0 | 0 | 0 | 0 | 39 |
| H/TOT | 135 | 13 | 7 | 0 | 0 | 0 | 0 | 155 |
| P/TOT | 488 | 52 | 17 | 1 | 1 | 4 | 0 | 563 |

| TIME | C TO B FROM B6003 (S) TO SITE ACCESS | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| H/TOT | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| P/TOT | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |

| TIME | C TO C FROM B6003 (S) TO B6003 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 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 B6003 (S) TO A52 (W) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 94 | 20 | 2 | 2 | 0 | 0 | 0 | 118 |
| 07:15 | 113 | 23 | 3 | 1 | 0 | 0 | 0 | 140 |
| 07:30 | 117 | 15 | 1 | 2 | 0 | 0 | 0 | 135 |
| 07:45 | 105 | 16 | 1 | 1 | 0 | 1 | 0 | 124 |
| H/TOT | 429 | 74 | 7 | 6 | 0 | 1 | 0 | 517 |
| 08:00 | 104 | 11 | 0 | 3 | 0 | 0 | 0 | 118 |
| 08:15 | 88 | 14 | 5 | 3 | 0 | 1 | 0 | 111 |
| 08:30 | 96 | 18 | 2 | 1 | 0 | 0 | 0 | 117 |
| 08:45 | 88 | 5 | 5 | 0 | 0 | 0 | 0 | 98 |
| H/TOT | 376 | 48 | 12 | 7 | 0 | 1 | 0 | 444 |
| 09:00 | 53 | 7 | 1 | 3 | 0 | 0 | 0 | 64 |
| 09:15 | 64 | 13 | 4 | 1 | 0 | 0 | 0 | 82 |
| 09:30 | 69 | 11 | 6 | 3 | 0 | 0 | 0 | 89 |
| 09:45 | 44 | 13 | 3 | 3 | 0 | 0 | 0 | 63 |
| H/TOT | 230 | 44 | 14 | 10 | 0 | 0 | 0 | 298 |
| P/TOT | 1035 | 166 | 33 | 23 | 0 | 2 | 0 | 1259 |

| TIME | C TO E FROM B6003 (S) TO B6003 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 26 | 4 | 1 | 0 | 0 | 0 | 0 | 31 |
| 07:15 | 37 | 7 | 0 | 0 | 1 | 3 | 0 | 48 |
| 07:30 | 25 | 7 | 0 | 0 | 0 | 0 | 0 | 32 |
| 07:45 | 44 | 1 | 1 | 0 | 0 | 0 | 0 | 46 |
| H/TOT | 132 | 19 | 2 | 0 | 1 | 3 | 0 | 157 |
| 08:00 | 53 | 6 | 1 | 0 | 0 | 1 | 0 | 61 |
| 08:15 | 38 | 10 | 4 | 0 | 1 | 0 | 0 | 53 |
| 08:30 | 46 | 4 | 2 | 0 | 0 | 0 | 0 | 52 |
| 08:45 | 46 | 5 | 2 | 0 | 0 | 0 | 0 | 53 |
| H/TOT | 183 | 25 | 9 | 0 | 1 | 1 | 0 | 219 |
| 09:00 | 26 | 6 | 0 | 0 | 1 | 0 | 0 | 33 |
| 09:15 | 26 | 1 | 2 | 0 | 0 | 0 | 0 | 29 |
| 09:30 | 21 | 4 | 2 | 0 | 1 | 0 | 0 | 28 |
| 09:45 | 34 | 5 | 1 | 1 | 0 | 1 | 0 | 42 |
| H/TOT | 107 | 16 | 5 | 1 | 2 | 1 | 0 | 132 |
| P/TOT | 422 | 60 | 16 | 1 | 4 | 5 | 0 | 508 |

| TIME | C TO A FROM B6003 (S) TO A52 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 54 | 6 | 0 | 0 | 0 | 0 | 0 | 60 |
| 16:15 | 54 | 6 | 2 | 0 | 0 | 1 | 1 | 64 |
| 16:30 | 51 | 4 | 0 | 0 | 0 | 1 | 0 | 56 |
| 16:45 | 51 | 8 | 0 | 0 | 0 | 0 | 0 | 59 |
| H/TOT | 210 | 24 | 2 | 0 | 0 | 2 | 1 | 239 |
| 17:00 | 61 | 3 | 0 | 0 | 0 | 2 | 0 | 66 |
| 17:15 | 52 | 1 | 0 | 0 | 0 | 1 | 0 | 54 |
| 17:30 | 65 | 4 | 0 | 0 | 0 | 2 | 0 | 71 |
| 17:45 | 55 | 4 | 0 | 0 | 1 | 0 | 0 | 60 |
| H/TOT | 233 | 12 | 0 | 0 | 1 | 5 | 0 | 251 |
| 18:00 | 48 | 1 | 1 | 0 | 0 | 0 | 0 | 50 |
| 18:15 | 47 | 1 | 2 | 0 | 0 | 2 | 0 | 52 |
| 18:30 | 45 | 9 | 1 | 0 | 0 | 0 | 0 | 55 |
| 18:45 | 44 | 4 | 1 | 0 | 0 | 1 | 0 | 50 |
| H/TOT | 184 | 15 | 5 | 0 | 0 | 3 | 0 | 207 |
| P/TOT | 627 | 51 | 7 | 0 | 1 | 10 | 1 | 697 |

| TIME | C TO B FROM B6003 (S) TO SITE ACCESS | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |

| TIME | C TO C FROM B6003 (S) TO B6003 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |

| TIME | C TO D FROM B6003 (S) TO A52 (W) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 115 | 10 | 1 | 1 | 0 | 1 | 0 | 128 |
| 16:15 | 124 | 15 | 1 | 0 | 0 | 1 | 0 | 141 |
| 16:30 | 133 | 15 | 1 | 0 | 0 | 0 | 0 | 149 |
| 16:45 | 123 | 14 | 3 | 1 | 0 | 0 | 0 | 141 |
| H/TOT | 495 | 54 | 6 | 2 | 0 | 2 | 0 | 559 |
| 17:00 | 135 | 5 | 2 | 1 | 0 | 0 | 0 | 143 |
| 17:15 | 111 | 4 | 1 | 0 | 0 | 1 | 0 | 117 |
| 17:30 | 134 | 6 | 1 | 2 | 0 | 0 | 0 | 143 |
| 17:45 | 101 | 2 | 0 | 0 | 0 | 1 | 0 | 104 |
| H/TOT | 481 | 17 | 4 | 3 | 0 | 2 | 0 | 507 |
| 18:00 | 62 | 2 | 0 | 0 | 0 | 0 | 0 | 64 |
| 18:15 | 68 | 9 | 3 | 1 | 0 | 0 | 0 | 81 |
| 18:30 | 71 | 8 | 2 | 0 | 0 | 0 | 0 | 81 |
| 18:45 | 41 | 1 | 0 | 0 | 0 | 0 | 0 | 42 |
| H/TOT | 242 | 20 | 5 | 1 | 0 | 0 | 0 | 268 |
| P/TOT | 1218 | 91 | 15 | 6 | 0 | 4 | 0 | 1334 |

| TIME | C TO E FROM B6003 (S) TO B6003 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 60 | 11 | 0 | 0 | 0 | 1 | 0 | 72 |
| 16:15 | 85 | 8 | 1 | 0 | 0 | 2 | 0 | 96 |
| 16:30 | 72 | 6 | 0 | 0 | 1 | 0 | 0 | 79 |
| 16:45 | 89 | 8 | 2 | 0 | 1 | 0 | 0 | 100 |
| H/TOT | 306 | 33 | 3 | 0 | 2 | 3 | 0 | 347 |
| 17:00 | 64 | 4 | 0 | 0 | 0 | 1 | 0 | 69 |
| 17:15 | 57 | 7 | 1 | 0 | 0 | 0 | 1 | 66 |
| 17:30 | 94 | 2 | 0 | 0 | 0 | 0 | 0 | 96 |
| 17:45 | 69 | 4 | 0 | 0 | 0 | 0 | 0 | 73 |
| H/TOT | 284 | 17 | 1 | 0 | 0 | 1 | 1 | 304 |
| 18:00 | 70 | 3 | 0 | 0 | 0 | 0 | 0 | 73 |
| 18:15 | 72 | 2 | 2 | 0 | 0 | 0 | 0 | 76 |
| 18:30 | 61 | 5 | 0 | 0 | 1 | 0 | 0 | 67 |
| 18:45 | 60 | 4 | 0 | 0 | 0 | 0 | 0 | 64 |
| H/TOT | 263 | 14 | 2 | 0 | 1 | 0 | 0 | 280 |
| P/TOT | 853 | 64 | 6 | 0 | 3 | 4 | 1 | 931 |

AUTO SURVEYS LTD

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**DATE:** 06/11/2025 **SITE:** 2

**DAY:** THURSDAY **LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 SITE: 2

DAY: THURSDAY LOCATION: A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)

AUTO SURVEYS LTD

DATE: 06/11/2025

DAY: THURSDAY

| D TO A FROM A52 (W) TO A52 (N) | | | | | | | | TIME | D TO B FROM A52 (W) TO SITE ACCESS | | | | | | | | D TO C FROM A52 (W) TO B6003 (S) | | | | | | | | TIME | D TO D FROM A52 (W) TO A52 (W) | | | | | | | | D TO E FROM A52 (W) TO B6003 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 221 | 58 | 8 | 6 | 2 | 1 | 0 | 296 | 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 5 | 2 | 4 | 0 | 0 | 0 | 57 | 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 8 | 1 | 0 | 0 | 0 | 0 | 25 |
| 259 | 54 | 12 | 6 | 2 | 1 | 0 | 334 | 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 88 | 13 | 1 | 2 | 0 | 1 | 0 | 105 | 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 10 | 1 | 0 | 0 | 0 | 0 | 30 |
| 300 | 52 | 20 | 8 | 4 | 1 | 0 | 385 | 07:30 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 102 | 18 | 2 | 2 | 0 | 0 | 0 | 124 | 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 28 | 5 | 0 | 0 | 0 | 0 | 0 | 33 |
| 305 | 77 | 14 | 8 | 2 | 5 | 0 | 411 | 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 131 | 14 | 1 | 2 | 0 | 2 | 0 | 150 | 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 11 | 1 | 0 | 0 | 0 | 0 | 43 |
| 1085 | 241 | 54 | 28 | 10 | 8 | 0 | 1426 | H/TOT | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 1 | 367 | 50 | 6 | 10 | 0 | 3 | 0 | 436 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 94 | 34 | 3 | 0 | 0 | 0 | 0 | 131 |
| 287 | 63 | 15 | 11 | 2 | 0 | 0 | 378 | 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 150 | 13 | 5 | 0 | 0 | 0 | 0 | 168 | 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 13 | 1 | 0 | 0 | 1 | 0 | 42 |
| 288 | 59 | 16 | 2 | 2 | 1 | 0 | 368 | 08:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 127 | 11 | 4 | 3 | 0 | 0 | 0 | 145 | 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 33 | 4 | 1 | 0 | 1 | 1 | 0 | 40 |
| 270 | 60 | 12 | 8 | 2 | 0 | 0 | 352 | 08:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 118 | 6 | 2 | 2 | 0 | 0 | 0 | 128 | 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 8 | 4 | 0 | 0 | 0 | 0 | 43 |
| 230 | 57 | 15 | 7 | 3 | 0 | 0 | 312 | 08:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 119 | 15 | 4 | 1 | 0 | 0 | 0 | 139 | 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 49 | 8 | 0 | 0 | 0 | 0 | 0 | 57 |
| 1075 | 239 | 58 | 28 | 9 | 1 | 0 | 1410 | H/TOT | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 514 | 45 | 15 | 6 | 0 | 0 | 0 | 580 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 140 | 33 | 6 | 0 | 1 | 2 | 0 | 182 |
| 171 | 40 | 15 | 13 | 1 | 0 | 0 | 240 | 09:00 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 92 | 17 | 2 | 1 | 0 | 0 | 0 | 112 | 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 41 | 10 | 3 | 0 | 0 | 0 | 0 | 54 |
| 164 | 35 | 14 | 16 | 2 | 1 | 0 | 232 | 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 87 | 11 | 8 | 1 | 0 | 0 | 0 | 107 | 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 10 | 3 | 0 | 0 | 0 | 0 | 44 |
| 146 | 30 | 17 | 8 | 1 | 1 | 0 | 203 | 09:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 68 | 12 | 4 | 2 | 2 | 0 | 0 | 88 | 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 26 | 4 | 3 | 1 | 0 | 0 | 0 | 34 |
| 167 | 44 | 13 | 9 | 3 | 2 | 0 | 238 | 09:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 82 | 9 | 1 | 0 | 0 | 0 | 0 | 92 | 09:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 5 | 1 | 0 | 0 | 0 | 0 | 22 |
| 648 | 149 | 59 | 46 | 7 | 4 | 0 | 913 | H/TOT | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 329 | 49 | 15 | 4 | 2 | 0 | 0 | 399 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 114 | 29 | 10 | 1 | 0 | 0 | 0 | 154 |
| 2808 | 629 | 171 | 102 | 26 | 13 | 0 | 3749 | P/TOT | 10 | 1 | 0 | 1 | 0 | 0 | 0 | 12 | 1210 | 144 | 36 | 20 | 2 | 3 | 0 | 1415 | P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 348 | 96 | 19 | 1 | 1 | 2 | 0 | 467 |

| D TO A FROM A52 (W) TO A52 (N) | | | | | | | | TIME | D TO B FROM A52 (W) TO SITE ACCESS | | | | | | | | D TO C FROM A52 (W) TO B6003 (S) | | | | | | | | TIME | D TO D FROM A52 (W) TO A52 (W) | | | | | | | | D TO E FROM A52 (W) TO B6003 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 278 | 54 | 10 | 4 | 1 | 0 | 0 | 347 | 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 15 | 0 | 0 | 0 | 0 | 0 | 98 | 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 57 | 12 | 3 | 0 | 0 | 0 | 0 | 72 |
| 305 | 35 | 2 | 2 | 2 | 1 | 0 | 347 | 16:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 120 | 24 | 1 | 4 | 1 | 0 | 0 | 150 | 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 13 | 3 | 0 | 0 | 0 | 0 | 79 |
| 323 | 40 | 10 | 1 | 1 | 1 | 0 | 376 | 16:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 97 | 7 | 0 | 0 | 0 | 1 | 0 | 105 | 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 53 | 8 | 0 | 0 | 0 | 0 | 0 | 61 |
| 312 | 20 | 3 | 2 | 1 | 2 | 0 | 340 | 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 109 | 11 | 1 | 1 | 0 | 0 | 0 | 122 | 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 9 | 0 | 0 | 0 | 0 | 0 | 74 |
| 1218 | 149 | 25 | 9 | 5 | 4 | 0 | 1410 | H/TOT | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 409 | 57 | 2 | 5 | 1 | 1 | 0 | 475 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 238 | 42 | 6 | 0 | 0 | 0 | 0 | 286 |
| 289 | 28 | 6 | 2 | 2 | 2 | 0 | 329 | 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 83 | 14 | 0 | 0 | 0 | 0 | 0 | 97 | 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 42 | 7 | 1 | 0 | 0 | 0 | 0 | 50 |
| 333 | 23 | 4 | 5 | 0 | 2 | 0 | 367 | 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 135 | 7 | 2 | 1 | 0 | 0 | 0 | 145 | 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 65 | 9 | 1 | 0 | 0 | 0 | 0 | 75 |
| 291 | 22 | 2 | 1 | 3 | 0 | 0 | 319 | 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 92 | 12 | 0 | 0 | 0 | 0 | 0 | 104 | 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 3 | 0 | 0 | 0 | 0 | 0 | 51 |
| 344 | 19 | 0 | 3 | 0 | 0 | 0 | 366 | 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 102 | 11 | 3 | 0 | 0 | 1 | 0 | 117 | 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 69 | 9 | 2 | 0 | 0 | 1 | 0 | 81 |
| 1257 | 92 | 12 | 11 | 5 | 4 | 0 | 1381 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 412 | 44 | 5 | 1 | 0 | 1 | 0 | 463 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 224 | 28 | 4 | 0 | 0 | 1 | 0 | 257 |
| 348 | 25 | 4 | 5 | 5 | 1 | 0 | 388 | 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 71 | 9 | 2 | 0 | 0 | 0 | 0 | 82 | 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 54 | 8 | 0 | 0 | 0 | 0 | 0 | 62 |
| 288 | 23 | 0 | 4 | 1 | 1 | 0 | 317 | 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 103 | 9 | 3 | 1 | 0 | 0 | 0 | 116 | 18:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 64 | 8 | 2 | 0 | 0 | 0 | 0 | 74 |
| 272 | 9 | 4 | 3 | 2 | 2 | 0 | 292 | 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 67 | 4 | 0 | 0 | 0 | 0 | 0 | 71 | 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 35 | 9 | 0 | 0 | 0 | 0 | 0 | 44 |
| 206 | 13 | 5 | 3 | 1 | 1 | 0 | 229 | 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 56 | 4 | 2 | 1 | 0 | 0 | 0 | 63 | 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 34 | 3 | 0 | 0 | 0 | 1 | 0 | 38 |
| 1114 | 70 | 13 | 15 | 9 | 5 | 0 | 1226 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 297 | 26 | 7 | 2 | 0 | 0 | 0 | 332 | H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 187 | 28 | 2 | 0 | 0 | 1 | 0 | 218 |
| 3589 | 311 | 50 | 35 | 19 | 13 | 0 | 4017 | P/TOT | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 | 1118 | 127 | 14 | 8 | 1 | 2 | 0 | 1270 | P/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 649 | 98 | 12 | 0 | 0 | 2 | 0 | 761 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 2 **DATE:** 06/11/2025

**LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N) **DAY:** THURSDAY

| TIME | E TO A FROM B6003 (N) TO A52 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 32 | 7 | 0 | 0 | 0 | 1 | 0 | 40 |
| 07:15 | 25 | 5 | 0 | 0 | 0 | 0 | 0 | 30 |
| 07:30 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| 07:45 | 13 | 3 | 0 | 0 | 0 | 0 | 0 | 16 |
| H/TOT | 88 | 18 | 0 | 0 | 0 | 1 | 0 | 107 |
| 08:00 | 12 | 6 | 0 | 0 | 0 | 1 | 0 | 19 |
| 08:15 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 30 |
| 08:30 | 27 | 2 | 1 | 0 | 0 | 0 | 0 | 30 |
| 08:45 | 16 | 3 | 0 | 0 | 0 | 0 | 0 | 19 |
| H/TOT | 82 | 13 | 2 | 0 | 0 | 1 | 0 | 98 |
| 09:00 | 21 | 1 | 1 | 0 | 0 | 1 | 0 | 24 |
| 09:15 | 12 | 5 | 2 | 0 | 0 | 1 | 0 | 20 |
| 09:30 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 09:45 | 18 | 2 | 1 | 0 | 0 | 0 | 0 | 21 |
| H/TOT | 74 | 9 | 4 | 0 | 0 | 2 | 0 | 89 |
| P/TOT | 244 | 40 | 6 | 0 | 0 | 4 | 0 | 294 |

| TIME | E TO B FROM B6003 (N) TO SITE ACCESS | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| H/TOT | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:00 | 3 | 0 | 0 | 1 | 0 | 0 | 0 | 4 |
| 09:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 09:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:45 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| H/TOT | 6 | 0 | 0 | 1 | 0 | 1 | 0 | 8 |
| P/TOT | 7 | 1 | 1 | 1 | 0 | 1 | 0 | 11 |

| TIME | E TO C FROM B6003 (N) TO B6003 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 30 | 7 | 0 | 0 | 0 | 1 | 0 | 38 |
| 07:15 | 36 | 6 | 1 | 0 | 0 | 1 | 0 | 44 |
| 07:30 | 44 | 4 | 0 | 0 | 1 | 0 | 0 | 49 |
| 07:45 | 56 | 8 | 2 | 0 | 0 | 0 | 0 | 66 |
| H/TOT | 166 | 25 | 3 | 0 | 1 | 2 | 0 | 197 |
| 08:00 | 53 | 6 | 1 | 0 | 0 | 1 | 0 | 61 |
| 08:15 | 53 | 12 | 0 | 0 | 0 | 1 | 0 | 66 |
| 08:30 | 62 | 7 | 2 | 0 | 0 | 1 | 0 | 72 |
| 08:45 | 55 | 4 | 2 | 0 | 0 | 0 | 0 | 61 |
| H/TOT | 223 | 29 | 5 | 0 | 0 | 3 | 0 | 260 |
| 09:00 | 53 | 5 | 1 | 0 | 0 | 0 | 0 | 59 |
| 09:15 | 58 | 8 | 0 | 0 | 1 | 1 | 0 | 68 |
| 09:30 | 57 | 5 | 1 | 0 | 0 | 1 | 1 | 65 |
| 09:45 | 58 | 7 | 0 | 0 | 0 | 0 | 0 | 65 |
| H/TOT | 226 | 25 | 2 | 0 | 1 | 2 | 1 | 257 |
| P/TOT | 615 | 79 | 10 | 0 | 2 | 7 | 1 | 714 |

| TIME | E TO D FROM B6003 (N) TO A52 (W) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 56 | 17 | 2 | 0 | 0 | 0 | 0 | 75 |
| 07:15 | 59 | 21 | 0 | 0 | 0 | 0 | 0 | 80 |
| 07:30 | 72 | 11 | 3 | 0 | 0 | 0 | 0 | 86 |
| 07:45 | 56 | 9 | 2 | 0 | 0 | 0 | 0 | 67 |
| H/TOT | 243 | 58 | 7 | 0 | 0 | 0 | 0 | 308 |
| 08:00 | 48 | 2 | 1 | 1 | 0 | 0 | 0 | 52 |
| 08:15 | 59 | 10 | 1 | 0 | 0 | 0 | 0 | 70 |
| 08:30 | 36 | 12 | 0 | 1 | 0 | 0 | 0 | 49 |
| 08:45 | 47 | 17 | 1 | 0 | 0 | 1 | 0 | 66 |
| H/TOT | 190 | 41 | 3 | 2 | 0 | 1 | 0 | 237 |
| 09:00 | 36 | 9 | 4 | 1 | 0 | 0 | 0 | 50 |
| 09:15 | 35 | 8 | 2 | 0 | 0 | 0 | 0 | 45 |
| 09:30 | 35 | 9 | 1 | 0 | 0 | 0 | 0 | 45 |
| 09:45 | 32 | 6 | 3 | 0 | 0 | 1 | 0 | 42 |
| H/TOT | 138 | 32 | 10 | 1 | 0 | 1 | 0 | 182 |
| P/TOT | 571 | 131 | 20 | 3 | 0 | 2 | 0 | 727 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 2 **DATE:** 06/11/2025

**LOCATION:** A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N) **DAY:** THURSDAY

| TIME | E TO A FROM B6003 (N) TO A52 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 23 | 8 | 1 | 0 | 0 | 0 | 0 | 32 |
| 16:15 | 28 | 3 | 1 | 0 | 1 | 0 | 0 | 33 |
| 16:30 | 28 | 2 | 0 | 0 | 0 | 0 | 0 | 30 |
| 16:45 | 17 | 3 | 0 | 0 | 0 | 0 | 0 | 20 |
| H/TOT | 96 | 16 | 2 | 0 | 1 | 0 | 0 | 115 |
| 17:00 | 20 | 1 | 0 | 0 | 0 | 1 | 0 | 22 |
| 17:15 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 17:30 | 30 | 1 | 0 | 0 | 0 | 0 | 0 | 31 |
| 17:45 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| H/TOT | 86 | 2 | 0 | 0 | 0 | 1 | 0 | 89 |
| 18:00 | 13 | 1 | 1 | 0 | 0 | 0 | 0 | 15 |
| 18:15 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:30 | 23 | 1 | 0 | 0 | 0 | 0 | 0 | 24 |
| 18:45 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| H/TOT | 71 | 2 | 1 | 0 | 0 | 0 | 0 | 74 |
| P/TOT | 253 | 20 | 3 | 0 | 1 | 1 | 0 | 278 |

| TIME | E TO B FROM B6003 (N) TO SITE ACCESS | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |
| P/TOT | 0 | 0 | 0 | 0 | 0 | 1 | 1 | 2 |

| TIME | E TO C FROM B6003 (N) TO B6003 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 42 | 3 | 0 | 0 | 0 | 0 | 0 | 45 |
| 16:15 | 44 | 6 | 1 | 0 | 1 | 1 | 1 | 54 |
| 16:30 | 65 | 8 | 0 | 0 | 0 | 0 | 0 | 73 |
| 16:45 | 67 | 7 | 1 | 0 | 0 | 0 | 0 | 75 |
| H/TOT | 218 | 24 | 2 | 0 | 1 | 1 | 1 | 247 |
| 17:00 | 67 | 6 | 0 | 0 | 0 | 1 | 1 | 75 |
| 17:15 | 54 | 3 | 0 | 0 | 0 | 0 | 0 | 57 |
| 17:30 | 77 | 3 | 0 | 0 | 0 | 0 | 0 | 80 |
| 17:45 | 69 | 6 | 0 | 0 | 0 | 0 | 0 | 75 |
| H/TOT | 267 | 18 | 0 | 0 | 0 | 1 | 1 | 287 |
| 18:00 | 59 | 5 | 0 | 0 | 0 | 0 | 0 | 64 |
| 18:15 | 67 | 1 | 1 | 0 | 0 | 0 | 1 | 70 |
| 18:30 | 51 | 6 | 0 | 0 | 0 | 0 | 0 | 57 |
| 18:45 | 39 | 4 | 0 | 0 | 0 | 1 | 0 | 44 |
| H/TOT | 216 | 16 | 1 | 0 | 0 | 1 | 1 | 235 |
| P/TOT | 701 | 58 | 3 | 0 | 1 | 3 | 3 | 769 |

| TIME | E TO D FROM B6003 (N) TO A52 (W) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 54 | 10 | 0 | 0 | 0 | 0 | 0 | 64 |
| 16:15 | 39 | 8 | 0 | 0 | 0 | 0 | 0 | 47 |
| 16:30 | 59 | 15 | 0 | 1 | 0 | 0 | 0 | 75 |
| 16:45 | 67 | 8 | 3 | 0 | 1 | 0 | 0 | 79 |
| H/TOT | 219 | 41 | 3 | 1 | 1 | 0 | 0 | 265 |
| 17:00 | 45 | 4 | 3 | 0 | 1 | 0 | 0 | 53 |
| 17:15 | 52 | 6 | 1 | 0 | 0 | 0 | 0 | 59 |
| 17:30 | 68 | 5 | 0 | 0 | 0 | 0 | 0 | 73 |
| 17:45 | 16 | 1 | 1 | 0 | 0 | 0 | 0 | 18 |
| H/TOT | 181 | 16 | 5 | 0 | 1 | 0 | 0 | 203 |
| 18:00 | 38 | 3 | 2 | 0 | 0 | 1 | 0 | 44 |
| 18:15 | 24 | 0 | 0 | 0 | 0 | 2 | 0 | 26 |
| 18:30 | 32 | 3 | 0 | 0 | 0 | 1 | 0 | 36 |
| 18:45 | 35 | 2 | 1 | 0 | 0 | 0 | 0 | 38 |
| H/TOT | 129 | 8 | 3 | 0 | 0 | 4 | 0 | 144 |
| P/TOT | 529 | 65 | 11 | 1 | 2 | 4 | 0 | 612 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 2

**DATE:** 06/11/2025

**LOCATION:** 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

| FROM ARM D A52 (W) | | | | | | | | TIME | TO ARM E B6003 (N) | | | | | | | | FROM ARM E B6003 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 283 | 71 | 11 | 10 | 2 | 1 | 0 | 378 | 07:00 | 51 | 15 | 3 | 0 | 0 | 0 | 0 | 69 | 118 | 31 | 3 | 0 | 0 | 2 | 0 | 154 |
| 366 | 77 | 14 | 8 | 2 | 2 | 0 | 469 | 07:15 | 68 | 18 | 2 | 0 | 1 | 3 | 0 | 92 | 120 | 32 | 1 | 0 | 0 | 1 | 0 | 154 |
| 430 | 75 | 22 | 11 | 4 | 1 | 0 | 543 | 07:30 | 68 | 15 | 0 | 0 | 1 | 0 | 0 | 84 | 134 | 18 | 3 | 0 | 1 | 0 | 0 | 156 |
| 467 | 102 | 16 | 10 | 2 | 7 | 0 | 604 | 07:45 | 86 | 13 | 2 | 0 | 0 | 0 | 0 | 101 | 125 | 20 | 4 | 0 | 0 | 0 | 0 | 149 |
| 1546 | 325 | 63 | 39 | 10 | 11 | 0 | 1994 | H/TOT | 273 | 61 | 7 | 0 | 2 | 3 | 0 | 346 | 497 | 101 | 11 | 0 | 1 | 3 | 0 | 613 |
| 464 | 89 | 21 | 11 | 2 | 1 | 0 | 588 | 08:00 | 96 | 21 | 2 | 0 | 1 | 2 | 0 | 122 | 113 | 14 | 2 | 1 | 0 | 2 | 0 | 132 |
| 449 | 74 | 21 | 5 | 3 | 2 | 0 | 554 | 08:15 | 90 | 17 | 6 | 0 | 2 | 1 | 0 | 116 | 139 | 24 | 2 | 0 | 0 | 1 | 0 | 166 |
| 420 | 74 | 18 | 10 | 2 | 0 | 0 | 524 | 08:30 | 89 | 14 | 6 | 0 | 0 | 0 | 0 | 109 | 125 | 21 | 3 | 1 | 0 | 1 | 0 | 151 |
| 401 | 80 | 19 | 8 | 3 | 0 | 0 | 511 | 08:45 | 103 | 18 | 3 | 0 | 0 | 0 | 0 | 124 | 119 | 25 | 3 | 0 | 0 | 1 | 0 | 148 |
| 1734 | 317 | 79 | 34 | 10 | 3 | 0 | 2177 | H/TOT | 378 | 70 | 17 | 0 | 3 | 3 | 0 | 471 | 496 | 84 | 10 | 2 | 0 | 5 | 0 | 597 |
| 307 | 67 | 20 | 14 | 1 | 0 | 0 | 409 | 09:00 | 76 | 21 | 5 | 0 | 1 | 0 | 0 | 103 | 113 | 15 | 6 | 2 | 0 | 1 | 0 | 137 |
| 283 | 56 | 25 | 17 | 2 | 1 | 0 | 384 | 09:15 | 75 | 16 | 6 | 0 | 1 | 0 | 0 | 98 | 106 | 21 | 4 | 0 | 1 | 2 | 0 | 134 |
| 240 | 47 | 24 | 11 | 3 | 1 | 0 | 326 | 09:30 | 58 | 8 | 6 | 1 | 1 | 0 | 0 | 74 | 117 | 15 | 2 | 0 | 0 | 1 | 1 | 136 |
| 266 | 58 | 15 | 9 | 3 | 2 | 0 | 353 | 09:45 | 66 | 12 | 3 | 1 | 0 | 1 | 0 | 83 | 108 | 15 | 4 | 0 | 0 | 2 | 0 | 129 |
| 1096 | 228 | 84 | 51 | 9 | 4 | 0 | 1472 | H/TOT | 275 | 57 | 20 | 2 | 3 | 1 | 0 | 358 | 444 | 66 | 16 | 2 | 1 | 6 | 1 | 536 |
| 4376 | 870 | 226 | 124 | 29 | 18 | 0 | 5643 | P/TOT | 926 | 188 | 44 | 2 | 8 | 7 | 0 | 1175 | 1437 | 251 | 37 | 4 | 2 | 14 | 1 | 1746 |

| FROM ARM D A52 (W) | | | | | | | | TIME | TO ARM E B6003 (N) | | | | | | | | FROM ARM E B6003 (N) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 418 | 81 | 13 | 4 | 1 | 0 | 0 | 517 | 16:00 | 140 | 30 | 5 | 0 | 0 | 2 | 0 | 177 | 119 | 21 | 1 | 0 | 0 | 0 | 0 | 141 |
| 489 | 72 | 6 | 6 | 3 | 1 | 0 | 577 | 16:15 | 167 | 23 | 4 | 0 | 0 | 2 | 0 | 196 | 111 | 17 | 2 | 0 | 2 | 1 | 1 | 134 |
| 473 | 56 | 10 | 1 | 1 | 2 | 0 | 543 | 16:30 | 145 | 15 | 0 | 0 | 1 | 1 | 0 | 162 | 152 | 25 | 0 | 1 | 0 | 0 | 0 | 178 |
| 486 | 40 | 4 | 3 | 1 | 2 | 0 | 536 | 16:45 | 180 | 17 | 3 | 0 | 1 | 0 | 0 | 201 | 151 | 18 | 4 | 0 | 1 | 0 | 0 | 174 |
| 1866 | 249 | 33 | 14 | 6 | 5 | 0 | 2173 | H/TOT | 632 | 85 | 12 | 0 | 2 | 5 | 0 | 736 | 533 | 81 | 7 | 1 | 3 | 1 | 1 | 627 |
| 414 | 49 | 7 | 2 | 2 | 2 | 0 | 476 | 17:00 | 130 | 13 | 1 | 0 | 0 | 3 | 0 | 147 | 132 | 11 | 3 | 0 | 1 | 2 | 1 | 150 |
| 533 | 39 | 7 | 6 | 0 | 2 | 0 | 587 | 17:15 | 146 | 18 | 2 | 0 | 0 | 0 | 1 | 167 | 125 | 9 | 1 | 0 | 0 | 0 | 0 | 135 |
| 431 | 37 | 2 | 1 | 3 | 0 | 0 | 474 | 17:30 | 160 | 6 | 0 | 0 | 0 | 0 | 0 | 166 | 175 | 9 | 0 | 0 | 0 | 0 | 0 | 184 |
| 515 | 39 | 5 | 3 | 0 | 2 | 0 | 564 | 17:45 | 150 | 14 | 2 | 0 | 0 | 1 | 0 | 167 | 102 | 7 | 1 | 0 | 0 | 0 | 0 | 110 |
| 1893 | 164 | 21 | 12 | 5 | 6 | 0 | 2101 | H/TOT | 586 | 51 | 5 | 0 | 0 | 4 | 1 | 647 | 534 | 36 | 5 | 0 | 1 | 2 | 1 | 579 |
| 473 | 42 | 6 | 5 | 5 | 1 | 0 | 532 | 18:00 | 142 | 12 | 0 | 0 | 0 | 0 | 0 | 154 | 110 | 9 | 3 | 0 | 0 | 1 | 0 | 123 |
| 455 | 40 | 5 | 5 | 1 | 1 | 0 | 507 | 18:15 | 150 | 11 | 4 | 0 | 0 | 0 | 0 | 165 | 106 | 1 | 1 | 0 | 0 | 3 | 1 | 112 |
| 374 | 22 | 4 | 3 | 2 | 2 | 0 | 407 | 18:30 | 116 | 14 | 1 | 0 | 1 | 0 | 0 | 132 | 106 | 10 | 0 | 0 | 0 | 1 | 1 | 118 |
| 296 | 20 | 7 | 4 | 1 | 2 | 0 | 330 | 18:45 | 106 | 9 | 1 | 0 | 0 | 1 | 0 | 117 | 94 | 6 | 1 | 0 | 0 | 1 | 0 | 102 |
| 1598 | 124 | 22 | 17 | 9 | 6 | 0 | 1776 | H/TOT | 514 | 46 | 6 | 0 | 1 | 1 | 0 | 568 | 416 | 26 | 5 | 0 | 0 | 6 | 2 | 455 |
| 5357 | 537 | 76 | 43 | 20 | 17 | 0 | 6050 | P/TOT | 1732 | 182 | 23 | 0 | 3 | 10 | 1 | 1951 | 1483 | 143 | 17 | 1 | 4 | 9 | 4 | 1661 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 3

**DATE:** 06/11/2025

**LOCATION:** B6003 (N) / SITE ACCESS / B6003 (S)

**DAY:** THURSDAY

| TIME | A TO B FROM B6003 (N) TO SITE ACCESS | | | | | | | | A TO C FROM B6003 (N) TO B6003 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 |
| 07:15 | 39 | 1 | 0 | 0 | 0 | 0 | 0 | 40 | 99 | 23 | 2 | 2 | 0 | 2 | 0 | 128 |
| 07:30 | 47 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 110 | 26 | 3 | 2 | 0 | 1 | 0 | 142 |
| 07:45 | 36 | 1 | 0 | 0 | 1 | 0 | 0 | 38 | 144 | 20 | 4 | 2 | 0 | 2 | 0 | 172 |
| H/TOT | 150 | 3 | 0 | 0 | 1 | 0 | 0 | 154 | 420 | 89 | 13 | 10 | 0 | 6 | 0 | 538 |
| 08:00 | 70 | 1 | 0 | 0 | 0 | 0 | 0 | 71 | 181 | 25 | 7 | 0 | 0 | 1 | 0 | 214 |
| 08:15 | 56 | 3 | 0 | 0 | 0 | 0 | 0 | 59 | 170 | 25 | 5 | 3 | 0 | 1 | 0 | 204 |
| 08:30 | 31 | 2 | 1 | 0 | 0 | 0 | 0 | 34 | 197 | 15 | 6 | 1 | 0 | 2 | 0 | 221 |
| 08:45 | 46 | 0 | 0 | 0 | 0 | 0 | 0 | 46 | 170 | 26 | 7 | 2 | 0 | 0 | 0 | 205 |
| H/TOT | 203 | 6 | 1 | 0 | 0 | 0 | 0 | 210 | 718 | 91 | 25 | 6 | 0 | 4 | 0 | 844 |
| 09:00 | 27 | 0 | 0 | 0 | 0 | 0 | 0 | 27 | 169 | 24 | 5 | 1 | 0 | 0 | 0 | 199 |
| 09:15 | 32 | 1 | 0 | 0 | 1 | 0 | 0 | 34 | 163 | 25 | 8 | 2 | 0 | 1 | 0 | 199 |
| 09:30 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 146 | 20 | 8 | 2 | 2 | 1 | 1 | 180 |
| 09:45 | 18 | 0 | 0 | 0 | 0 | 0 | 0 | 18 | 167 | 19 | 2 | 2 | 0 | 0 | 1 | 191 |
| H/TOT | 98 | 2 | 0 | 0 | 1 | 0 | 0 | 101 | 645 | 88 | 23 | 7 | 2 | 2 | 2 | 769 |
| P/TOT | 451 | 11 | 1 | 0 | 2 | 0 | 0 | 465 | 1783 | 268 | 61 | 23 | 2 | 12 | 2 | 2151 |

| TIME | 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 |
| 07:00 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 07:15 | 9 | 0 | 0 | 0 | 1 | 0 | 0 | 10 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 07:30 | 14 | 0 | 0 | 0 | 0 | 0 | | 14 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 07:45 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 4 | 0 | 0 | 0 | 1 | 0 | 0 | 5 |
| H/TOT | 36 | 1 | 0 | 0 | 1 | 0 | 0 | 38 | 15 | 1 | 0 | 0 | 1 | 0 | 0 | 17 |
| 08:00 | 17 | 1 | 0 | 0 | 1 | 0 | 0 | 19 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:15 | 19 | 2 | 0 | 0 | 0 | 0 | 0 | 21 | 25 | 1 | 0 | 0 | 0 | 0 | 0 | 26 |
| 08:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 63 | 2 | 0 | 0 | 0 | 0 | 0 | 65 |
| 08:45 | 7 | 0 | 0 | 0 | 0 | 0 | 1 | 8 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| H/TOT | 52 | 4 | 0 | 0 | 1 | 0 | 1 | 58 | 102 | 4 | 0 | 0 | 0 | 0 | 0 | 106 |
| 09:00 | 6 | 0 | 0 | 0 | 1 | 0 | 0 | 7 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 |
| 09:15 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:30 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 4 | 0 | 1 | 0 | 1 | 0 | 0 | 6 |
| 09:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| H/TOT | 18 | 0 | 0 | 0 | 1 | 0 | 0 | 19 | 13 | 1 | 1 | 0 | 1 | 0 | 0 | 16 |
| 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) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 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 |
| 16:15 | 16 | 0 | 0 | 0 | 1 | 0 | 0 | 17 | 198 | 34 | 4 | 4 | 2 | 2 | 0 | 244 |
| 16:30 | 9 | 1 | 0 | 0 | 0 | 0 | 0 | 10 | 224 | 18 | 1 | 0 | 0 | 1 | 0 | 244 |
| 16:45 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 235 | 24 | 3 | 1 | 0 | 1 | 1 | 265 |
| H/TOT | 57 | 2 | 1 | 0 | 1 | 0 | 0 | 61 | 805 | 99 | 8 | 5 | 2 | 4 | 1 | 924 |
| 17:00 | 17 | 0 | 0 | 0 | 1 | 0 | 0 | 18 | 202 | 20 | 3 | 0 | 0 | 1 | 0 | 226 |
| 17:15 | 21 | 1 | 0 | 0 | 0 | 0 | 0 | 22 | 222 | 13 | 5 | 2 | 0 | 0 | 1 | 243 |
| 17:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 225 | 19 | 0 | 1 | 0 | 0 | 0 | 245 |
| 17:45 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 206 | 20 | 3 | 0 | 0 | 1 | 0 | 230 |
| H/TOT | 61 | 1 | 0 | 0 | 1 | 0 | 0 | 63 | 855 | 72 | 11 | 3 | 0 | 2 | 1 | 944 |
| 18:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 183 | 16 | 3 | 0 | 0 | 1 | 0 | 203 |
| 18:15 | 11 | 0 | 0 | 0 | 0 | 0 | 1 | 12 | 207 | 13 | 5 | 1 | 0 | 0 | 0 | 226 |
| 18:30 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 167 | 9 | 0 | 0 | 0 | 0 | 0 | 176 |
| 18:45 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 133 | 12 | 2 | 1 | 0 | 0 | 2 | 150 |
| H/TOT | 34 | 0 | 0 | 0 | 0 | 0 | 1 | 35 | 690 | 50 | 10 | 2 | 0 | 1 | 2 | 755 |
| P/TOT | 152 | 3 | 1 | 0 | 2 | 0 | 1 | 159 | 2350 | 221 | 29 | 10 | 2 | 7 | 4 | 2623 |

| TIME | 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 |
| 16:00 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 25 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:15 | 32 | 1 | 1 | 0 | 0 | 0 | 0 | 34 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 16:30 | 37 | 1 | 1 | 0 | 1 | 1 | 0 | 41 | 25 | 0 | 0 | 0 | 1 | 0 | 0 | 26 |
| 16:45 | 34 | 4 | 0 | 0 | 0 | 0 | 0 | 38 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| H/TOT | 127 | 7 | 2 | 0 | 1 | 1 | 0 | 138 | 64 | 0 | 0 | 0 | 1 | 0 | 0 | 65 |
| 17:00 | 31 | 0 | 0 | 0 | 0 | 0 | 0 | 31 | 11 | 1 | 0 | 0 | 1 | 0 | 0 | 13 |
| 17:15 | 42 | 2 | 0 | 0 | 0 | 0 | 0 | 44 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 17:30 | 46 | 1 | 0 | 0 | 0 | 0 | 0 | 47 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 17:45 | 55 | 0 | 0 | 0 | 0 | 0 | 0 | 55 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| H/TOT | 174 | 3 | 0 | 0 | 0 | 0 | 0 | 177 | 61 | 2 | 0 | 0 | 1 | 0 | 0 | 64 |
| 18:00 | 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 18:15 | 21 | 0 | 0 | 0 | 1 | 0 | 0 | 22 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| 18:30 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 18:45 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 70 | 0 | 0 | 0 | 1 | 0 | 0 | 71 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 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 |

## 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 |
| 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

| TIME | TO ARM B SITE ACCESS | | | | | | | | FROM ARM B SITE ACCESS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | 51 | 1 | 0 | 0 | 0 | 0 | 0 | 52 | 12 | 0 | 0 | 0 | 1 | 0 | 0 | 13 |
| 07:30 | 63 | 0 | 0 | 0 | 0 | 0 | 0 | 63 | 19 | 0 | 0 | 0 | 0 | 0 | 0 | 19 |
| 07:45 | 57 | 2 | 0 | 0 | 1 | 0 | 0 | 60 | 13 | 1 | 0 | 0 | 1 | 0 | 0 | 15 |
| H/TOT | 209 | 5 | 0 | 0 | 1 | 0 | 0 | 215 | 51 | 2 | 0 | 0 | 2 | 0 | 0 | 55 |
| 08:00 | 90 | 1 | 0 | 0 | 0 | 0 | 0 | 91 | 23 | 1 | 0 | 0 | 1 | 0 | 0 | 25 |
| 08:15 | 92 | 4 | 0 | 0 | 0 | 0 | 0 | 96 | 44 | 3 | 0 | 0 | 0 | 0 | 0 | 47 |
| 08:30 | 53 | 3 | 1 | 0 | 0 | 0 | 0 | 57 | 72 | 3 | 0 | 0 | 0 | 0 | 0 | 75 |
| 08:45 | 57 | 1 | 1 | 0 | 0 | 0 | 0 | 59 | 15 | 1 | 0 | 0 | 0 | 0 | 1 | 17 |
| H/TOT | 292 | 9 | 2 | 0 | 0 | 0 | 0 | 303 | 154 | 8 | 0 | 0 | 1 | 0 | 1 | 164 |
| 09:00 | 36 | 1 | 0 | 0 | 1 | 0 | 0 | 38 | 9 | 1 | 0 | 0 | 1 | 0 | 0 | 11 |
| 09:15 | 41 | 1 | 0 | 0 | 1 | 0 | 0 | 43 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 |
| 09:30 | 31 | 1 | 0 | 0 | 0 | 0 | 0 | 32 | 11 | 0 | 1 | 0 | 1 | 0 | 0 | 13 |
| 09:45 | 29 | 0 | 0 | 0 | 0 | 0 | 0 | 29 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| H/TOT | 137 | 3 | 0 | 0 | 2 | 0 | 0 | 142 | 31 | 1 | 1 | 0 | 2 | 0 | 0 | 35 |
| P/TOT | 638 | 17 | 2 | 0 | 3 | 0 | 0 | 660 | 236 | 11 | 1 | 0 | 5 | 0 | 1 | 254 |

| TIME | TO ARM C B6003 (S) | | | | | | | | FROM ARM C B6003 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 70 | 21 | 4 | 4 | 0 | 1 | 0 | 100 | 159 | 29 | 4 | 1 | 0 | 0 | 0 | 193 |
| 07:15 | 102 | 23 | 2 | 2 | 0 | 2 | 0 | 131 | 184 | 33 | 5 | 1 | 0 | 2 | 0 | 225 |
| 07:30 | 115 | 26 | 3 | 2 | 0 | 1 | 0 | 147 | 213 | 29 | 0 | 2 | 1 | 1 | 0 | 246 |
| 07:45 | 148 | 20 | 4 | 2 | 1 | 2 | 0 | 177 | 197 | 23 | 2 | 2 | 0 | 2 | 1 | 227 |
| H/TOT | 435 | 90 | 13 | 10 | 1 | 6 | 0 | 555 | 753 | 114 | 11 | 6 | 1 | 5 | 1 | 891 |
| 08:00 | 187 | 25 | 7 | 0 | 0 | 1 | 0 | 220 | 213 | 21 | 3 | 3 | 0 | 2 | 1 | 243 |
| 08:15 | 195 | 26 | 5 | 3 | 0 | 1 | 0 | 230 | 177 | 26 | 13 | 2 | 0 | 0 | 0 | 218 |
| 08:30 | 260 | 17 | 6 | 1 | 0 | 2 | 0 | 286 | 198 | 23 | 4 | 2 | 0 | 2 | 1 | 230 |
| 08:45 | 178 | 27 | 7 | 2 | 0 | 0 | 0 | 214 | 181 | 21 | 10 | 0 | 0 | 1 | 0 | 213 |
| H/TOT | 820 | 95 | 25 | 6 | 0 | 4 | 0 | 950 | 769 | 91 | 30 | 7 | 0 | 5 | 2 | 904 |
| 09:00 | 172 | 25 | 5 | 1 | 0 | 0 | 0 | 203 | 119 | 16 | 2 | 3 | 1 | 0 | 0 | 141 |
| 09:15 | 166 | 25 | 8 | 2 | 0 | 1 | 0 | 202 | 128 | 17 | 8 | 2 | 0 | 0 | 0 | 155 |
| 09:30 | 150 | 20 | 9 | 2 | 3 | 1 | 1 | 186 | 123 | 21 | 11 | 2 | 1 | 1 | 0 | 159 |
| 09:45 | 170 | 19 | 2 | 2 | 0 | 0 | 1 | 194 | 134 | 18 | 5 | 4 | 0 | 0 | 0 | 161 |
| H/TOT | 658 | 89 | 24 | 7 | 3 | 2 | 2 | 785 | 504 | 72 | 26 | 11 | 2 | 1 | 0 | 616 |
| P/TOT | 1913 | 274 | 62 | 23 | 4 | 12 | 2 | 2290 | 2026 | 277 | 67 | 24 | 3 | 11 | 3 | 2411 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 14936

**JOB NAME:** TOTON

**SITE:** 3 **DATE:** 06/11/2025

**LOCATION:** B6003 (N) / SITE ACCESS / B6003 (S) **DAY:** THURSDAY

| TIME | TO ARM B SITE ACCESS | | | | | | | | FROM ARM B SITE ACCESS | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 28 | 1 | 1 | 0 | 0 | 0 | 0 | 30 | 40 | 1 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:15 | 28 | 1 | 0 | 0 | 1 | 0 | 0 | 30 | 45 | 1 | 1 | 0 | 0 | 0 | 0 | 47 |
| 16:30 | 24 | 1 | 0 | 0 | 1 | 0 | 0 | 26 | 62 | 1 | 1 | 0 | 2 | 1 | 0 | 67 |
| 16:45 | 27 | 2 | 0 | 0 | 0 | 0 | 0 | 29 | 44 | 4 | 0 | 0 | 0 | 0 | 0 | 48 |
| H/TOT | 107 | 5 | 1 | 0 | 2 | 0 | 0 | 115 | 191 | 7 | 2 | 0 | 2 | 1 | 0 | 203 |
| 17:00 | 22 | 0 | 0 | 0 | 1 | 0 | 0 | 23 | 42 | 1 | 0 | 0 | 1 | 0 | 0 | 44 |
| 17:15 | 25 | 2 | 0 | 0 | 0 | 0 | 0 | 27 | 58 | 2 | 0 | 0 | 0 | 0 | 0 | 60 |
| 17:30 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 63 | 1 | 0 | 0 | 0 | 0 | 0 | 64 |
| 17:45 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 | 72 | 1 | 0 | 0 | 0 | 0 | 0 | 73 |
| H/TOT | 79 | 2 | 0 | 0 | 1 | 0 | 0 | 82 | 235 | 5 | 0 | 0 | 1 | 0 | 0 | 241 |
| 18:00 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 | 33 | 0 | 0 | 0 | 0 | 0 | 0 | 33 |
| 18:15 | 18 | 0 | 0 | 0 | 1 | 0 | 1 | 20 | 28 | 0 | 0 | 0 | 1 | 0 | 0 | 29 |
| 18:30 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 | 28 | 0 | 0 | 0 | 0 | 0 | 0 | 28 |
| 18:45 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| H/TOT | 52 | 0 | 0 | 0 | 1 | 0 | 1 | 54 | 98 | 0 | 0 | 0 | 1 | 0 | 0 | 99 |
| P/TOT | 238 | 7 | 1 | 0 | 4 | 0 | 1 | 251 | 524 | 12 | 2 | 0 | 4 | 1 | 0 | 543 |

| TIME | TO ARM C B6003 (S) | | | | | | | | FROM ARM C B6003 (S) | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 164 | 23 | 0 | 0 | 0 | 0 | 0 | 187 | 217 | 27 | 1 | 1 | 0 | 2 | 0 | 248 |
| 16:15 | 211 | 34 | 4 | 4 | 2 | 2 | 0 | 257 | 223 | 29 | 3 | 0 | 0 | 4 | 0 | 259 |
| 16:30 | 249 | 18 | 1 | 0 | 1 | 1 | 0 | 270 | 218 | 24 | 1 | 0 | 1 | 0 | 0 | 244 |
| 16:45 | 245 | 24 | 3 | 1 | 0 | 1 | 1 | 275 | 207 | 27 | 4 | 1 | 0 | 0 | 0 | 239 |
| H/TOT | 869 | 99 | 8 | 5 | 3 | 4 | 1 | 989 | 865 | 107 | 9 | 2 | 1 | 6 | 0 | 990 |
| 17:00 | 213 | 21 | 3 | 0 | 1 | 1 | 0 | 239 | 219 | 12 | 2 | 1 | 0 | 3 | 0 | 237 |
| 17:15 | 238 | 13 | 5 | 2 | 0 | 0 | 1 | 259 | 188 | 10 | 2 | 1 | 0 | 2 | 2 | 205 |
| 17:30 | 242 | 19 | 0 | 1 | 0 | 0 | 0 | 262 | 229 | 13 | 1 | 1 | 0 | 2 | 0 | 246 |
| 17:45 | 223 | 21 | 3 | 0 | 0 | 1 | 0 | 248 | 173 | 9 | 0 | 0 | 1 | 1 | 0 | 184 |
| H/TOT | 916 | 74 | 11 | 3 | 1 | 2 | 1 | 1008 | 809 | 44 | 5 | 3 | 1 | 8 | 2 | 872 |
| 18:00 | 194 | 16 | 3 | 0 | 0 | 1 | 0 | 214 | 169 | 7 | 1 | 0 | 0 | 0 | 0 | 177 |
| 18:15 | 214 | 13 | 5 | 1 | 0 | 0 | 0 | 233 | 159 | 11 | 8 | 1 | 1 | 2 | 0 | 182 |
| 18:30 | 176 | 9 | 0 | 0 | 0 | 0 | 0 | 185 | 154 | 21 | 2 | 0 | 0 | 0 | 0 | 177 |
| 18:45 | 134 | 12 | 2 | 1 | 0 | 0 | 2 | 151 | 138 | 9 | 2 | 0 | 0 | 1 | 0 | 150 |
| H/TOT | 718 | 50 | 10 | 2 | 0 | 1 | 2 | 783 | 620 | 48 | 13 | 1 | 1 | 3 | 0 | 686 |
| P/TOT | 2503 | 223 | 29 | 10 | 4 | 7 | 4 | 2780 | 2294 | 199 | 27 | 6 | 3 | 17 | 2 | 2548 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 15686

**JOB NAME:** TOTON

**SITE:** 16 **DATE:** 16/07/2026

**LOCATION:** NOTTINGHAM ROAD (NE) / BARRATT LANE / NOTTINGHAM ROAD (SW) **DAY:** THURSDAY

| TIME | A TO B FROM NOTTINGHAM ROAD (NE) TO BARRATT LANE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 0 | 2 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:15 | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 07:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| H/TOT | 3 | 3 | 0 | 0 | 0 | 0 | 0 | 6 |
| 08:00 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 1 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 3 |
| 09:00 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 09:15 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 |
| P/TOT | 10 | 4 | 0 | 0 | 0 | 0 | 1 | 15 |

| TIME | A TO C FROM NOTTINGHAM ROAD (NE) TO NOTTINGHAM ROAD (SW) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 81 | 15 | 4 | 0 | 3 | 1 | 2 | 106 |
| 07:15 | 108 | 25 | 4 | 1 | 3 | 1 | 3 | 145 |
| 07:30 | 159 | 18 | 3 | 0 | 2 | 1 | 2 | 185 |
| 07:45 | 184 | 23 | 3 | 0 | 1 | 3 | 2 | 216 |
| H/TOT | 532 | 81 | 14 | 1 | 9 | 6 | 9 | 652 |
| 08:00 | 160 | 19 | 6 | 0 | 3 | 2 | 1 | 191 |
| 08:15 | 146 | 17 | 1 | 0 | 1 | 0 | 1 | 166 |
| 08:30 | 183 | 13 | 5 | 0 | 2 | 0 | 1 | 204 |
| 08:45 | 196 | 26 | 10 | 1 | 4 | 0 | 0 | 237 |
| H/TOT | 685 | 75 | 22 | 1 | 10 | 2 | 3 | 798 |
| 09:00 | 159 | 26 | 11 | 0 | 3 | 0 | 0 | 199 |
| 09:15 | 156 | 25 | 7 | 2 | 1 | 0 | 0 | 191 |
| 09:30 | 146 | 15 | 2 | 3 | 4 | 1 | 0 | 171 |
| 09:45 | 155 | 24 | 7 | 0 | 2 | 0 | 0 | 188 |
| H/TOT | 616 | 90 | 27 | 5 | 10 | 1 | 0 | 749 |
| P/TOT | 1833 | 246 | 63 | 7 | 29 | 9 | 12 | 2199 |

| TIME | B TO A FROM BARRATT LANE TO NOTTINGHAM ROAD (NE) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 07:30 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 07:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 08:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 09:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P/TOT | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |

| TIME | B TO C FROM BARRATT LANE TO NOTTINGHAM ROAD (SW) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:30 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 07:45 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| H/TOT | 49 | 5 | 1 | 0 | 0 | 0 | 0 | 55 |
| 08:00 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| 08:15 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 08:30 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 08:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| H/TOT | 77 | 1 | 1 | 0 | 0 | 0 | 1 | 80 |
| 09:00 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:15 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 09:30 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:45 | 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| H/TOT | 52 | 5 | 0 | 0 | 0 | 0 | 0 | 57 |
| P/TOT | 178 | 11 | 2 | 0 | 0 | 0 | 1 | 192 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 15686

**JOB NAME:** TOTON

**SITE:** 16 **DATE:** 16/07/2026

**LOCATION:** NOTTINGHAM ROAD (NE) / BARRATT LANE / NOTTINGHAM ROAD (SW) **DAY:** THURSDAY

| TIME | A TO B FROM NOTTINGHAM ROAD (NE) TO BARRATT LANE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:15 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 1 | 1 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| 17:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 |
| H/TOT | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P/TOT | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |

| TIME | A TO C FROM NOTTINGHAM ROAD (NE) TO NOTTINGHAM ROAD (SW) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 208 | 28 | 1 | 0 | 1 | 5 | 0 | 243 |
| 16:15 | 241 | 25 | 1 | 0 | 3 | 2 | 4 | 276 |
| 16:30 | 222 | 26 | 3 | 1 | 3 | 2 | 1 | 258 |
| 16:45 | 244 | 28 | 3 | 0 | 2 | 4 | 3 | 284 |
| H/TOT | 915 | 107 | 8 | 1 | 9 | 13 | 8 | 1061 |
| 17:00 | 281 | 22 | 2 | 0 | 4 | 6 | 5 | 320 |
| 17:15 | 241 | 16 | 3 | 0 | 2 | 3 | 3 | 268 |
| 17:30 | 221 | 12 | 3 | 0 | 1 | 1 | 4 | 242 |
| 17:45 | 225 | 9 | 0 | 0 | 4 | 2 | 2 | 242 |
| H/TOT | 968 | 59 | 8 | 0 | 11 | 12 | 14 | 1072 |
| 18:00 | 211 | 9 | 3 | 0 | 2 | 3 | 4 | 232 |
| 18:15 | 206 | 14 | 2 | 0 | 3 | 1 | 4 | 230 |
| 18:30 | 215 | 12 | 2 | 1 | 2 | 1 | 3 | 236 |
| 18:45 | 152 | 20 | 2 | 0 | 2 | 0 | 1 | 177 |
| H/TOT | 784 | 55 | 9 | 1 | 9 | 5 | 12 | 875 |
| P/TOT | 2667 | 221 | 25 | 2 | 29 | 30 | 34 | 3008 |

| TIME | B TO A FROM BARRATT LANE TO NOTTINGHAM ROAD (NE) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 |
| 16:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 16:45 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| H/TOT | 1 | 0 | 1 | 0 | 0 | 0 | 0 | 2 |
| 17:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:15 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 17:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:00 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:15 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| 18:30 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 18:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| H/TOT | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 |
| P/TOT | 2 | 0 | 1 | 0 | 0 | 0 | 0 | 3 |

| TIME | B TO C FROM BARRATT LANE TO NOTTINGHAM ROAD (SW) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:15 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 11 | 2 | 0 | 0 | 0 | 0 | 2 | 15 |
| H/TOT | 38 | 9 | 0 | 0 | 0 | 0 | 2 | 49 |
| 17:00 | 10 | 1 | 1 | 0 | 0 | 1 | 0 | 13 |
| 17:15 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| H/TOT | 47 | 8 | 1 | 0 | 0 | 1 | 0 | 57 |
| 18:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:30 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 11 |
| 18:45 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 17 |
| H/TOT | 48 | 1 | 0 | 0 | 0 | 0 | 3 | 52 |
| P/TOT | 133 | 18 | 1 | 0 | 0 | 1 | 5 | 158 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 15686

**JOB NAME:** TOTON

**SITE:** 16 **DATE:** 16/07/2026

**LOCATION:** NOTTINGHAM ROAD (NE) / BARRATT LANE / NOTTINGHAM ROAD (SW) **DAY:** THURSDAY

| TIME | C TO A FROM NOTTINGHAM ROAD (SW) TO NOTTINGHAM ROAD (NE) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 132 | 26 | 3 | 0 | 3 | 2 | 1 | 167 |
| 07:15 | 220 | 31 | 9 | 0 | 3 | 1 | 1 | 265 |
| 07:30 | 219 | 26 | 9 | 0 | 4 | 0 | 1 | 259 |
| 07:45 | 215 | 27 | 3 | 0 | 2 | 3 | 2 | 252 |
| H/TOT | 786 | 110 | 24 | 0 | 12 | 6 | 5 | 943 |
| 08:00 | 210 | 32 | 4 | 1 | 4 | 2 | 2 | 255 |
| 08:15 | 238 | 30 | 10 | 0 | 3 | 0 | 5 | 286 |
| 08:30 | 222 | 24 | 10 | 0 | 2 | 0 | 5 | 263 |
| 08:45 | 184 | 17 | 9 | 2 | 2 | 4 | 2 | 220 |
| H/TOT | 854 | 103 | 33 | 3 | 11 | 6 | 14 | 1024 |
| 09:00 | 182 | 32 | 4 | 0 | 3 | 2 | 1 | 224 |
| 09:15 | 156 | 27 | 4 | 2 | 2 | 1 | 1 | 193 |
| 09:30 | 147 | 19 | 5 | 4 | 1 | 0 | 0 | 176 |
| 09:45 | 145 | 23 | 9 | 2 | 2 | 1 | 1 | 183 |
| H/TOT | 630 | 101 | 22 | 8 | 8 | 4 | 3 | 776 |
| P/TOT | 2270 | 314 | 79 | 11 | 31 | 16 | 22 | 2743 |

| C TO B FROM NOTTINGHAM ROAD (SW) TO BARRATT LANE | | | | | | | |
|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 |
| 6 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 14 | 2 | 0 | 0 | 0 | 0 | 1 | 17 |
| 28 | 6 | 2 | 0 | 0 | 0 | 1 | 37 |
| 13 | 3 | 2 | 0 | 0 | 0 | 1 | 19 |
| 11 | 1 | 1 | 0 | 0 | 0 | 0 | 13 |
| 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 26 | 4 | 1 | 0 | 0 | 0 | 0 | 31 |
| 62 | 10 | 4 | 0 | 0 | 0 | 1 | 77 |
| 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 |
| 11 | 2 | 0 | 0 | 0 | 0 | 0 | 13 |
| 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 10 | 1 | 0 | 0 | 0 | 0 | 0 | 11 |
| 35 | 4 | 0 | 0 | 0 | 0 | 0 | 39 |
| 125 | 20 | 6 | 0 | 0 | 0 | 2 | 153 |

| TIME | TO ARM A NOTTINGHAM ROAD (NE) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 132 | 26 | 3 | 0 | 3 | 2 | 1 | 167 |
| 07:15 | 220 | 31 | 9 | 0 | 3 | 1 | 1 | 265 |
| 07:30 | 219 | 27 | 9 | 0 | 4 | 0 | 1 | 260 |
| 07:45 | 215 | 27 | 3 | 0 | 2 | 3 | 2 | 252 |
| H/TOT | 786 | 111 | 24 | 0 | 12 | 6 | 5 | 944 |
| 08:00 | 210 | 32 | 4 | 1 | 4 | 2 | 2 | 255 |
| 08:15 | 238 | 30 | 10 | 0 | 3 | 0 | 5 | 286 |
| 08:30 | 222 | 24 | 10 | 0 | 2 | 0 | 5 | 263 |
| 08:45 | 184 | 17 | 9 | 2 | 2 | 4 | 2 | 220 |
| H/TOT | 854 | 103 | 33 | 3 | 11 | 6 | 14 | 1024 |
| 09:00 | 182 | 32 | 4 | 0 | 3 | 2 | 1 | 224 |
| 09:15 | 156 | 27 | 4 | 2 | 2 | 1 | 1 | 193 |
| 09:30 | 147 | 19 | 5 | 4 | 1 | 0 | 0 | 176 |
| 09:45 | 146 | 23 | 9 | 2 | 2 | 1 | 1 | 184 |
| H/TOT | 631 | 101 | 22 | 8 | 8 | 4 | 3 | 777 |
| P/TOT | 2271 | 315 | 79 | 11 | 31 | 16 | 22 | 2745 |

| FROM ARM A NOTTINGHAM ROAD (NE) | | | | | | | |
|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 81 | 17 | 4 | 0 | 3 | 1 | 2 | 108 |
| 109 | 26 | 4 | 1 | 3 | 1 | 3 | 147 |
| 159 | 18 | 3 | 0 | 2 | 1 | 2 | 185 |
| 186 | 23 | 3 | 0 | 1 | 3 | 2 | 218 |
| 535 | 84 | 14 | 1 | 9 | 6 | 9 | 658 |
| 160 | 20 | 6 | 0 | 3 | 2 | 1 | 192 |
| 146 | 17 | 1 | 0 | 1 | 0 | 2 | 167 |
| 183 | 13 | 5 | 0 | 2 | 0 | 1 | 204 |
| 197 | 26 | 10 | 1 | 4 | 0 | 0 | 238 |
| 686 | 76 | 22 | 1 | 10 | 2 | 4 | 801 |
| 161 | 26 | 11 | 0 | 3 | 0 | 0 | 201 |
| 159 | 25 | 7 | 2 | 1 | 0 | 0 | 194 |
| 146 | 15 | 2 | 3 | 4 | 1 | 0 | 171 |
| 156 | 24 | 7 | 0 | 2 | 0 | 0 | 189 |
| 622 | 90 | 27 | 5 | 10 | 1 | 0 | 755 |
| 1843 | 350 | 63 | 7 | 29 | 9 | 13 | 2214 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 15686

**JOB NAME:** TOTON

**SITE:** 16 **DATE:** 16/07/2026

**LOCATION:** NOTTINGHAM ROAD (NE) / BARRATT LANE / NOTTINGHAM ROAD (SW) **DAY:** THURSDAY

| TIME | C TO A FROM NOTTINGHAM ROAD (SW) TO NOTTINGHAM ROAD (NE) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 230 | 23 | 3 | 0 | 1 | 1 | 4 | 262 |
| 16:15 | 202 | 16 | 3 | 0 | 3 | 2 | 1 | 227 |
| 16:30 | 204 | 21 | 1 | 1 | 2 | 4 | 0 | 233 |
| 16:45 | 232 | 18 | 1 | 0 | 2 | 1 | 0 | 254 |
| H/TOT | 868 | 78 | 8 | 1 | 8 | 8 | 5 | 976 |
| 17:00 | 236 | 15 | 1 | 0 | 3 | 5 | 1 | 261 |
| 17:15 | 247 | 21 | 2 | 0 | 3 | 2 | 4 | 279 |
| 17:30 | 236 | 16 | 1 | 0 | 2 | 3 | 0 | 258 |
| 17:45 | 216 | 25 | 1 | 2 | 1 | 2 | 0 | 247 |
| H/TOT | 935 | 77 | 5 | 2 | 9 | 12 | 5 | 1045 |
| 18:00 | 212 | 15 | 2 | 0 | 5 | 2 | 0 | 236 |
| 18:15 | 195 | 10 | 2 | 0 | 1 | 4 | 0 | 212 |
| 18:30 | 198 | 12 | 2 | 0 | 3 | 1 | 0 | 216 |
| 18:45 | 176 | 11 | 1 | 0 | 2 | 10 | 0 | 200 |
| H/TOT | 781 | 48 | 7 | 0 | 11 | 17 | 0 | 864 |
| P/TOT | 2584 | 203 | 20 | 3 | 28 | 37 | 10 | 2885 |

| C TO B FROM NOTTINGHAM ROAD (SW) TO BARRATT LANE | | | | | | | |
|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 19 | 2 | 1 | 0 | 0 | 0 | 0 | 22 |
| 13 | 1 | 0 | 0 | 0 | 0 | 0 | 14 |
| 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31 |
| 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 78 | 8 | 1 | 0 | 0 | 0 | 0 | 87 |
| 23 | 3 | 0 | 0 | 0 | 0 | 1 | 27 |
| 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 22 | 0 | 0 | 0 | 0 | 0 | 0 | 22 |
| 22 | 4 | 0 | 0 | 0 | 0 | 0 | 26 |
| 87 | 7 | 0 | 0 | 0 | 0 | 1 | 95 |
| 20 | 2 | 0 | 0 | 0 | 0 | 2 | 24 |
| 18 | 0 | 1 | 0 | 0 | 0 | 1 | 20 |
| 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| 74 | 4 | 1 | 0 | 0 | 0 | 3 | 82 |
| 239 | 19 | 2 | 0 | 0 | 0 | 4 | 264 |

| TIME | TO ARM A NOTTINGHAM ROAD (NE) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 230 | 23 | 4 | 0 | 1 | 1 | 4 | 263 |
| 16:15 | 202 | 16 | 3 | 0 | 3 | 2 | 1 | 227 |
| 16:30 | 204 | 21 | 1 | 1 | 2 | 4 | 0 | 233 |
| 16:45 | 233 | 18 | 1 | 0 | 2 | 1 | 0 | 255 |
| H/TOT | 869 | 78 | 9 | 1 | 8 | 8 | 5 | 978 |
| 17:00 | 236 | 15 | 1 | 0 | 3 | 5 | 1 | 261 |
| 17:15 | 247 | 21 | 2 | 0 | 3 | 2 | 4 | 279 |
| 17:30 | 236 | 16 | 1 | 0 | 2 | 3 | 0 | 258 |
| 17:45 | 216 | 25 | 1 | 2 | 1 | 2 | 0 | 247 |
| H/TOT | 935 | 77 | 5 | 2 | 9 | 12 | 5 | 1045 |
| 18:00 | 212 | 15 | 2 | 0 | 5 | 2 | 0 | 236 |
| 18:15 | 196 | 10 | 2 | 0 | 1 | 4 | 0 | 213 |
| 18:30 | 198 | 12 | 2 | 0 | 3 | 1 | 0 | 216 |
| 18:45 | 176 | 11 | 1 | 0 | 2 | 10 | 0 | 200 |
| H/TOT | 782 | 48 | 7 | 0 | 11 | 17 | 0 | 865 |
| P/TOT | 2586 | 203 | 21 | 3 | 28 | 37 | 10 | 2888 |

| FROM ARM A NOTTINGHAM ROAD (NE) | | | | | | | |
|---|---|---|---|---|---|---|---|
| CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 208 | 28 | 1 | 0 | 1 | 5 | 0 | 243 |
| 241 | 26 | 1 | 0 | 3 | 2 | 4 | 277 |
| 222 | 26 | 3 | 1 | 3 | 2 | 1 | 258 |
| 245 | 28 | 3 | 0 | 2 | 4 | 3 | 285 |
| 916 | 108 | 8 | 1 | 9 | 13 | 8 | 1063 |
| 281 | 22 | 2 | 0 | 4 | 6 | 5 | 320 |
| 241 | 16 | 3 | 0 | 2 | 3 | 3 | 268 |
| 223 | 12 | 3 | 0 | 1 | 1 | 4 | 244 |
| 227 | 9 | 0 | 0 | 4 | 2 | 2 | 244 |
| 972 | 59 | 8 | 0 | 11 | 12 | 14 | 1076 |
| 211 | 9 | 3 | 0 | 2 | 3 | 4 | 232 |
| 207 | 14 | 2 | 0 | 3 | 1 | 4 | 231 |
| 215 | 12 | 2 | 1 | 2 | 1 | 3 | 236 |
| 152 | 20 | 2 | 0 | 2 | 0 | 1 | 177 |
| 785 | 55 | 9 | 1 | 9 | 5 | 12 | 876 |
| 2673 | 222 | 25 | 2 | 29 | 30 | 34 | 3015 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 15686

**JOB NAME:** TOTON

**SITE:** 16 **DATE:** 16/07/2026

**LOCATION:** NOTTINGHAM ROAD (NE) / BARRATT LANE / NOTTINGHAM ROAD (SW) **DAY:** THURSDAY

| TIME | TO ARM B BARRATT LANE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 5 | 3 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | 7 | 4 | 1 | 0 | 0 | 0 | 0 | 12 |
| 07:30 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 |
| 07:45 | 16 | 2 | 0 | 0 | 0 | 0 | 1 | 19 |
| H/TOT | 31 | 9 | 2 | 0 | 0 | 0 | 1 | 43 |
| 08:00 | 13 | 4 | 2 | 0 | 0 | 0 | 1 | 20 |
| 08:15 | 11 | 1 | 1 | 0 | 0 | 0 | 1 | 14 |
| 08:30 | 12 | 2 | 0 | 0 | 0 | 0 | 0 | 14 |
| 08:45 | 27 | 4 | 1 | 0 | 0 | 0 | 0 | 32 |
| H/TOT | 63 | 11 | 4 | 0 | 0 | 0 | 2 | 80 |
| 09:00 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 09:15 | 14 | 2 | 0 | 0 | 0 | 0 | 0 | 16 |
| 09:30 | 6 | 1 | 0 | 0 | 0 | 0 | 0 | 7 |
| 09:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| H/TOT | 41 | 4 | 0 | 0 | 0 | 0 | 0 | 45 |
| P/TOT | 135 | 24 | 6 | 0 | 0 | 0 | 3 | 168 |

| TIME | FROM ARM B BARRATT LANE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 6 | 2 | 0 | 0 | 0 | 0 | 0 | 8 |
| 07:15 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:30 | 17 | 1 | 1 | 0 | 0 | 0 | 0 | 19 |
| 07:45 | 18 | 2 | 0 | 0 | 0 | 0 | 0 | 20 |
| H/TOT | 49 | 6 | 1 | 0 | 0 | 0 | 0 | 56 |
| 08:00 | 26 | 0 | 0 | 0 | 0 | 0 | 1 | 27 |
| 08:15 | 26 | 0 | 0 | 0 | 0 | 0 | 0 | 26 |
| 08:30 | 17 | 0 | 1 | 0 | 0 | 0 | 0 | 18 |
| 08:45 | 8 | 1 | 0 | 0 | 0 | 0 | 0 | 9 |
| H/TOT | 77 | 1 | 1 | 0 | 0 | 0 | 1 | 80 |
| 09:00 | 16 | 2 | 0 | 0 | 0 | 0 | 0 | 18 |
| 09:15 | 17 | 0 | 0 | 0 | 0 | 0 | 0 | 17 |
| 09:30 | 9 | 2 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:45 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 |
| H/TOT | 53 | 5 | 0 | 0 | 0 | 0 | 0 | 58 |
| P/TOT | 179 | 12 | 2 | 0 | 0 | 0 | 1 | 194 |

| TIME | TO ARM C NOTTINGHAM ROAD (SW) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 87 | 17 | 4 | 0 | 3 | 1 | 2 | 114 |
| 07:15 | 116 | 26 | 4 | 1 | 3 | 1 | 3 | 154 |
| 07:30 | 176 | 18 | 4 | 0 | 2 | 1 | 2 | 203 |
| 07:45 | 202 | 25 | 3 | 0 | 1 | 3 | 2 | 236 |
| H/TOT | 581 | 86 | 15 | 1 | 9 | 6 | 9 | 707 |
| 08:00 | 186 | 19 | 6 | 0 | 3 | 2 | 2 | 218 |
| 08:15 | 172 | 17 | 1 | 0 | 1 | 0 | 1 | 192 |
| 08:30 | 200 | 13 | 6 | 0 | 2 | 0 | 1 | 222 |
| 08:45 | 204 | 27 | 10 | 1 | 4 | 0 | 0 | 246 |
| H/TOT | 762 | 76 | 23 | 1 | 10 | 2 | 4 | 878 |
| 09:00 | 175 | 28 | 11 | 0 | 3 | 0 | 0 | 217 |
| 09:15 | 173 | 25 | 7 | 2 | 1 | 0 | 0 | 208 |
| 09:30 | 155 | 17 | 2 | 3 | 4 | 1 | 0 | 182 |
| 09:45 | 165 | 25 | 7 | 0 | 2 | 0 | 0 | 199 |
| H/TOT | 668 | 95 | 27 | 5 | 10 | 1 | 0 | 806 |
| P/TOT | 2011 | 257 | 65 | 7 | 29 | 9 | 13 | 2391 |

| TIME | FROM ARM C NOTTINGHAM ROAD (SW) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 137 | 27 | 3 | 0 | 3 | 2 | 1 | 173 |
| 07:15 | 226 | 34 | 10 | 0 | 3 | 1 | 1 | 275 |
| 07:30 | 222 | 26 | 10 | 0 | 4 | 0 | 1 | 263 |
| 07:45 | 229 | 29 | 3 | 0 | 2 | 3 | 3 | 269 |
| H/TOT | 814 | 116 | 26 | 0 | 12 | 6 | 6 | 980 |
| 08:00 | 223 | 35 | 6 | 1 | 4 | 2 | 3 | 274 |
| 08:15 | 249 | 31 | 11 | 0 | 3 | 0 | 5 | 299 |
| 08:30 | 234 | 26 | 10 | 0 | 2 | 0 | 5 | 277 |
| 08:45 | 210 | 21 | 10 | 2 | 2 | 4 | 2 | 251 |
| H/TOT | 916 | 113 | 37 | 3 | 11 | 6 | 15 | 1101 |
| 09:00 | 190 | 32 | 4 | 0 | 3 | 2 | 1 | 232 |
| 09:15 | 167 | 29 | 4 | 2 | 2 | 1 | 1 | 206 |
| 09:30 | 153 | 20 | 5 | 4 | 1 | 0 | 0 | 183 |
| 09:45 | 155 | 24 | 9 | 2 | 2 | 1 | 1 | 194 |
| H/TOT | 665 | 105 | 22 | 8 | 8 | 4 | 3 | 815 |
| P/TOT | 2395 | 334 | 85 | 11 | 31 | 16 | 24 | 2896 |

| TIME | TO ARM B BARRATT LANE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 19 | 2 | 1 | 0 | 0 | 0 | 0 | 22 |
| 16:15 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 16:30 | 27 | 4 | 0 | 0 | 0 | 0 | 0 | 31 |
| 16:45 | 20 | 1 | 0 | 0 | 0 | 0 | 0 | 21 |
| H/TOT | 79 | 9 | 1 | 0 | 0 | 0 | 0 | 89 |
| 17:00 | 23 | 3 | 0 | 0 | 0 | 0 | 1 | 27 |
| 17:15 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 20 |
| 17:30 | 24 | 0 | 0 | 0 | 0 | 0 | 0 | 24 |
| 17:45 | 24 | 4 | 0 | 0 | 0 | 0 | 0 | 28 |
| H/TOT | 91 | 7 | 0 | 0 | 0 | 0 | 1 | 99 |
| 18:00 | 20 | 2 | 0 | 0 | 0 | 0 | 2 | 24 |
| 18:15 | 19 | 0 | 1 | 0 | 0 | 0 | 1 | 21 |
| 18:30 | 17 | 1 | 0 | 0 | 0 | 0 | 0 | 18 |
| 18:45 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 |
| H/TOT | 75 | 4 | 1 | 0 | 0 | 0 | 3 | 83 |
| P/TOT | 245 | 20 | 2 | 0 | 0 | 0 | 4 | 271 |

| TIME | FROM ARM B BARRATT LANE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 6 | 3 | 1 | 0 | 0 | 0 | 0 | 10 |
| 16:15 | 6 | 3 | 0 | 0 | 0 | 0 | 0 | 9 |
| 16:30 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 16:45 | 12 | 2 | 0 | 0 | 0 | 0 | 2 | 16 |
| H/TOT | 39 | 9 | 1 | 0 | 0 | 0 | 2 | 51 |
| 17:00 | 10 | 1 | 1 | 0 | 0 | 1 | 0 | 13 |
| 17:15 | 12 | 3 | 0 | 0 | 0 | 0 | 0 | 15 |
| 17:30 | 7 | 1 | 0 | 0 | 0 | 0 | 0 | 8 |
| 17:45 | 18 | 3 | 0 | 0 | 0 | 0 | 0 | 21 |
| H/TOT | 47 | 8 | 1 | 0 | 0 | 1 | 0 | 57 |
| 18:00 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:15 | 13 | 0 | 0 | 0 | 0 | 0 | 0 | 13 |
| 18:30 | 9 | 1 | 0 | 0 | 0 | 0 | 1 | 11 |
| 18:45 | 15 | 0 | 0 | 0 | 0 | 0 | 2 | 17 |
| H/TOT | 49 | 1 | 0 | 0 | 0 | 0 | 3 | 53 |
| P/TOT | 135 | 18 | 2 | 0 | 0 | 1 | 5 | 161 |

| TIME | TO ARM C NOTTINGHAM ROAD (SW) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 214 | 31 | 1 | 0 | 1 | 5 | 0 | 252 |
| 16:15 | 247 | 28 | 1 | 0 | 3 | 2 | 4 | 285 |
| 16:30 | 237 | 27 | 3 | 1 | 3 | 2 | 1 | 274 |
| 16:45 | 255 | 30 | 3 | 0 | 2 | 4 | 5 | 299 |
| H/TOT | 953 | 116 | 8 | 1 | 9 | 13 | 10 | 1110 |
| 17:00 | 291 | 23 | 3 | 0 | 4 | 7 | 5 | 333 |
| 17:15 | 253 | 19 | 3 | 0 | 2 | 3 | 3 | 283 |
| 17:30 | 228 | 13 | 3 | 0 | 1 | 1 | 4 | 250 |
| 17:45 | 243 | 12 | 0 | 0 | 4 | 2 | 2 | 263 |
| H/TOT | 1015 | 67 | 9 | 0 | 11 | 13 | 14 | 1129 |
| 18:00 | 223 | 9 | 3 | 0 | 2 | 3 | 4 | 244 |
| 18:15 | 218 | 14 | 2 | 0 | 3 | 1 | 4 | 242 |
| 18:30 | 224 | 13 | 2 | 1 | 2 | 1 | 4 | 247 |
| 18:45 | 167 | 20 | 2 | 0 | 2 | 0 | 3 | 194 |
| H/TOT | 832 | 56 | 9 | 1 | 9 | 5 | 15 | 927 |
| P/TOT | 2800 | 239 | 26 | 2 | 29 | 31 | 39 | 3166 |

| TIME | FROM ARM C NOTTINGHAM ROAD (SW) | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 249 | 25 | 4 | 0 | 1 | 1 | 4 | 284 |
| 16:15 | 215 | 17 | 3 | 0 | 3 | 2 | 1 | 241 |
| 16:30 | 231 | 25 | 1 | 1 | 2 | 4 | 0 | 264 |
| 16:45 | 251 | 19 | 1 | 0 | 2 | 1 | 0 | 274 |
| H/TOT | 946 | 86 | 9 | 1 | 8 | 8 | 5 | 1063 |
| 17:00 | 259 | 18 | 1 | 0 | 3 | 5 | 2 | 288 |
| 17:15 | 267 | 21 | 2 | 0 | 3 | 2 | 4 | 299 |
| 17:30 | 258 | 16 | 1 | 0 | 2 | 3 | 0 | 280 |
| 17:45 | 238 | 29 | 1 | 2 | 1 | 2 | 0 | 273 |
| H/TOT | 1022 | 84 | 5 | 2 | 9 | 12 | 6 | 1140 |
| 18:00 | 232 | 17 | 2 | 0 | 5 | 2 | 2 | 260 |
| 18:15 | 213 | 10 | 3 | 0 | 1 | 4 | 1 | 232 |
| 18:30 | 215 | 13 | 2 | 0 | 3 | 1 | 0 | 234 |
| 18:45 | 195 | 12 | 1 | 0 | 2 | 10 | 0 | 220 |
| H/TOT | 855 | 52 | 8 | 0 | 11 | 17 | 3 | 946 |
| P/TOT | 2823 | 222 | 22 | 3 | 28 | 37 | 14 | 3149 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 15686

**JOB NAME:** TOTON

**SITE:** 5 **DATE:** 16/07/2026

**LOCATION:** RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD **DAY:** THURSDAY

| TIME | A TO B FROM RUSSELL DRIVE TO WOLLATON ROAD | | | | | | | | A TO C FROM RUSSELL DRIVE TO TROWELL ROAD | | | | | | | | B TO A FROM WOLLATON ROAD TO RUSSELL DRIVE | | | | | | | | B TO C FROM WOLLATON ROAD TO TROWELL ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 3 | 2 | 0 | 0 | 0 | 0 | 0 | 5 | 71 | 17 | 0 | 0 | 3 | 1 | 0 | 92 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 07:15 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 70 | 20 | 2 | 2 | 0 | 0 | 0 | 94 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 2 | 1 | 0 | 0 | 0 | 0 | 1 | 4 |
| 07:30 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 115 | 12 | 3 | 2 | 4 | 1 | 2 | 139 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 |
| 07:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 | 91 | 14 | 5 | 2 | 3 | 1 | 1 | 117 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 14 | 0 | 0 | 0 | 0 | 0 | 1 | 15 |
| H/TOT | 23 | 3 | 0 | 0 | 0 | 0 | 0 | 26 | 347 | 63 | 10 | 6 | 10 | 3 | 3 | 442 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 | 29 | 1 | 1 | 0 | 0 | 0 | 2 | 33 |
| 08:00 | 2 | 1 | 0 | 0 | 0 | 0 | 0 | 3 | 116 | 18 | 1 | 2 | 2 | 0 | 0 | 139 | 3 | 0 | 1 | 0 | 0 | 0 | 0 | 4 | 23 | 3 | 0 | 0 | 0 | 0 | 2 | 28 |
| 08:15 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 133 | 13 | 5 | 3 | 1 | 0 | 5 | 160 | 6 | 0 | 1 | 0 | 0 | 0 | 0 | 7 | 23 | 2 | 0 | 0 | 0 | 0 | 0 | 25 |
| 08:30 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 105 | 9 | 2 | 2 | 3 | 0 | 1 | 122 | 4 | 2 | 0 | 0 | 0 | 0 | 0 | 6 | 20 | 1 | 0 | 1 | 0 | 0 | 0 | 22 |
| 08:45 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 89 | 6 | 1 | 1 | 4 | 0 | 2 | 103 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 21 | 0 | 1 | 0 | 0 | 0 | 0 | 22 |
| H/TOT | 8 | 3 | 0 | 0 | 0 | 0 | 0 | 11 | 443 | 46 | 9 | 8 | 10 | 0 | 8 | 524 | 18 | 2 | 2 | 0 | 0 | 0 | 0 | 22 | 87 | 6 | 1 | 1 | 0 | 0 | 2 | 97 |
| 09:00 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 79 | 11 | 5 | 3 | 3 | 1 | 1 | 103 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 3 | 11 | 0 | 0 | 0 | 0 | 0 | 0 | 11 |
| 09:15 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 1 | 78 | 18 | 3 | 1 | 3 | 3 | 0 | 106 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 13 | 2 | 0 | 0 | 0 | 0 | 0 | 15 |
| 09:30 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 67 | 8 | 4 | 3 | 2 | 0 | 0 | 84 | 3 | 1 | 0 | 0 | 0 | 0 | 0 | 4 | 12 | 0 | 0 | 0 | 0 | 0 | 1 | 13 |
| 09:45 | 2 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 70 | 12 | 5 | 1 | 3 | 0 | 0 | 91 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 2 | 9 | 4 | 1 | 0 | 2 | 1 | 0 | 17 |
| H/TOT | 6 | 1 | 1 | 0 | 0 | 0 | 0 | 8 | 294 | 49 | 17 | 8 | 11 | 4 | 1 | 384 | 8 | 3 | 2 | 0 | 0 | 0 | 0 | 13 | 45 | 6 | 1 | 0 | 2 | 1 | 1 | 56 |
| P/TOT | 37 | 7 | 1 | 0 | 0 | 0 | 0 | 45 | 1084 | 158 | 36 | 22 | 31 | 7 | 12 | 1350 | 37 | 5 | 4 | 0 | 0 | 0 | 0 | 46 | 161 | 13 | 3 | 1 | 2 | 1 | 5 | 186 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 15686

**JOB NAME:** TOTON

**SITE:** 5 **DATE:** 16/07/2026

**LOCATION:** RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD **DAY:** THURSDAY

| TIME | A TO B FROM RUSSELL DRIVE TO WOLLATON ROAD | | | | | | | | A TO C FROM RUSSELL DRIVE TO TROWELL ROAD | | | | | | | | B TO A FROM WOLLATON ROAD TO RUSSELL DRIVE | | | | | | | | B TO C FROM WOLLATON ROAD TO TROWELL ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 101 | 23 | 2 | 0 | 3 | 1 | 0 | 130 | 8 | 1 | 0 | 0 | 0 | 1 | 0 | 10 | 34 | 4 | 1 | 0 | 0 | 0 | 3 | 42 |
| 16:15 | 4 | 1 | 0 | 0 | 0 | 0 | 0 | 5 | 121 | 20 | 3 | 0 | 1 | 2 | 0 | 147 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 35 | 6 | 0 | 0 | 0 | 0 | 1 | 42 |
| 16:30 | 3 | 1 | 0 | 0 | 0 | 1 | 0 | 5 | 132 | 11 | 2 | 1 | 2 | 4 | 1 | 153 | 16 | 1 | 0 | 0 | 0 | 0 | 0 | 17 | 24 | 7 | 0 | 0 | 0 | 0 | 3 | 34 |
| 16:45 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 129 | 18 | 4 | 1 | 0 | 1 | 3 | 156 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 27 | 1 | 0 | 0 | 0 | 0 | 0 | 28 |
| H/TOT | 16 | 3 | 0 | 0 | 0 | 1 | 0 | 20 | 483 | 72 | 11 | 2 | 6 | 8 | 4 | 586 | 40 | 3 | 0 | 0 | 0 | 1 | 0 | 44 | 120 | 18 | 1 | 0 | 0 | 0 | 7 | 146 |
| 17:00 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 118 | 8 | 2 | 0 | 2 | 1 | 2 | 133 | 11 | 1 | 0 | 0 | 0 | 0 | 0 | 12 | 18 | 0 | 0 | 0 | 0 | 0 | 1 | 19 |
| 17:15 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 | 109 | 8 | 1 | 0 | 3 | 0 | 4 | 125 | 8 | 2 | 0 | 0 | 0 | 0 | 0 | 10 | 40 | 3 | 0 | 0 | 0 | 0 | 1 | 44 |
| 17:30 | 5 | 0 | 0 | 0 | 0 | 0 | 0 | 5 | 132 | 15 | 0 | 0 | 0 | 0 | 2 | 149 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 | 29 | 5 | 0 | 0 | 0 | 0 | 3 | 37 |
| 17:45 | 5 | 1 | 0 | 0 | 0 | 0 | 0 | 6 | 118 | 11 | 0 | 0 | 1 | 1 | 1 | 132 | 9 | 2 | 1 | 0 | 0 | 0 | 0 | 12 | 35 | 0 | 0 | 0 | 0 | 0 | 1 | 36 |
| H/TOT | 22 | 1 | 0 | 0 | 0 | 0 | 0 | 23 | 477 | 42 | 3 | 0 | 6 | 2 | 9 | 539 | 43 | 5 | 1 | 0 | 0 | 0 | 0 | 49 | 122 | 8 | 0 | 0 | 0 | 0 | 6 | 136 |
| 18:00 | 9 | 0 | 0 | 0 | 0 | 0 | 0 | 9 | 119 | 9 | 2 | 0 | 2 | 1 | 1 | 134 | 19 | 1 | 0 | 0 | 0 | 0 | 0 | 20 | 35 | 3 | 0 | 0 | 0 | 0 | 1 | 39 |
| 18:15 | 8 | 0 | 0 | 0 | 0 | 0 | 0 | 8 | 89 | 7 | 0 | 0 | 2 | 2 | 2 | 102 | 15 | 0 | 0 | 0 | 0 | 1 | 0 | 16 | 14 | 0 | 0 | 0 | 0 | 0 | 3 | 17 |
| 18:30 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 101 | 15 | 0 | 0 | 0 | 0 | 1 | 117 | 6 | 0 | 0 | 0 | 0 | 0 | 0 | 6 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 18:45 | 3 | 0 | 0 | 0 | 0 | 0 | 0 | 3 | 86 | 8 | 1 | 0 | 0 | 1 | 1 | 97 | 4 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 7 | 1 | 0 | 1 | 0 | 0 | 1 | 10 |
| H/TOT | 23 | 0 | 0 | 0 | 0 | 0 | 0 | 23 | 395 | 39 | 3 | 0 | 4 | 4 | 5 | 450 | 44 | 1 | 0 | 0 | 0 | 1 | 0 | 46 | 66 | 4 | 0 | 1 | 0 | 0 | 5 | 76 |
| P/TOT | 61 | 4 | 0 | 0 | 0 | 1 | 0 | 66 | 1355 | 153 | 17 | 2 | 16 | 14 | 18 | 1575 | 127 | 9 | 1 | 0 | 0 | 2 | 0 | 139 | 308 | 30 | 1 | 1 | 0 | 0 | 18 | 358 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 15686

**JOB NAME:** TOTON

**SITE:** 5 **DATE:** 16/07/2026

**LOCATION:** RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD **DAY:** THURSDAY

| TIME | C TO A FROM TROWELL ROAD TO RUSSELL DRIVE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 101 | 22 | 7 | 3 | 3 | 0 | 1 | 137 |
| 07:15 | 141 | 32 | 8 | 2 | 3 | 4 | 0 | 190 |
| 07:30 | 106 | 20 | 4 | 1 | 5 | 1 | 2 | 139 |
| 07:45 | 120 | 22 | 7 | 1 | 4 | 1 | 2 | 157 |
| H/TOT | 468 | 96 | 26 | 7 | 15 | 6 | 5 | 623 |
| 08:00 | 111 | 24 | 4 | 1 | 3 | 2 | 1 | 146 |
| 08:15 | 109 | 15 | 5 | 2 | 2 | 1 | 3 | 137 |
| 08:30 | 93 | 17 | 2 | 2 | 3 | 1 | 0 | 118 |
| 08:45 | 109 | 41 | 6 | 3 | 2 | 1 | 2 | 164 |
| H/TOT | 422 | 97 | 17 | 8 | 10 | 5 | 6 | 565 |
| 09:00 | 97 | 24 | 3 | 3 | 3 | 1 | 1 | 132 |
| 09:15 | 91 | 18 | 6 | 2 | 2 | 0 | 1 | 120 |
| 09:30 | 96 | 21 | 5 | 2 | 2 | 0 | 0 | 126 |
| 09:45 | 96 | 23 | 6 | 4 | 2 | 0 | 1 | 132 |
| H/TOT | 380 | 86 | 20 | 11 | 9 | 1 | 3 | 510 |
| P/TOT | 1270 | 279 | 63 | 26 | 34 | 12 | 14 | 1698 |

| TIME | C TO B FROM TROWELL ROAD TO WOLLATON ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 5 | 0 | 0 | 0 | 0 | 0 | 1 | 6 |
| 07:15 | 6 | 3 | 0 | 0 | 0 | 0 | 1 | 10 |
| 07:30 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| 07:45 | 18 | 3 | 1 | 0 | 0 | 0 | 0 | 22 |
| H/TOT | 39 | 6 | 1 | 0 | 0 | 0 | 2 | 48 |
| 08:00 | 22 | 2 | 1 | 0 | 0 | 0 | 0 | 25 |
| 08:15 | 21 | 2 | 0 | 0 | 0 | 0 | 0 | 23 |
| 08:30 | 25 | 2 | 0 | 0 | 0 | 0 | 1 | 28 |
| 08:45 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 19 |
| H/TOT | 85 | 7 | 1 | 0 | 0 | 0 | 2 | 95 |
| 09:00 | 17 | 1 | 1 | 0 | 0 | 0 | 1 | 20 |
| 09:15 | 19 | 3 | 1 | 0 | 1 | 0 | 3 | 27 |
| 09:30 | 10 | 1 | 0 | 0 | 2 | 0 | 1 | 14 |
| 09:45 | 12 | 2 | 0 | 0 | 0 | 0 | 1 | 15 |
| H/TOT | 58 | 7 | 2 | 0 | 3 | 0 | 6 | 76 |
| P/TOT | 182 | 20 | 4 | 0 | 3 | 0 | 10 | 219 |

| TIME | TO ARM A RUSSELL DRIVE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 101 | 22 | 7 | 3 | 3 | 0 | 1 | 137 |
| 07:15 | 143 | 32 | 8 | 2 | 3 | 4 | 0 | 192 |
| 07:30 | 109 | 20 | 4 | 1 | 5 | 1 | 2 | 142 |
| 07:45 | 126 | 22 | 7 | 1 | 4 | 1 | 2 | 163 |
| H/TOT | 479 | 96 | 26 | 7 | 15 | 6 | 5 | 634 |
| 08:00 | 114 | 24 | 5 | 1 | 3 | 2 | 1 | 150 |
| 08:15 | 115 | 15 | 6 | 2 | 2 | 1 | 3 | 144 |
| 08:30 | 97 | 19 | 2 | 2 | 3 | 1 | 0 | 124 |
| 08:45 | 114 | 41 | 6 | 3 | 2 | 1 | 2 | 169 |
| H/TOT | 440 | 99 | 19 | 8 | 10 | 5 | 6 | 587 |
| 09:00 | 98 | 25 | 4 | 3 | 3 | 1 | 1 | 135 |
| 09:15 | 95 | 18 | 6 | 2 | 2 | 0 | 1 | 124 |
| 09:30 | 99 | 22 | 5 | 2 | 2 | 0 | 0 | 130 |
| 09:45 | 96 | 24 | 7 | 4 | 2 | 0 | 1 | 134 |
| H/TOT | 388 | 89 | 22 | 11 | 9 | 1 | 3 | 523 |
| P/TOT | 1307 | 284 | 67 | 26 | 34 | 12 | 14 | 1744 |

| TIME | FROM ARM A RUSSELL DRIVE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 74 | 19 | 0 | 0 | 3 | 1 | 0 | 97 |
| 07:15 | 75 | 20 | 2 | 2 | 0 | 0 | 0 | 99 |
| 07:30 | 120 | 13 | 3 | 2 | 4 | 1 | 2 | 145 |
| 07:45 | 101 | 14 | 5 | 2 | 3 | 1 | 1 | 127 |
| H/TOT | 370 | 66 | 10 | 6 | 10 | 3 | 3 | 468 |
| 08:00 | 118 | 19 | 1 | 2 | 2 | 0 | 0 | 142 |
| 08:15 | 136 | 14 | 5 | 3 | 1 | 0 | 5 | 164 |
| 08:30 | 108 | 10 | 2 | 2 | 3 | 0 | 1 | 126 |
| 08:45 | 89 | 6 | 1 | 1 | 4 | 0 | 2 | 103 |
| H/TOT | 451 | 49 | 9 | 8 | 10 | 0 | 8 | 535 |
| 09:00 | 82 | 12 | 5 | 3 | 3 | 1 | 1 | 107 |
| 09:15 | 78 | 18 | 4 | 1 | 3 | 3 | 0 | 107 |
| 09:30 | 68 | 8 | 4 | 3 | 2 | 0 | 0 | 85 |
| 09:45 | 72 | 12 | 5 | 1 | 3 | 0 | 0 | 93 |
| H/TOT | 300 | 50 | 18 | 8 | 11 | 4 | 1 | 392 |
| P/TOT | 1121 | 165 | 37 | 22 | 31 | 7 | 12 | 1395 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 15686

**JOB NAME:** TOTON

**SITE:** 5 **DATE:** 16/07/2026

**LOCATION:** RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD **DAY:** THURSDAY

| TIME | C TO A FROM TROWELL ROAD TO RUSSELL DRIVE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 84 | 10 | 3 | 0 | 0 | 2 | 3 | 102 |
| 16:15 | 93 | 10 | 2 | 0 | 1 | 0 | 0 | 106 |
| 16:30 | 72 | 7 | 0 | 0 | 2 | 0 | 0 | 81 |
| 16:45 | 75 | 10 | 2 | 0 | 1 | 1 | 1 | 90 |
| H/TOT | 324 | 37 | 7 | 0 | 4 | 3 | 4 | 379 |
| 17:00 | 78 | 10 | 1 | 0 | 1 | 1 | 0 | 91 |
| 17:15 | 81 | 7 | 1 | 0 | 2 | 0 | 1 | 92 |
| 17:30 | 86 | 4 | 1 | 0 | 2 | 0 | 2 | 95 |
| 17:45 | 82 | 5 | 0 | 1 | 1 | 0 | 0 | 89 |
| H/TOT | 327 | 26 | 3 | 1 | 6 | 1 | 3 | 367 |
| 18:00 | 82 | 8 | 0 | 0 | 1 | 0 | 0 | 91 |
| 18:15 | 71 | 8 | 0 | 0 | 0 | 1 | 1 | 81 |
| 18:30 | 65 | 8 | 0 | 1 | 3 | 0 | 1 | 78 |
| 18:45 | 81 | 3 | 1 | 0 | 0 | 0 | 0 | 85 |
| H/TOT | 299 | 27 | 1 | 1 | 4 | 1 | 2 | 335 |
| P/TOT | 950 | 90 | 11 | 2 | 14 | 5 | 9 | 1081 |

| TIME | C TO B FROM TROWELL ROAD TO WOLLATON ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 32 | 7 | 0 | 0 | 0 | 1 | 1 | 41 |
| 16:15 | 34 | 1 | 0 | 0 | 0 | 0 | 1 | 36 |
| 16:30 | 33 | 8 | 0 | 0 | 0 | 0 | 0 | 41 |
| 16:45 | 27 | 1 | 1 | 0 | 0 | 1 | 0 | 30 |
| H/TOT | 126 | 17 | 1 | 0 | 0 | 2 | 2 | 148 |
| 17:00 | 38 | 1 | 0 | 0 | 0 | 0 | 0 | 39 |
| 17:15 | 46 | 2 | 0 | 0 | 0 | 0 | 1 | 49 |
| 17:30 | 33 | 5 | 0 | 0 | 0 | 0 | 1 | 39 |
| 17:45 | 48 | 10 | 1 | 0 | 0 | 0 | 0 | 59 |
| H/TOT | 165 | 18 | 1 | 0 | 0 | 0 | 2 | 186 |
| 18:00 | 24 | 1 | 0 | 0 | 0 | 0 | 0 | 25 |
| 18:15 | 15 | 2 | 0 | 0 | 0 | 0 | 1 | 18 |
| 18:30 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 18:45 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 7 |
| H/TOT | 58 | 3 | 0 | 0 | 0 | 0 | 1 | 62 |
| P/TOT | 349 | 38 | 2 | 0 | 0 | 2 | 5 | 396 |

| TIME | TO ARM A RUSSELL DRIVE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 92 | 11 | 3 | 0 | 0 | 3 | 3 | 112 |
| 16:15 | 98 | 10 | 2 | 0 | 1 | 0 | 0 | 111 |
| 16:30 | 88 | 8 | 0 | 0 | 2 | 0 | 0 | 98 |
| 16:45 | 86 | 11 | 2 | 0 | 1 | 1 | 1 | 102 |
| H/TOT | 364 | 40 | 7 | 0 | 4 | 4 | 4 | 423 |
| 17:00 | 89 | 11 | 1 | 0 | 1 | 1 | 0 | 103 |
| 17:15 | 89 | 9 | 1 | 0 | 2 | 0 | 1 | 102 |
| 17:30 | 101 | 4 | 1 | 0 | 2 | 0 | 2 | 110 |
| 17:45 | 91 | 7 | 1 | 1 | 1 | 0 | 0 | 101 |
| H/TOT | 370 | 31 | 4 | 1 | 6 | 1 | 3 | 416 |
| 18:00 | 101 | 9 | 0 | 0 | 1 | 0 | 0 | 111 |
| 18:15 | 86 | 8 | 0 | 0 | 0 | 2 | 1 | 97 |
| 18:30 | 71 | 8 | 0 | 1 | 3 | 0 | 1 | 84 |
| 18:45 | 85 | 3 | 1 | 0 | 0 | 0 | 0 | 89 |
| H/TOT | 343 | 28 | 1 | 1 | 4 | 2 | 2 | 381 |
| P/TOT | 1077 | 99 | 12 | 2 | 14 | 7 | 9 | 1220 |

| TIME | FROM ARM A RUSSELL DRIVE | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 105 | 24 | 2 | 0 | 3 | 1 | 0 | 135 |
| 16:15 | 125 | 21 | 3 | 0 | 1 | 2 | 0 | 152 |
| 16:30 | 135 | 12 | 2 | 1 | 2 | 5 | 1 | 158 |
| 16:45 | 134 | 18 | 4 | 1 | 0 | 1 | 3 | 161 |
| H/TOT | 499 | 75 | 11 | 2 | 6 | 9 | 4 | 606 |
| 17:00 | 123 | 8 | 2 | 0 | 2 | 1 | 2 | 138 |
| 17:15 | 116 | 8 | 1 | 0 | 3 | 0 | 4 | 132 |
| 17:30 | 137 | 15 | 0 | 0 | 0 | 0 | 2 | 154 |
| 17:45 | 123 | 12 | 0 | 0 | 1 | 1 | 1 | 138 |
| H/TOT | 499 | 43 | 3 | 0 | 6 | 2 | 9 | 562 |
| 18:00 | 128 | 9 | 2 | 0 | 2 | 1 | 1 | 143 |
| 18:15 | 97 | 7 | 0 | 0 | 2 | 2 | 2 | 110 |
| 18:30 | 104 | 15 | 0 | 0 | 0 | 0 | 1 | 120 |
| 18:45 | 89 | 8 | 1 | 0 | 0 | 1 | 1 | 100 |
| H/TOT | 418 | 39 | 3 | 0 | 4 | 4 | 5 | 473 |
| P/TOT | 1416 | 157 | 17 | 2 | 16 | 15 | 18 | 1641 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 15686

**JOB NAME:** TOTON

**SITE:** 5 **DATE:** 16/07/2026

**LOCATION:** RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD **DAY:** THURSDAY

| TIME | TO ARM B WOLLATON ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 8 | 2 | 0 | 0 | 0 | 0 | 1 | 11 |
| 07:15 | 11 | 3 | 0 | 0 | 0 | 0 | 1 | 15 |
| 07:30 | 15 | 1 | 0 | 0 | 0 | 0 | 0 | 16 |
| 07:45 | 28 | 3 | 1 | 0 | 0 | 0 | 0 | 32 |
| H/TOT | 62 | 9 | 1 | 0 | 0 | 0 | 2 | 74 |
| 08:00 | 24 | 3 | 1 | 0 | 0 | 0 | 0 | 28 |
| 08:15 | 24 | 3 | 0 | 0 | 0 | 0 | 0 | 27 |
| 08:30 | 28 | 3 | 0 | 0 | 0 | 0 | 1 | 32 |
| 08:45 | 17 | 1 | 0 | 0 | 0 | 0 | 1 | 19 |
| H/TOT | 93 | 10 | 1 | 0 | 0 | 0 | 2 | 106 |
| 09:00 | 20 | 2 | 1 | 0 | 0 | 0 | 1 | 24 |
| 09:15 | 19 | 3 | 2 | 0 | 1 | 0 | 3 | 28 |
| 09:30 | 11 | 1 | 0 | 0 | 2 | 0 | 1 | 15 |
| 09:45 | 14 | 2 | 0 | 0 | 0 | 0 | 1 | 17 |
| H/TOT | 64 | 8 | 3 | 0 | 3 | 0 | 6 | 84 |
| P/TOT | 219 | 27 | 5 | 0 | 3 | 0 | 10 | 264 |

| TIME | FROM ARM B WOLLATON ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 4 | 0 | 1 | 0 | 0 | 0 | 0 | 5 |
| 07:15 | 4 | 1 | 0 | 0 | 0 | 0 | 1 | 6 |
| 07:30 | 12 | 0 | 0 | 0 | 0 | 0 | 0 | 12 |
| 07:45 | 20 | 0 | 0 | 0 | 0 | 0 | 1 | 21 |
| H/TOT | 40 | 1 | 1 | 0 | 0 | 0 | 2 | 44 |
| 08:00 | 26 | 3 | 1 | 0 | 0 | 0 | 2 | 32 |
| 08:15 | 29 | 2 | 1 | 0 | 0 | 0 | 0 | 32 |
| 08:30 | 24 | 3 | 0 | 1 | 0 | 0 | 0 | 28 |
| 08:45 | 26 | 0 | 1 | 0 | 0 | 0 | 0 | 27 |
| H/TOT | 105 | 8 | 3 | 1 | 0 | 0 | 2 | 119 |
| 09:00 | 12 | 1 | 1 | 0 | 0 | 0 | 0 | 14 |
| 09:15 | 17 | 2 | 0 | 0 | 0 | 0 | 0 | 19 |
| 09:30 | 15 | 1 | 0 | 0 | 0 | 0 | 1 | 17 |
| 09:45 | 9 | 5 | 2 | 0 | 2 | 1 | 0 | 19 |
| H/TOT | 53 | 9 | 3 | 0 | 2 | 1 | 1 | 69 |
| P/TOT | 198 | 18 | 7 | 1 | 2 | 1 | 5 | 232 |

| TIME | TO ARM C TROWELL ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 75 | 17 | 1 | 0 | 3 | 1 | 0 | 97 |
| 07:15 | 72 | 21 | 2 | 2 | 0 | 0 | 1 | 98 |
| 07:30 | 124 | 12 | 3 | 2 | 4 | 1 | 2 | 148 |
| 07:45 | 105 | 14 | 5 | 2 | 3 | 1 | 2 | 132 |
| H/TOT | 376 | 64 | 11 | 6 | 10 | 3 | 5 | 475 |
| 08:00 | 139 | 21 | 1 | 2 | 2 | 0 | 2 | 167 |
| 08:15 | 156 | 15 | 5 | 3 | 1 | 0 | 5 | 185 |
| 08:30 | 125 | 10 | 2 | 3 | 3 | 0 | 1 | 144 |
| 08:45 | 110 | 6 | 2 | 1 | 4 | 0 | 2 | 125 |
| H/TOT | 530 | 52 | 10 | 9 | 10 | 0 | 10 | 621 |
| 09:00 | 90 | 11 | 5 | 3 | 3 | 1 | 1 | 114 |
| 09:15 | 91 | 20 | 3 | 1 | 3 | 3 | 0 | 121 |
| 09:30 | 79 | 8 | 4 | 3 | 2 | 0 | 1 | 97 |
| 09:45 | 79 | 16 | 6 | 1 | 5 | 1 | 0 | 108 |
| H/TOT | 339 | 55 | 18 | 8 | 13 | 5 | 2 | 440 |
| P/TOT | 1245 | 171 | 39 | 23 | 33 | 8 | 17 | 1536 |

| TIME | FROM ARM C TROWELL ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 07:00 | 106 | 22 | 7 | 3 | 3 | 0 | 2 | 143 |
| 07:15 | 147 | 35 | 8 | 2 | 3 | 4 | 1 | 200 |
| 07:30 | 116 | 20 | 4 | 1 | 5 | 1 | 2 | 149 |
| 07:45 | 138 | 25 | 8 | 1 | 4 | 1 | 2 | 179 |
| H/TOT | 507 | 102 | 27 | 7 | 15 | 6 | 7 | 671 |
| 08:00 | 133 | 26 | 5 | 1 | 3 | 2 | 1 | 171 |
| 08:15 | 130 | 17 | 5 | 2 | 2 | 1 | 3 | 160 |
| 08:30 | 118 | 19 | 2 | 2 | 3 | 1 | 1 | 146 |
| 08:45 | 126 | 42 | 6 | 3 | 2 | 1 | 3 | 183 |
| H/TOT | 507 | 104 | 18 | 8 | 10 | 5 | 8 | 660 |
| 09:00 | 114 | 25 | 4 | 3 | 3 | 1 | 2 | 152 |
| 09:15 | 110 | 21 | 7 | 2 | 3 | 0 | 4 | 147 |
| 09:30 | 106 | 22 | 5 | 2 | 4 | 0 | 1 | 140 |
| 09:45 | 108 | 25 | 6 | 4 | 2 | 0 | 2 | 147 |
| H/TOT | 438 | 93 | 22 | 11 | 12 | 1 | 9 | 586 |
| P/TOT | 1452 | 299 | 67 | 26 | 37 | 12 | 24 | 1917 |

## MANUAL CLASSIFIED COUNTS

**JOB REF:** 15686

**JOB NAME:** TOTON

**SITE:** 5 **DATE:** 16/07/2026

**LOCATION:** RUSSELL DRIVE / WOLLATON ROAD / TROWELL ROAD **DAY:** THURSDAY

| TIME | TO ARM B WOLLATON ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 36 | 8 | 0 | 0 | 0 | 1 | 1 | 46 |
| 16:15 | 38 | 2 | 0 | 0 | 0 | 0 | 1 | 41 |
| 16:30 | 36 | 9 | 0 | 0 | 0 | 1 | 0 | 46 |
| 16:45 | 32 | 1 | 1 | 0 | 0 | 1 | 0 | 35 |
| H/TOT | 142 | 20 | 1 | 0 | 0 | 3 | 2 | 168 |
| 17:00 | 43 | 1 | 0 | 0 | 0 | 0 | 0 | 44 |
| 17:15 | 53 | 2 | 0 | 0 | 0 | 0 | 1 | 56 |
| 17:30 | 38 | 5 | 0 | 0 | 0 | 0 | 1 | 44 |
| 17:45 | 53 | 11 | 1 | 0 | 0 | 0 | 0 | 65 |
| H/TOT | 187 | 19 | 1 | 0 | 0 | 0 | 2 | 209 |
| 18:00 | 33 | 1 | 0 | 0 | 0 | 0 | 0 | 34 |
| 18:15 | 23 | 2 | 0 | 0 | 0 | 0 | 1 | 26 |
| 18:30 | 15 | 0 | 0 | 0 | 0 | 0 | 0 | 15 |
| 18:45 | 10 | 0 | 0 | 0 | 0 | 0 | 0 | 10 |
| H/TOT | 81 | 3 | 0 | 0 | 0 | 0 | 1 | 85 |
| P/TOT | 410 | 42 | 2 | 0 | 0 | 3 | 5 | 462 |

| TIME | FROM ARM B WOLLATON ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 42 | 5 | 1 | 0 | 0 | 1 | 3 | 52 |
| 16:15 | 40 | 6 | 0 | 0 | 0 | 0 | 1 | 47 |
| 16:30 | 40 | 8 | 0 | 0 | 0 | 0 | 3 | 51 |
| 16:45 | 38 | 2 | 0 | 0 | 0 | 0 | 0 | 40 |
| H/TOT | 160 | 21 | 1 | 0 | 0 | 1 | 7 | 190 |
| 17:00 | 29 | 1 | 0 | 0 | 0 | 0 | 1 | 31 |
| 17:15 | 48 | 5 | 0 | 0 | 0 | 0 | 1 | 54 |
| 17:30 | 44 | 5 | 0 | 0 | 0 | 0 | 3 | 52 |
| 17:45 | 44 | 2 | 1 | 0 | 0 | 0 | 1 | 48 |
| H/TOT | 165 | 13 | 1 | 0 | 0 | 0 | 6 | 185 |
| 18:00 | 54 | 4 | 0 | 0 | 0 | 0 | 1 | 59 |
| 18:15 | 29 | 0 | 0 | 0 | 0 | 1 | 3 | 33 |
| 18:30 | 16 | 0 | 0 | 0 | 0 | 0 | 0 | 16 |
| 18:45 | 11 | 1 | 0 | 1 | 0 | 0 | 1 | 14 |
| H/TOT | 110 | 5 | 0 | 1 | 0 | 1 | 5 | 122 |
| P/TOT | 435 | 39 | 2 | 1 | 0 | 2 | 18 | 497 |

| TIME | TO ARM C TROWELL ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 135 | 27 | 3 | 0 | 3 | 1 | 3 | 172 |
| 16:15 | 156 | 26 | 3 | 0 | 1 | 2 | 1 | 189 |
| 16:30 | 156 | 18 | 2 | 1 | 2 | 4 | 4 | 187 |
| 16:45 | 156 | 19 | 4 | 1 | 0 | 1 | 3 | 184 |
| H/TOT | 603 | 90 | 12 | 2 | 6 | 8 | 11 | 732 |
| 17:00 | 136 | 8 | 2 | 0 | 2 | 1 | 3 | 152 |
| 17:15 | 149 | 11 | 1 | 0 | 3 | 0 | 5 | 169 |
| 17:30 | 161 | 20 | 0 | 0 | 0 | 0 | 5 | 186 |
| 17:45 | 153 | 11 | 0 | 0 | 1 | 1 | 2 | 168 |
| H/TOT | 599 | 50 | 3 | 0 | 6 | 2 | 15 | 675 |
| 18:00 | 154 | 12 | 2 | 0 | 2 | 1 | 2 | 173 |
| 18:15 | 103 | 7 | 0 | 0 | 2 | 2 | 5 | 119 |
| 18:30 | 111 | 15 | 0 | 0 | 0 | 0 | 1 | 127 |
| 18:45 | 93 | 9 | 1 | 1 | 0 | 1 | 2 | 107 |
| H/TOT | 461 | 43 | 3 | 1 | 4 | 4 | 10 | 526 |
| P/TOT | 1663 | 183 | 18 | 3 | 16 | 14 | 36 | 1933 |

| TIME | FROM ARM C TROWELL ROAD | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | CAR | LGV | OGV1 | OGV2 | PSV | MCL | PCL | TOT |
| 16:00 | 116 | 17 | 3 | 0 | 0 | 3 | 4 | 143 |
| 16:15 | 127 | 11 | 2 | 0 | 1 | 0 | 1 | 142 |
| 16:30 | 105 | 15 | 0 | 0 | 2 | 0 | 0 | 122 |
| 16:45 | 102 | 11 | 3 | 0 | 1 | 2 | 1 | 120 |
| H/TOT | 450 | 54 | 8 | 0 | 4 | 5 | 6 | 527 |
| 17:00 | 116 | 11 | 1 | 0 | 1 | 1 | 0 | 130 |
| 17:15 | 127 | 9 | 1 | 0 | 2 | 0 | 2 | 141 |
| 17:30 | 119 | 9 | 1 | 0 | 2 | 0 | 3 | 134 |
| 17:45 | 130 | 15 | 1 | 1 | 1 | 0 | 0 | 148 |
| H/TOT | 492 | 44 | 4 | 1 | 6 | 1 | 5 | 553 |
| 18:00 | 106 | 9 | 0 | 0 | 1 | 0 | 0 | 116 |
| 18:15 | 86 | 10 | 0 | 0 | 0 | 1 | 2 | 99 |
| 18:30 | 77 | 8 | 0 | 1 | 3 | 0 | 1 | 90 |
| 18:45 | 88 | 3 | 1 | 0 | 0 | 0 | 0 | 92 |
| H/TOT | 357 | 30 | 1 | 1 | 4 | 1 | 3 | 397 |
| P/TOT | 1299 | 128 | 13 | 2 | 14 | 7 | 14 | 1477 |

# APPENDIX E

## Signal Controller Specifications

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Administration

## General Specifications

| | | | |
|---|---|---|---|
| Customer Name | A-one+ / NCC | Customer Order No. | |
| Intersection/ General Description | A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195) | Controller/ Serial Number | 7024700 |
| | | S.T.S. /EM Number | J31311 Issue 10 |
| Controller | ○ New ◉ Modification | Equipment Installation by | |
| Area Specifications/ Customer Drawings | | Slot Cutting by | |
| Specification Section | | Civil Works by | |
| Contract/Tender Ref: | | Customer's Engineer | Stuart Beniston |
| Quotation No. | | Telephone Number | 01623 886742 |
| Works Order No. | E83071 | | |

## Signal Company Use Only

Signal Engineer: P M ROUSE / NICK RULE / SK/PJ

(IF PROM Label as >) PROM Number: 16700 PROM Variant: 2

Configuration Check Value: CB 8E AC 0

### Controller Options

Hardware: T800 Firmware Type and Issue: PB800 ISS 31 Other Options: KTD LO

### ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack Kit Type Options ○ ○ ○ ○

Cabinet/Rack Variant Cuckoo Options ☐

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Mains Supply | 240 Volts | 50 Hz | | | | | |
| Peak Lamp Current | 11 Amps | Dimming Voltage | None | Answer Issue | 0 | Date Created | 30/07/07 |
| Average Lamp Power | 2612 Watts | | | | | | |
| Total Average Power | 2840 Watts | Low Inrush Transformer | ☐ | Edit Issue | 45 | | |

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order : E83071
EM Number : J31311
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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
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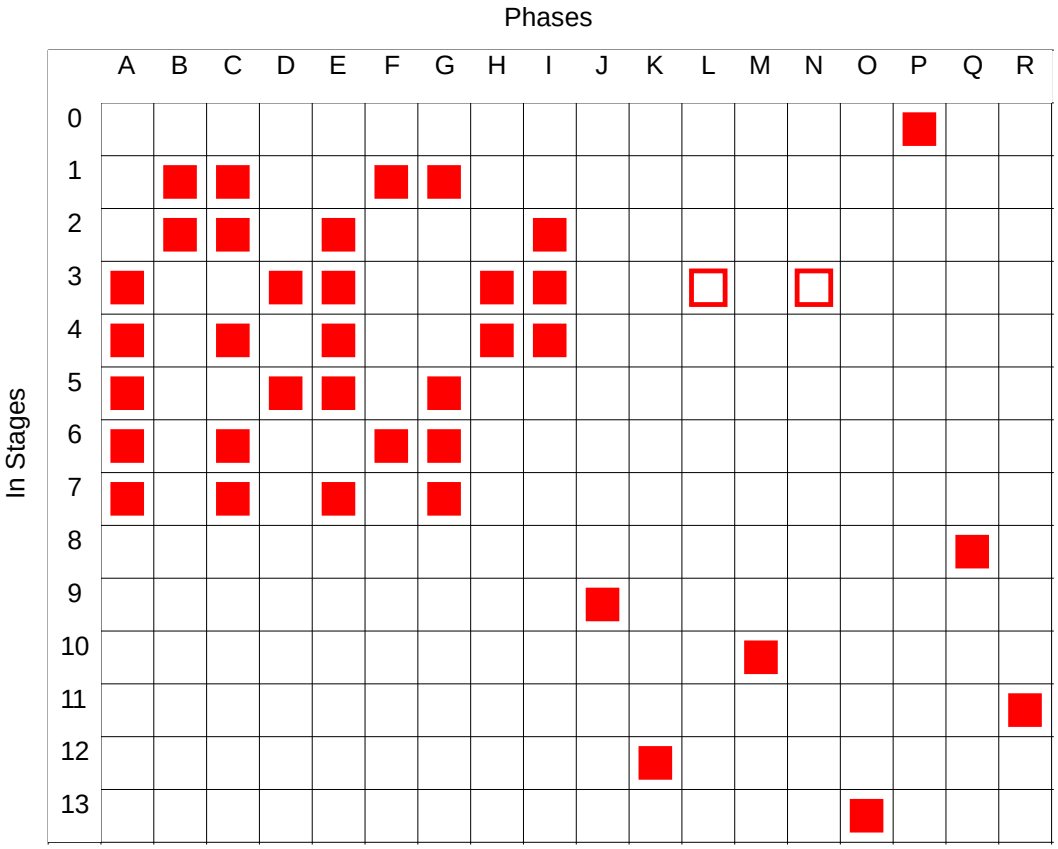
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phases in Stages



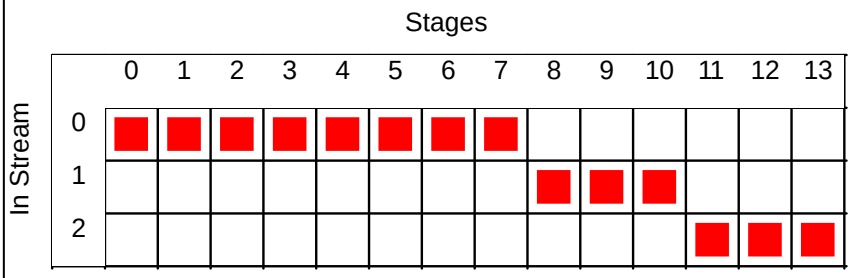
Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Stages in Streams

## Stages in Streams

| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| Phase or Stage to revert to in absence of demands/extensions | 7 | 9 | 12 | | | | | |
| Startup Stage | 7 | 9 | 12 | | | | | |
| Switch Off Stage | | | | | | | | |
| Standalone Pedestrian | ☐ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ |

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phase Type and Conditions

Phase Type and Conditions

(•) Phases A to P ( ) Phases Q to F2

| Phase | Title | Type | App. Type | Term. Type | Assoc. Phase |
|---|---|---|---|---|---|
| A | WEST CIRCULAR | 0 - UK Traffic | 0 | 0 - E | |
| B | A52 EASTBOUND | 0 - UK Traffic | 0 | 0 - E | |
| C | NORTH CIRCULAR | 0 - UK Traffic | 0 | 0 - E | |
| D | B6003 SOUTHBOUND | 0 - UK Traffic | 0 | 0 - E | |
| E | EAST CIRCULAR | 0 - UK Traffic | 0 | 0 - E | |
| F | A52 WESTBOUND | 0 - UK Traffic | 0 | 0 - E | |
| G | SOUTH CIRCULAR | 0 - UK Traffic | 0 | 0 - E | |
| H | B6003 NORTHBOUND | 0 - UK Traffic | 0 | 0 - E | |
| I | A52 THROUGH-ABOUT | 0 - UK Traffic | 0 | 0 - E | |
| J | A52 WESTBOUND EXIT | 0 - UK Traffic | 0 | 0 - E | |
| K | A52 EASTBOUND EXIT | 0 - UK Traffic | 0 | 0 - E | |
| L | PED ACROSS A52 EASTBOUND | 3 - UK Near Side Pedestrian | 3 | 0 - E | |
| M | PED ACROSS A52 WESTBOUND EXIT | 3 - UK Near Side Pedestrian | 0 | 0 - E | |
| N | PED ACROSS A52 WESTBOUND | 3 - UK Near Side Pedestrian | 3 | 0 - E | |
| O | PED ACROSS A52 EASTBOUND EXIT | 3 - UK Near Side Pedestrian | 0 | 0 - E | |
| P | DUMMY STREAM 0 | 2 - UK GreenArrow | 0 | 0 - E | |

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phase Type and Conditions

Phase Type and Conditions

○ Phases A to P ◉ Phases Q to F2

| Phase | Title | Type | App. Type | Term. Type | Assoc. Phase |
|---|---|---|---|---|---|
| Q | DUMMY STREAM 1 | 2 - UK GreenArrow | 0 | 0 - E | |
| R | DUMMY STREAM 2 | 2 - UK GreenArrow | 0 | 0 - E | |

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order : E83071
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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 | | | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

(•) Phases A to P ( ) Phases Q to F2

| Phase | Min Green | Min Ped Clr | Extensions | Maximums A | B | C | D | E | F | G | H | Pre-timed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 7 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| B | 7 | 0 | 0.0 | 40 | 35 | 40 | 30 | 0 | 0 | 0 | 0 | ☐ |
| C | 7 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| D | 7 | 0 | 0.0 | 16 | 20 | 16 | 16 | 0 | 0 | 0 | 0 | ☐ |
| E | 7 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| F | 7 | 0 | 0.0 | 40 | 35 | 40 | 30 | 0 | 0 | 0 | 0 | ☐ |
| G | 7 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| H | 7 | 0 | 0.0 | 16 | 20 | 16 | 16 | 0 | 0 | 0 | 0 | ☐ |
| I | 7 | 0 | 0.0 | 16 | 20 | 16 | 16 | 0 | 0 | 0 | 0 | ☐ |
| J | 20 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| K | 20 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| L | 6 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| M | 5 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| N | 6 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| O | 5 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| P | 1 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |

Note: For Standalone Streams see Help for use of Max Sets.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

○ Phases A to P ◉ Phases Q to F2

| Phase | Min Green | Min Ped Clr | Extensions | Maximums A | B | C | D | E | F | G | H | Pre-timed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Q | 1 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| R | 1 | 0 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |

Note: For Standalone Streams see Help for use of Max Sets.

Works Order : E83071
EM Number : J31311
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Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ 2 ○ ○ ○ ○ ○ ○

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

To Phase

| From Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | | 5 | | | | | | | | | | | | | | | | |
| B | 6 | | | | | | | | | | | 6 | | | | | | |
| C | | | | 5 | | | | | | | | | | | | | | |
| D | | | 5 | | | | | | | | | | | | | | | |
| E | | | | | | 5 | | | | | | | | | | | | |
| F | | | | | 6 | | | | | | | | | 6 | | | | |
| G | | | | | | | | 7 | 5 | | | | | | | | | |
| H | | | | | | | 5 | | | | | | | | | | | |
| I | | | | | | | 6 | | | | | | | | | | | |
| J | | | | | | | | | | | | | 5 | | | | | |
| K | | | | | | | | | | | | | | | 5 | | | |
| L | | 0 | | | | | | | | | | | | | | | | |
| M | | | | | | | | | | 0 | | | | | | | | |
| N | | | | | | 0 | | | | | | | | | | | | |
| O | | | | | | | | | | | 0 | | | | | | | |
| P | | | | | | | | | | | | | | | | | | |
| Q | | | | | | | | | | | | | | | | | | |
| R | | | | | | | | | | | | | | | | | | |

Works Order : E83071
EM Number : J31311
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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
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# 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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# VA Demand and Extend Definitions

VA Demand and Extend Definitions

(●) Phases A to P ( ) Phases Q to F2

| Phase | Demands<br>For Unlatched demands precede the name with a #.<br>Conditioning MUST be used to specify unlatched demands. | | | | Extensions | | | |
|---|---|---|---|---|---|---|---|---|
| A | | | | | | | | |
| B | BX5 | BX6 | BX7 | | BX5 | BX6 | BX7 | |
| C | | | | | | | | |
| D | DX12 | DX13 | DSL14 | DSL15 | DX12 | DX13 | DSL14 | DSL15 |
| E | | | | | | | | |
| F | FX37 | FX38 | FX39 | | FX37 | FX38 | | |
| G | | | | | | | | |
| H | HX44 | HX45 | HX46 | HX22 | HX44 | HX45 | HX46 | HX22 |
| I | IX50 | ISL51 | IX24 | ISL25 | IX50 | ISL51 | IX24 | ISL25 |
| J | | | | | | | | |
| K | | | | | | | | |
| L | PEDL | | | | | | | |
| M | PEDM | | | | | | | |
| N | PEDN | | | | | | | |
| O | PEDO | | | | | | | |
| P | | | | | | | | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# VA Demand and Extend Definitions

VA Demand and Extend Definitions

Phases A to P ○ Phases Q to F2 ◉

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched demands.

| Phase | | | | |
|---|---|---|---|---|
| Q | | | | |
| R | | | | |

Extensions

| | | | |
|---|---|---|---|
| | | | |
| | | | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phase Internal/Revertive Demands

## Phase Internal/Revertive Demands

### Start-up Vehicle Responsive Demands

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ |

| Q | R |
|---|---|
| ☐ | ☐ |

### Demands Inserted When Leaving Manual and Fixed Time Modes

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ |

| Q | R |
|---|---|
| ☐ | ☐ |

### Unlatched Demands that Start Max Timers

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |

| Q | R |
|---|---|
| ☑ | ☑ |

### Revertive Phase Demands

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | B | C | D | E | F | G | H | I | J | K | | | | | |

| Q | R | S | T | U | V | W | X | Y | Z | A2 | B2 | C2 | D2 | E2 | F2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phase - On Crossing and Kerbside Detector Definitions

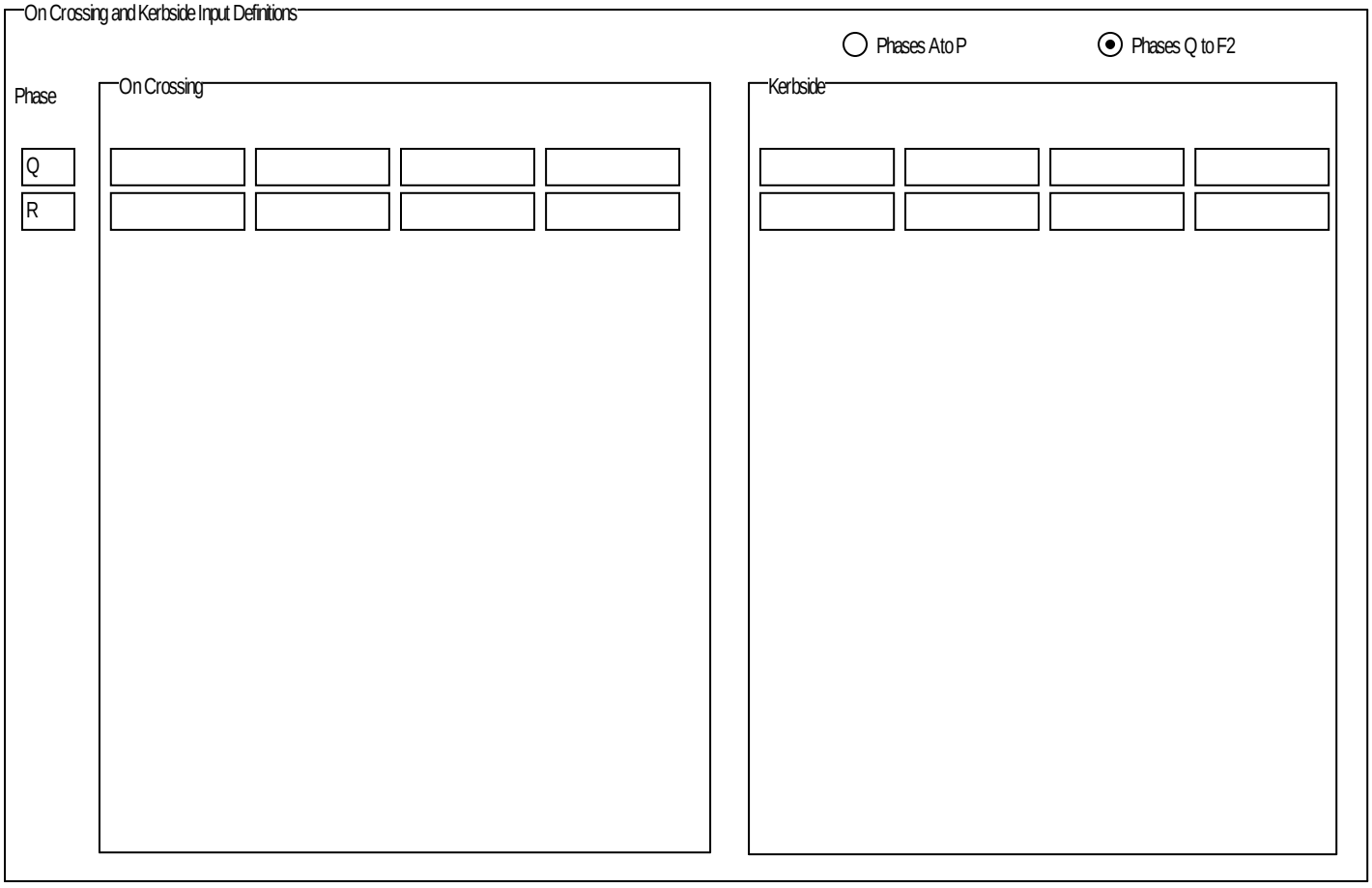
On Crossing and Kerbside Input Definitions

(●) Phases A to P ( ) Phases Q to F2

| Phase | On Crossing | | | | Kerbside | | | |
|---|---|---|---|---|---|---|---|---|
| A | | | | | | | | |
| B | | | | | | | | |
| C | | | | | | | | |
| D | | | | | | | | |
| E | | | | | | | | |
| F | | | | | | | | |
| G | | | | | | | | |
| H | | | | | | | | |
| I | | | | | | | | |
| J | | | | | | | | |
| K | | | | | | | | |
| L | ONCRL1 | ONCRL2 | | | | | | |
| M | ONCRM1 | ONCRM2 | | | | | | |
| N | ONCRN1 | ONCRN2 | | | | | | |
| O | ONCRO1 | ONCRO2 | | | | | | |
| P | | | | | | | | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phase - On Crossing and Kerbside Detector Definitions



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Stream - Pelican/Puffin/Toucan Times

## Stream - Pelican/Puffin/Toucan Times

### Pedestrian Enable VA Mode (PEV)

| Streams 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|
| | 0-Disabled | 0-Disabled | | | | | |

### Pedestrian All Red Times (Vehicle to Pedestrian)

| Streams | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| (PAR n 0) VA Gap Change | | 0 | 0 | | | | | |
| (PAR n 1) VA Max Change | | 0 | 0 | | | | | |
| (PAR n 2) FVP Change | | 0 | 0 | | | | | |
| (PAR n 3) UTC Change | | 0 | 0 | | | | | |
| (PAR n 4) Local Link Change | | 0 | 0 | | | | | |

### Handset Range Limits

| | Min | Max |
|---|---|---|
| (PAR n 2) FVP Change | 0 | 0 |

### Pelican Intergreen times

| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| (PIT n 0) Veh Red/Ped Flash Green | | 0 | 0 | | | | | |
| (PIT n 1) Veh Flash Amber/Ped Flash Green | | 0 | 0 | | | | | |
| (PIT n 2) Veh Flash Amber/Ped red | | 0 | 0 | | | | | |
| (PIT n 3) Veh Flash Amber/Ped Red Quiescent | | 0 | 0 | | | | | |

| | Min | Max |
|---|---|---|
| (PIT n 0) Veh Red/Ped Flash Green | 0 | 0 |
| (PIT n 1) Veh Flash Amber/Ped Flash Green | 0 | 0 |
| (PIT n 2) Veh Flash Amber/Ped red | 0 | 0 |
| (PIT n 3) Veh Flash Amber/Ped Red Quiescent | 0 | 0 |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

| Phase | PDD Ped Demand Delay | PDX Ped Demand Hold | CMX Clearance Maximum | CDY 0 Clearance Delay Gap Change | CDY 1 Clearance Delay Max Change | CRD Clearance Minimum Red |
|---|---|---|---|---|---|---|
| A | 0 | 0.0 | 0 | 0 | 0 | 0 |
| B | 0 | 0.0 | 0 | 0 | 0 | 0 |
| C | 0 | 0.0 | 0 | 0 | 0 | 0 |
| D | 0 | 0.0 | 0 | 0 | 0 | 0 |
| E | 0 | 0.0 | 0 | 0 | 0 | 0 |
| F | 0 | 0.0 | 0 | 0 | 0 | 0 |
| G | 0 | 0.0 | 0 | 0 | 0 | 0 |
| H | 0 | 0.0 | 0 | 0 | 0 | 0 |
| I | 0 | 0.0 | 0 | 0 | 0 | 0 |
| J | 0 | 0.0 | 0 | 0 | 0 | 0 |
| K | 0 | 0.0 | 0 | 0 | 0 | 0 |
| L | 0 | 0.0 | 10 | 0 | 0 | 0 |
| M | 0 | 0.0 | 8 | 0 | 0 | 0 |
| N | 0 | 0.0 | 9 | 0 | 0 | 0 |
| O | 0 | 0.0 | 6 | 0 | 0 | 0 |
| P | 0 | 0.0 | 0 | 0 | 0 | 0 |

(●) Phases A to P ( ) Phases Q to F2

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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 |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

| Phase | PDD Ped Demand Delay | PDX Ped Demand Hold | CMX Clearance Maximum | CDY 0 Clearance Delay Gap Change | CDY 1 Clearance Delay Max Change | CRD Clearance Minimum Red |
|---|---|---|---|---|---|---|
| Q | 0 | 0.0 | 0 | 0 | 0 | 0 |
| R | 0 | 0.0 | 0 | 0 | 0 | 0 |

○ Phases A to P ◉ Phases Q to F2

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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 |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times

| Streams | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|

Computer Control

| | | |
|---|---|---|
| PV | | |
| Window Time UIE | 0 | 0 |

Local Link

| | | |
|---|---|---|
| PV1 | | |
| Link Delay Time LKD | 0 | 0 |
| Link Window Time LKW | 0 | 0 |
| Link Override Time LKO | 0 | 0 |

| | |
|---|---|
| Kerbside Mat Test Output | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets
- (•) 1
- ( ) 2
- ( ) 3
- ( ) 4

| Modes | Restrictions Apply To: | No Restrictions |
|---|---|---|
| | (•) | ( ) |
| Cableless Linking | (•) | ( ) |
| Vehicle Actuated | (•) | ( ) |
| | ( ) | ( ) |
| Fixed Time | (•) | ( ) |
| | ( ) | ( ) |

| Modes | Restrictions Apply To: | No Restrictions |
|---|---|---|
| Manual | ( ) | (•) |
| | ( ) | ( ) |
| | ( ) | ( ) |
| | ( ) | ( ) |
| | ( ) | ( ) |

To Stage

| From Stage | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | X | X | X | X | X | X | | | | | | |
| 1 | X | | | | | | | | | | | | | |
| 2 | X | | | | | | | | | | | | | |
| 3 | X | | 1 | | | | | | | | | | | |
| 4 | X | | 1 | | | | | | | | | | | |
| 5 | X | | 1 | | | | | | | | | | | |
| 6 | X | | 1 | 1 | 1 | 1 | | | | | | | | |
| 7 | X | | 1 | | | | | | | | | | | |
| 8 | | | | | | | | | | | X | | | |
| 9 | | | | | | | | | X | | | | | |
| 10 | | | | | | | | | X | | | | | |
| 11 | | | | | | | | | | | | | | X |
| 12 | | | | | | | | | | | | X | | |
| 13 | | | | | | | | | | | | X | | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets
- ○ 1
- ◉ 2
- ○ 3
- ○ 4

| Modes | Restrictions Apply To: | No Restrictions |
|---|---|---|
| Urban Traffic Control | ◉ | ○ |
| | ◉ | ○ |
| | ◉ | ○ |
| | ○ | ○ |
| | ◉ | ○ |
| | ○ | ○ |

| Modes | Restrictions Apply To: | No Restrictions |
|---|---|---|
| Manual | ○ | ◉ |
| | ○ | ○ |
| | ○ | ○ |
| | ○ | ○ |
| | ○ | ○ |

To Stage

From Stage

| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | X | X | X | X | X | X | | | | | | |
| 1 | X | | | | | | | | | | | | | |
| 2 | X | | | | | | | | | | | | | |
| 3 | X | | P | | | | | | | | | | | |
| 4 | X | | P | | | | | | | | | | | |
| 5 | X | | P | | | | | | | | | | | |
| 6 | X | | P | P | P | P | | | | | | | | |
| 7 | X | | P | | | | | | | | | | | |
| 8 | | | | | | | | | | | X | | | |
| 9 | | | | | | | | | X | | | | | |
| 10 | | | | | | | | | X | | | | | |
| 11 | | | | | | | | | | | | | | X |
| 12 | | | | | | | | | | | | X | | |
| 13 | | | | | | | | | | | | X | | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Stage Internal Demands/Pedestrian Window Times

## Stage Internal Demands/Pedestrian Window Times

### Start-up Vehicle Responsive Demands

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Demands Inserted When Leaving Manual and Fixed Time Modes

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Unlatched Demands that Start Maximum Timers

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ |

### Window Times

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | |

| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | |

### Exceptional Stages

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Phase Delays

Phase Delays

(●) Phase Delays 0-29 ( ) Phase Delays 30-59 ( ) Phase Delays 60-89 ( ) Phase Delays 90-119

| No. | Delay Phase | On Change from Stage | To Stage | By (X) Seconds | No. | Delay Phase | On Change from Stage | To Stage | By (X) Seconds |
|---|---|---|---|---|---|---|---|---|---|
| 0 | A | 3 | 1 | 6 | 15 | B | 1 | 3 | 5 |
| 1 | A | 4 | 1 | 3 | 16 | G | 1 | 3 | 7 |
| 2 | A | 4 | 2 | 3 | 17 | C | 1 | 3 | 9 |
| 3 | C | 1 | 3 | 4 | 18 | A | 3 | 1 | 6 |
| 4 | C | 1 | 5 | 4 | 19 | E | 3 | 1 | 3 |
| 5 | C | 2 | 3 | 4 | 20 | H | 3 | 1 | 3 |
| 6 | C | 2 | 5 | 4 | 21 | I | 3 | 1 | 3 |
| 7 | E | 3 | 1 | 3 | 22 | | | | 0 |
| 8 | E | 3 | 6 | 3 | 23 | | | | 0 |
| 9 | E | 5 | 1 | 3 | 24 | | | | 0 |
| 10 | E | 5 | 6 | 3 | 25 | | | | 0 |
| 11 | G | 1 | 2 | 7 | 26 | | | | 0 |
| 12 | G | 1 | 3 | 7 | 27 | | | | 0 |
| 13 | G | 1 | 4 | 7 | 28 | A | 3 | 1 | 12 |
| 14 | | | | 0 | 29 | E | 3 | 1 | 6 |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Fixed Time

## Fixed Time

### Stage Moves & Times (Not Fixed Time to Current Max)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Current Stage | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |

### Phases Demanded and Extended under Fixed Time to Current Max.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | ☐ | ☑ | ☐ | ☑ | ☐ | ☑ | ☐ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Extend | ☐ | ☑ | ☐ | ☑ | ☐ | ☑ | ☐ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ |

| | Q | R | S | T | U | V | W | X | Y | Z | A2 | B2 | C2 | D2 | E2 | F2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Extend | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# CLF - Plan(s)

CLF - Plan(s)

0 Plan No.

Copy From

Plan Specifics

0 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 70

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 27 | 4 | 3 | 16 | | | |
| 1 | 37 | 1 | 3 | 17 | | | |
| 2 | 62 | 1 | 1 | 18 | | | |
| 3 | | | | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Alowed

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# CLF - Plan(s)

CLF - Plan(s)

1 Plan No.

Copy From

Plan Specifics

1 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 17 | 4 | 3 | 16 | | | |
| 1 | 27 | 1 | 3 | 17 | | | |
| 2 | 52 | 1 | 1 | 18 | | | |
| 3 | | | | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Alowed

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# CLF - Plan(s)

CLF - Plan(s)

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)

3 Plan No.

Copy From

Plan Specifics

3 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 18 | 4 | 3 | 16 | | | |
| 1 | 28 | 1 | 3 | 17 | | | |
| 2 | 52 | 1 | 1 | 18 | | | |
| 3 | | | | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

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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)

# CLF - Plan(s)

CLF - Plan(s)

4 Plan No.

Copy From

Plan Specifics

4 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 74

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 29 | 4 | 3 | 16 | | | |
| 1 | 39 | 1 | 3 | 17 | | | |
| 2 | 66 | 1 | 1 | 18 | | | |
| 3 | | | | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

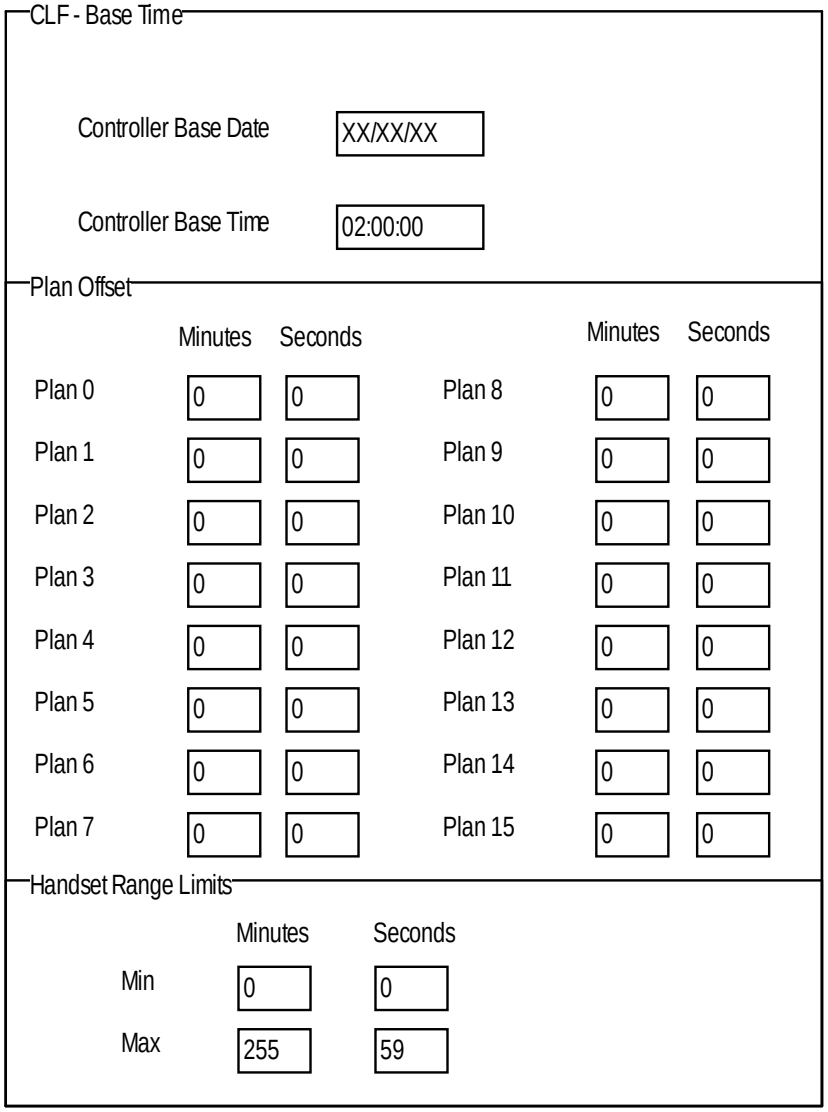
7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Alowed

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# CLF - Base Time



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

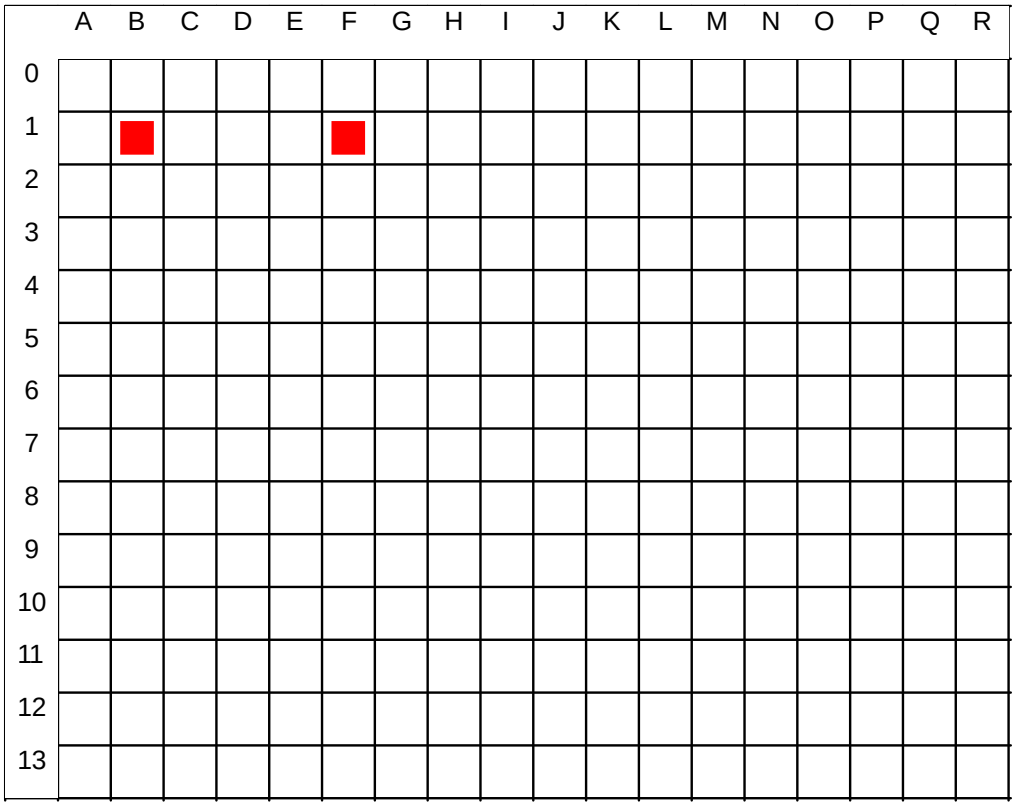
# CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.

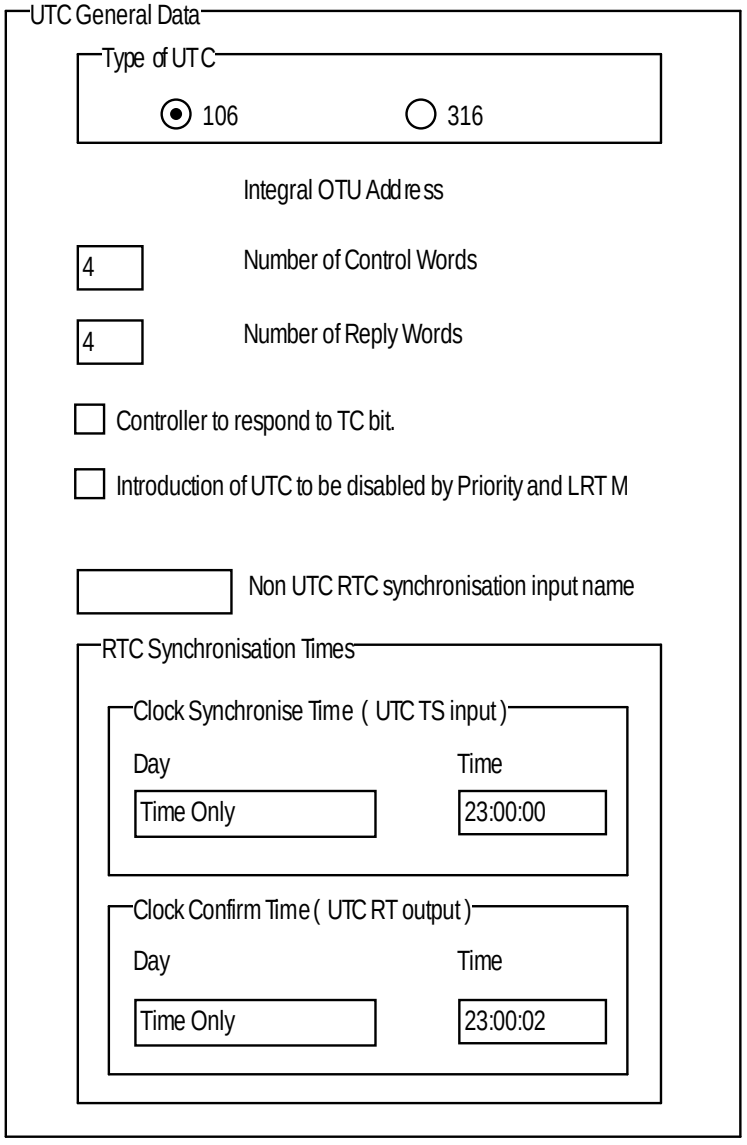
Phases

Stages



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# UTC General Data



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

| | Bit 1 | Bit 2 | Bit 3 | Bit 4 | Bit 5 | Bit 6 | Bit 7 | Bit 8 |
|---|---|---|---|---|---|---|---|---|
| Word 1 | F1 | F2 | F3 | F4 | F5 | F6 | F7 | |
| Word 2 | | | | | SO | TS | | MOVAT0 |
| Word 3 | | | | | | | | |
| Word 4 | F9 | F10 | F12 | F13 | | | | |

Reply Words

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Word 1 | G1 | G2 | G3 | G4 | G5 | G6 | G7 | GB |
| Word 2 | GD | GF | GH | GI | DF | TF | DC | LF1 |
| Word 3 | LF2 | PI | CC | CF | CO | | | |
| Word 4 | G9 | G10 | G12 | G13 | | | | |
| Word 5 | | | | | | | | |
| Word 6 | | | | | | | | |
| Word 7 | | | | | | | | |
| Word 8 | | | | | | | | |
| Word 9 | | | | | | | | |
| Word 10 | | | | | | | | |
| Word 11 | | | | | | | | |
| Word 12 | | | | | | | | |
| Word 13 | | | | | | | | |
| Word 14 | | | | | | | | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# UTC Stage and Mode Data Definitions

## UTC Stage and Mode Data Definitions

| Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit | Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit |
|---|---|---|---|---|---|---|---|
| 0 | | | | 16 | | | |
| 1 | F1 | G1 | | 17 | | | |
| 2 | F2 | G2 | | 18 | | | |
| 3 | F3 | G3 | | 19 | | | |
| 4 | F4 | G4 | | 20 | | | |
| 5 | F5 | G5 | | 21 | | | |
| 6 | F6 | G6 | | 22 | | | |
| 7 | F7 | G7 | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | F9 | G9 | | 25 | | | |
| 10 | F10 | G10 | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | F12 | G12 | | 28 | | | |
| 13 | F13 | G13 | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

### Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

| Stages | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | | | | | | | | | | | | | | | |
| 1 | | ■ | | | | ■ | | | | | | | | | | | | |
| 2 | | | | | | | | | | | | | | | | | | |
| 3 | | | | | | | | | | | | | | | | | | |
| 4 | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | |
| 6 | | | | | | | | | | | | | | | | | | |
| 7 | | | | | | | | | | | | | | | | | | |
| 8 | | | | | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | | | | | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping

☑ Combined

Set Selection

○ ○ ○ ○ ○

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | AX1 | 2 | AX2 | 3 | BIN3 | 4 | BIN4 | 5 | BX5 | 6 | BX6 | 7 | BX7 | 8 | BSL8 |
| 9 | BSL9 | 10 | BSL10 | 11 | DIN11 | 12 | DX12 | 13 | DX13 | 14 | DSL14 | 15 | DSL15 | 16 | |
| 17 | | 18 | | 19 | | 20 | | 21 | HIN21 | 22 | HX22 | 23 | HSL23 | 24 | IX24 |
| 25 | ISL25 | 26 | | 27 | | 28 | | 29 | | 30 | | 31 | | 32 | |
| 33 | EX33 | 34 | EX34 | 35 | FIN35 | 36 | FIN36 | 37 | FX37 | 38 | FX38 | 39 | FX39 | 40 | FSL40 |
| 41 | FSL41 | 42 | FSL42 | 43 | HIN43 | 44 | HX44 | 45 | HX45 | 46 | HX46 | 47 | HSL47 | 48 | HSL48 |
| 49 | HSL49 | 50 | IX50 | 51 | ISL51 | 52 | | 53 | | 54 | | 55 | | 56 | |
| 57 | | 58 | | 59 | | 60 | | 61 | | 62 | | 63 | | 64 | |

Note - only 32 detectors available on MOVA 4.0

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# MTC - Time Switch Parameters

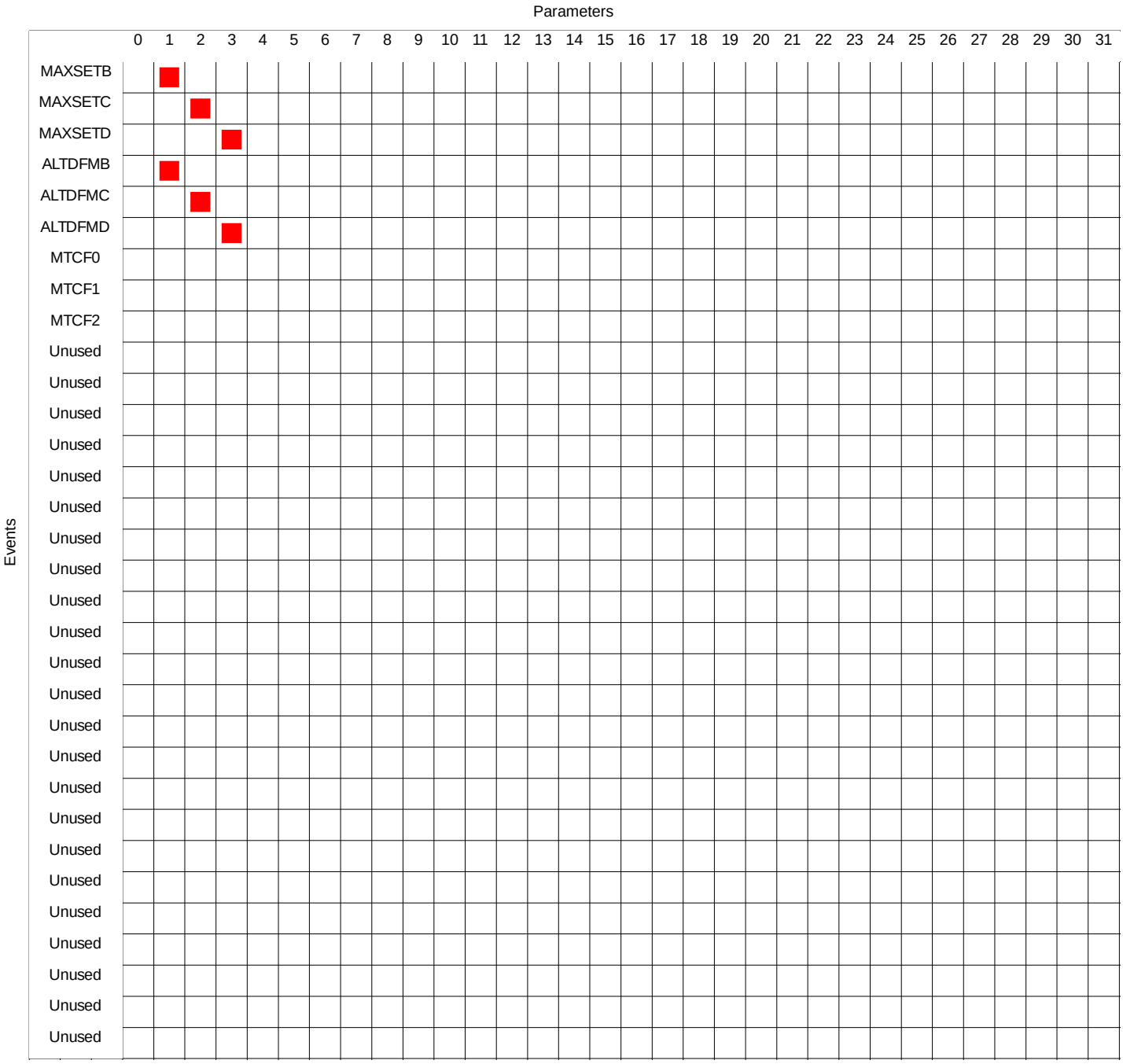
MTC - Time Switch Parameters

| | Type | Event |
|---|---|---|
| 0 | Alternate Max | MAXSETB |
| 1 | Alternate Max | MAXSETC |
| 2 | Alternate Max | MAXSETD |
| 3 | Alternate DFM | ALTDFMB |
| 4 | Alternate DFM | ALTDFMC |
| 5 | Alternate DFM | ALTDFMD |
| 6 | Conditioning | MTCF0 |
| 7 | Conditioning | MTCF1 |
| 8 | Conditioning | MTCF2 |
| 9 | No Action | |
| 10 | No Action | |
| 11 | No Action | |
| 12 | No Action | |
| 13 | No Action | |
| 14 | No Action | |
| 15 | No Action | |

| | Type | Event |
|---|---|---|
| 16 | No Action | |
| 17 | No Action | |
| 18 | No Action | |
| 19 | No Action | |
| 20 | No Action | |
| 21 | No Action | |
| 22 | No Action | |
| 23 | No Action | |
| 24 | No Action | |
| 25 | No Action | |
| 26 | No Action | |
| 27 | No Action | |
| 28 | No Action | |
| 29 | No Action | |
| 30 | No Action | |
| 31 | No Action | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# MTC - Time Switch Parameters Array



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# MTC - Day Type

MTC - Day Type

| No. | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|---|---|---|---|---|---|---|---|
| 0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ |
| 1 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ |
| 2 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 3 | ☐ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 4 | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ | ☐ |
| 5 | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ |
| 6 | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ |
| 7 | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| 8 | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ |
| 9 | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ |
| 10 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☑ |
| 11 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 12 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 13 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 14 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 15 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# MTC - Timetable

MTC - Timetable

View Timetable Settings

(•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

| No. | Day Type | Time | Description | Function Code | Plan/ Parameter |
|---|---|---|---|---|---|
| 0 | 9 | 07:00:00 | INTRODUCE MAXSET A | 2 | 0 |
| 1 | 9 | 09:30:00 | INTRODUCE MAXSET B | 2 | 1 |
| 2 | 9 | 15:30:00 | INTRODUCE MAXSET C | 2 | 2 |
| 3 | 7 | 19:00:00 | INTRODUCE MAXSET D | 2 | 3 |
| 4 | 0 | 08:00:00 | INTRODUCE MAXSET B | 2 | 1 |
| 5 | 1 | 09:00:00 | INTRODUCE MAXSET B | 2 | 1 |
| 6 | 9 | 07:00:00 | INTRODUCE CLF PLAN 0 | 1 | 0 |
| 7 | 9 | 09:30:00 | INTRODUCE CLF PLAN 1 | 1 | 1 |
| 8 | 9 | 15:30:00 | INTRODUCE CLF PLAN 2 | 1 | 2 |
| 9 | 7 | 19:00:00 | INTRODUCE CLF PLAN 3 | 1 | 3 |
| 10 | 0 | 08:00:00 | INTRODUCE CLF PLAN 1 | 1 | 1 |
| 11 | 1 | 09:00:00 | INTRODUCE CLF PLAN 1 | 1 | 1 |
| 12 | 10 | 09:00:00 | ENABLE ALL RED GDNQ59 | 4 | 7 |
| 13 | 10 | 18:00:00 | DISABLE ALL RED GDNQ59 | 3 | 7 |
| 14 | 9 | 08:15:00 | DISABLE MOVA CRB AM PEAK | 3 | 8 |
| 15 | 9 | 08:50:00 | ENABLE MOVA CRB AM PEAK | 4 | 8 |

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# MTC - Timetable

MTC - Timetable

View Timetable Settings

○ 0 - 15 ◉ 16 - 31 ○ 32 - 47 ○ 48 - 63

| No. | Day Type | Time | Description | Function Code | Plan/ Parameter |
|---|---|---|---|---|---|
| 16 | 9 | 15:15:00 | DISABLE MOVA CRB PM PEAK | 3 | 8 |
| 17 | 9 | 15:50:00 | ENABLE MOVA CRB PM PEAK | 4 | 8 |
| 18 | 9 | 08:30:00 | INTRODUCE CLF PLAN 4 | 1 | 4 |
| 19 | 0 | | | 0 | 0 |
| 20 | 0 | | | 0 | 0 |
| 21 | 0 | | | 0 | 0 |
| 22 | 0 | | | 0 | 0 |
| 23 | 0 | | | 0 | 0 |
| 24 | 0 | | | 0 | 0 |
| 25 | 0 | | | 0 | 0 |
| 26 | 0 | | | 0 | 0 |
| 27 | 0 | | | 0 | 0 |
| 28 | 0 | | | 0 | 0 |
| 29 | 0 | | | 0 | 0 |
| 30 | 0 | | | 0 | 0 |
| 31 | 0 | | | 0 | 0 |

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order : E83071
EM Number : J31311
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

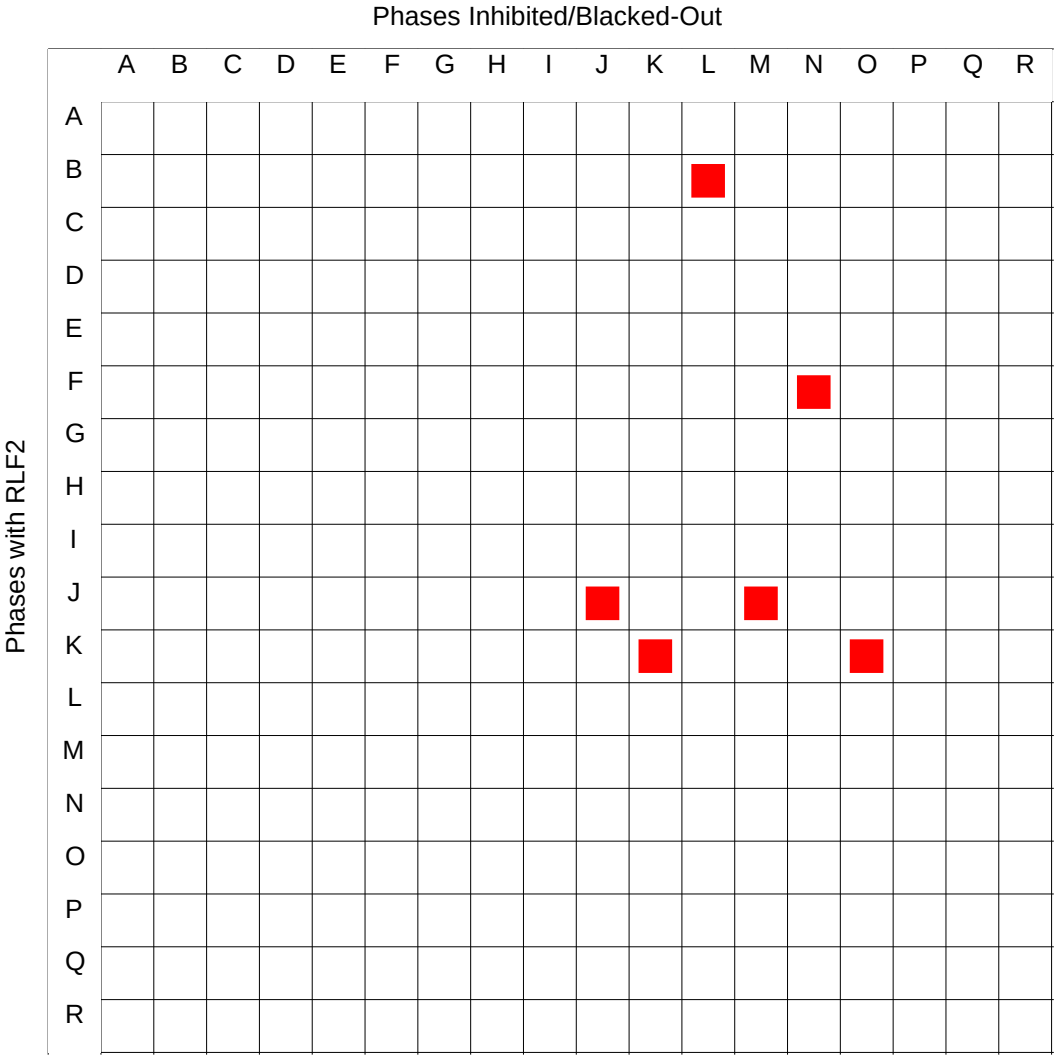
Phases Delayed

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



Works Order : E83071
EM Number : J31311
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Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Manual Panel

## Manual Panel

### Stage Buttons and LEDs

| Button No. | Title | Called Stage for Stream 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | ALL RED | 0 | 8 | 11 | | | | | |
| 1 | A52 E/B + W/B | 1 | 9 | 12 | | | | | |
| 2 | A52 E/B RIGHT TURN | 2 | 9 | 12 | | | | | |
| 3 | B6003 N/B + S/B + PEDS L + N | 3 | 9 | 12 | | | | | |
| 4 | B6003 N/B RIGHT TURN | 4 | 9 | 12 | | | | | |
| 5 | B6003 S/B RIGHT TURN | 5 | 9 | 12 | | | | | |
| 6 | A52 W/B RIGHT TURN | 6 | 9 | 12 | | | | | |
| 7 | ALL CIRCULATORY | 7 | 9 | 12 | | | | | |

### General LEDs

| | AUX 1 | AUX 2 | AUX 3 | AUX 4 (Hurry Call) | AUX 5 (Higher Priority) |
|---|---|---|---|---|---|
| Conditioned | ☑ | ☑ | ☑ | ☑ | ☑ |

### Manual Mode Enable

- ○ Always
- ○ When Handset Plugged in (Note 1)
- ◉ When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

### General Buttons

| | None | SW1 | SW2 | SW3 |
|---|---|---|---|---|
| Momentary | | ☑ | ☑ | ☑ |
| Dim Override | ◉ | ○ | ○ | ○ |
| RR | ◉ | ○ | ○ | ○ |

### Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

### Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order : E83071
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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
EM Number : J31311
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Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Extend All Red - General

## Extend All Red - General

### Auto Extend to Max

| | |
|---|---|
| Part Time | ☐ |
| Emergency Vehicle | ☐ |
| Hurry Call | ☐ |
| LRT | ☐ |
| Priority | ☐ |
| Manual | ☐ |
| Manual Step On | ☐ |
| UTC | ☐ |
| MOVA | ☐ |
| CLF | ☐ |
| VA* | ☐ |
| Fixed Time | ☐ |

### All Red Timings

| Stream | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| Extension Time | 1.0 | 0.0 | 0.0 | | | | | |
| Max Time | 3 | 0 | 0 | | | | | |

* Selecting Extend to Max on VA mode will also cause Extend to Max on CLF, UTC and Priority modes.

### Detectors Associated with All Red Extension Units

| Unit | Associated Detectors | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | GDNQ59 | | | | | | | |
| 2 | GDNQ59 | | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |

The association between detectors and extension units must be performed in special conditioning.

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Extend All Red - Stage To Stage Moves

To Stage

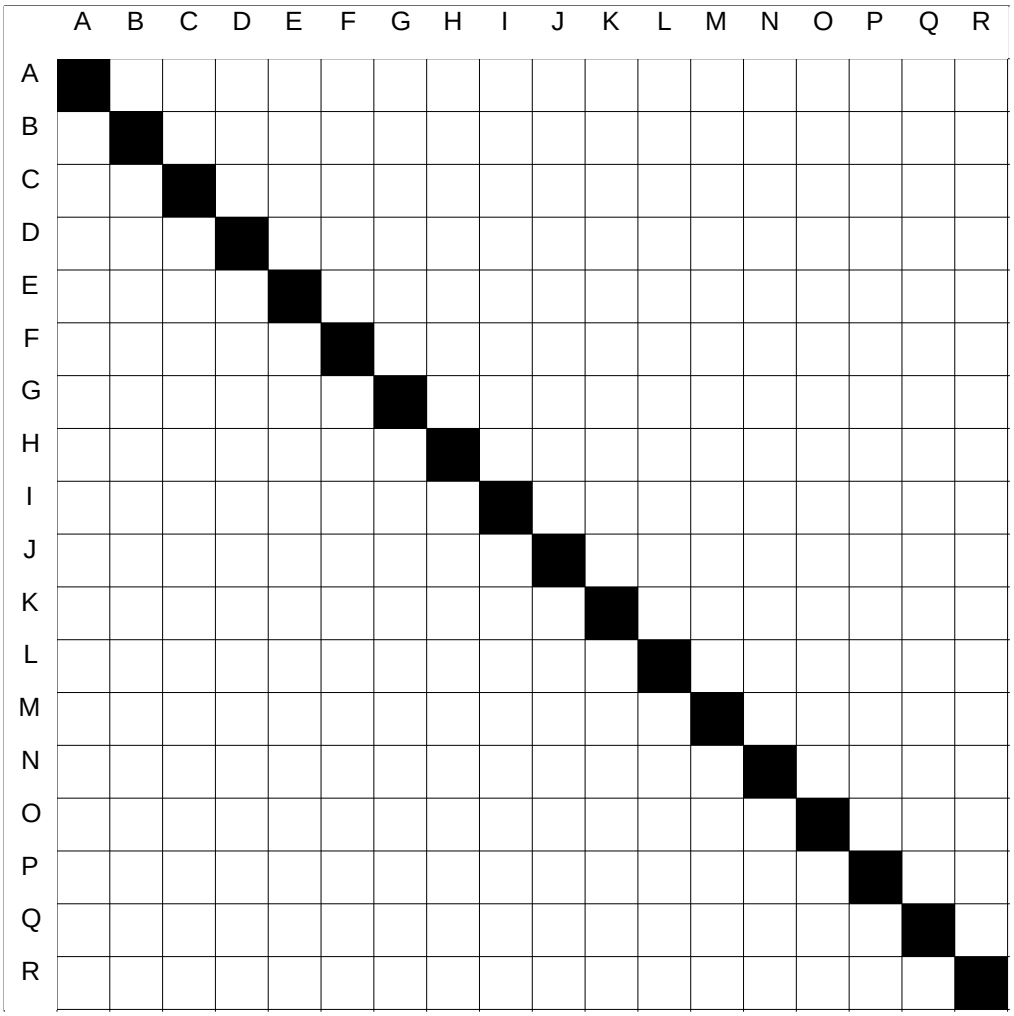
| From Stage | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | | | | | | | | | | | | | |
| 1 | | | 2 | 2 | 2 | 2 | | 2 | | | | | | |
| 2 | | 1 | | | | | 1 | | | | | | | |
| 3 | | 1 | | | | | 1 | | | | | | | |
| 4 | | 1 | | | | | 1 | | | | | | | |
| 5 | | 1 | | | | | 1 | | | | | | | |
| 6 | | | 2 | 2 | 2 | 2 | | 2 | | | | | | |
| 7 | | 1 | | | | | 1 | | | | | | | |
| 8 | | | | | | | | | | | | | | |
| 9 | | | | | | | | | | | | | | |
| 10 | | | | | | | | | | | | | | |
| 11 | | | | | | | | | | | | | | |
| 12 | | | | | | | | | | | | | | |
| 13 | | | | | | | | | | | | | | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Extend All Red - Independent Intergreens

Phase Not Affected by Hold

Phase Terminating



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Speed Discrimination / Speed Assessment Equipment

Speed Discrimination / Speed Assessment Equipment

(●) SDE/SA Card
( ) Internal SDE/SA

Equipment Type
(●) SDE ( ) SA

Loop Spacing
( ) 3.05m (●) 3.66m

Note:
3.05m is Non-Standard

Number of Assessors
0

*
Assessor Types:
1 = Double SDE
2 = Triple SDE Inner
3 = Triple SDE Outer
4 = Speed Assessment

| Assessor Number | Assessor Input Name | Assessor Type * | Associated Phase |
|---|---|---|---|
| 0 | | | |
| 1 | | | |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |

| Phase Terminated | Extra Intergreen | Curtailed VA Extensions to Force Extra IGN | Phase Terminated | Extra Intergreen | Curtailed VA Extensions to Force Extra IGN |
|---|---|---|---|---|---|
| A | | ☐ | Q | | ☐ |
| B | | ☐ | R | | ☐ |
| C | | ☐ | S | | ☐ |
| D | | ☐ | T | | ☐ |
| E | | ☐ | U | | ☐ |
| F | | ☐ | V | | ☐ |
| G | | ☐ | W | | ☐ |
| H | | ☐ | X | | ☐ |
| I | | ☐ | Y | | ☐ |
| J | | ☐ | Z | | ☐ |
| K | | ☐ | A2 | | ☐ |
| L | | ☐ | B2 | | ☐ |
| M | | ☐ | C2 | | ☐ |
| N | | ☐ | D2 | | ☐ |
| O | | ☐ | E2 | | ☐ |
| P | | ☐ | F2 | | ☐ |

Works Order : E83071
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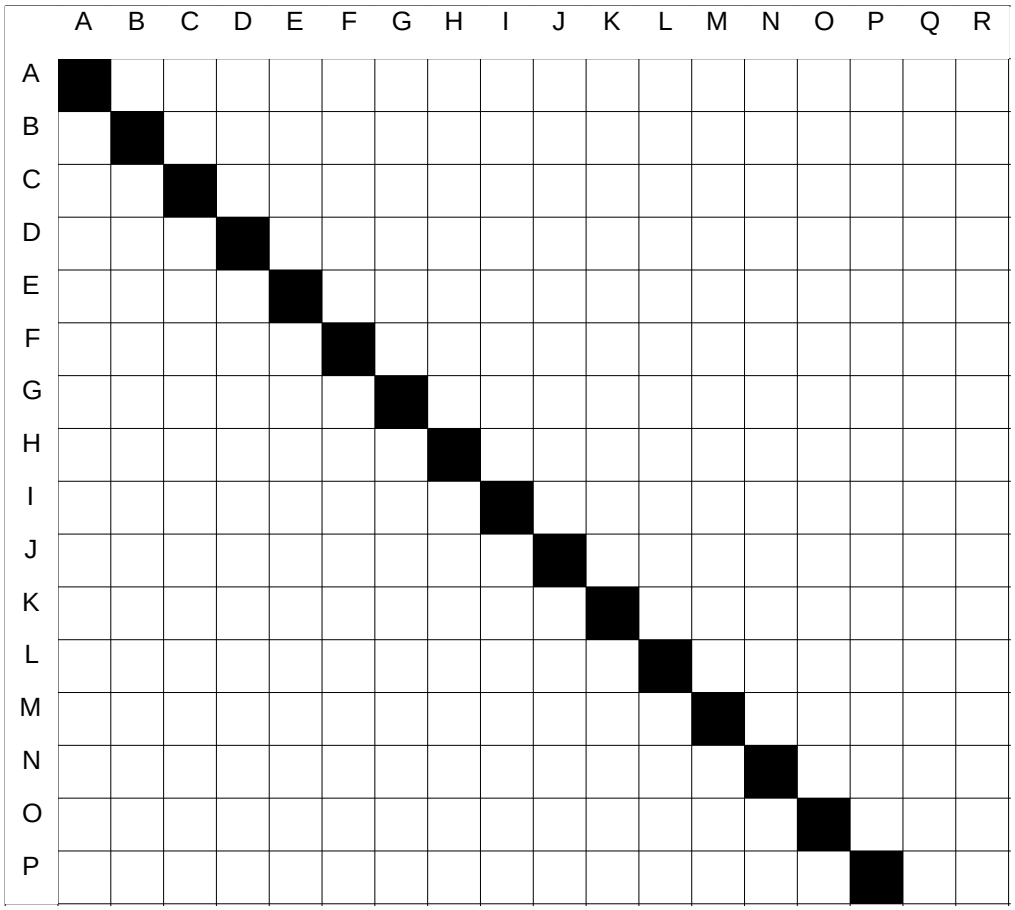
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# SDE - Gaining Phase Delays Affected

Gaining Phase Delays to be Increased

Terminating Phases



Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Special Conditioning

```
; 1. MANUAL PANEL
; ===============

(CCTO3+CCTO4+CCTO0+CCTO1)=MIL22                    ; BQ16 OR BQ17 OR FQ52 OR FQ53 ACTIVE LIGHT AUX 1 LED
CCTO5=MIL23                                       ; IQ18 ACTIVE LIGHT AUX 2 LED
CCTO2=MIL05                                       ; EXITQ54 ACTIVE LIGHT AUX 3 LED
(MODE0 EQL<6>).MOVAT0=MIL07                       ; MOVA ACTIVE LIGHT HURRY CALL LED
(MODE0 EQL<6>).NOT(MOVAT0)=MIL17                  ; UTC ACTIVE LIGHT HIGHER PRIORITY LED
MAUXSW1=SCRT7                                     ; SWITCH 1 PRESSED PULSES MOVADET'S 16,17,52 AND 53.
MAUXSW2=SCRT8                                     ; SWITCH 2 PRESSED PULSES MOVADET18 ( IQ18 )
MAUXSW3=SCRT9                                     ; SWITCH 3 PRESSED PULSES MOVADET54 ( EXITQ54 )

; 2. CONTROLLER REPLIES
; =====================
NOT(DSRACC)=TF                  ; HANDSET SETS TF FLAG.
NOT(LMPDIM)=DC                  ; LAMPS DIMMED SETS DC.
NOT(FLF55)=LF1                  ; ANY LAMP FAILURE REPLY LF1.
NOT(FLF22B0)=LF2                ; FIRST RED LAMP FAILURE REPLY LF2.
NOT(FLF22B1)=PI                 ; PEDS LOCKED OUT REPLIES PI.
NOT(FLFCOM)=CF                  ; FAULT REPLIES CF.
DOORSW=CO                       ; DOOR OPEN REPLIES CO.


; 3. DETECTION
; ============

(BSL8+BSL9+BSL10)=+LCPHB                          ; EXTRA DETECTION TO DEMAND AND EXTEND PHASES
BSL8_EXT:=+EXOB
        *=+EXCB
BSL9_EXT:=+EXOB
        *=+EXCB
BSL10_EXT:=+EXOB
         *=+EXCB

(FSL40+FSL41+FSL42)=+LCPHF                        ; EXTRA DETECTION TO DEMAND AND EXTEND PHASES
FSL40_EXT:=+EXOF
         *=+EXCF
FSL41_EXT:=+EXOF
         *=+EXCF
FSL42_EXT:=+EXOF
         *=+EXCF

(HSL47+HSL48+HSL49+HSL23)=+LCPHH                  ; EXTRA DETECTION TO DEMAND AND EXTEND PHASES
HSL47_EXT:=+EXOH
         *=+EXCH
HSL48_EXT:=+EXOH
         *=+EXCH
HSL49_EXT:=+EXOH
         *=+EXCH
HSL23_EXT:=+EXOH
         *=+EXCH




; 4. EXTEND ALL RED UNIT 1                          ; GDNQ59 LOOP
; ========================                          ; ===========

CFE8.NOT(MTCF1).CCTO6=IGEO1             ; LOOP ACTIVE EXTEND THE ALL BETWEEN STAGES MARKED
```

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Special Conditioning

```
HLDON0=+MOVADET59                          ; SET MOVADET59 WHILE THE LOOP IS ACTIVE
CFE9.NOT(MTCF1).CCTO6=IGEO2                ; LOOP ACTIVE EXTEND THE ALL BETWEEN STAGES 6 and 5


; 5. MOVA OUTPUT PULSES
; =====================

; BQ16
; ====
IFT (SCRT7+CCTO3).NOT(CNDTMA11).NOT(1SCRT236).NOT(CNDTMA12) THN        ; BQ16 AFTER THE CALL DELAY
    RUN<11>                                                            ; SET BIT TO STOP THE O/P FROM PULSING
    RUN<12>                                                            ; RUN OUTPUT TIMER
END                                                                    ; RUN OVERRIDE TIMER
CNDTMA11=+MOVADET16                                                    ; SET OUTPUT PULSE MOVADET16
CCTO3=1SCRT236                                                         ; CLEAR BIT WHEN LOOPS HAVE CLEARED

; BQ17
; ====
IFT (SCRT7+CCTO4).NOT(CNDTMA13).NOT(1SCRT237).NOT(CNDTMA12) THN        ; BQ17 AFTER THE CALL DELAY
    RUN<13>                                                            ; SET BIT TO STOP THE O/P FROM PULSING
    RUN<12>                                                            ; RUN OUTPUT TIMER
END                                                                    ; RUN OVERRIDE TIMER
CNDTMA13=+MOVADET17                                                    ; SET OUTPUT PULSE MOVADET17
CCTO4=1SCRT237                                                         ; CLEAR BIT WHEN LOOPS HAVE CLEARED

; IQ18
; ====
IFT SCRT8 THN                                                          ; IQ18 ACTIVE AFTER THE CALL DELAY SET
    RUN<19>                                                            ; MOVADET18, IF SWITCH 2 IS PRESSED PULSE
END                                                                    ; MOVADET18 FOR 2 SECS
(CCTO5+CNDTMA19)=+MOVADET18

; FQ52
; ====
  IFT (SCRT7+CCTO0).NOT(CNDTMA14).NOT(1SCRT238).NOT(CNDTMA15) THN        ; FQ52 AFTER THE CALL DELAY
    RUN<14>                                                            ; SET BIT TO STOP THE O/P FROM PULSING
    RUN<15>                                                            ; RUN OUTPUT TIMER
END                                                                    ; RUN OVERRIDE TIMER
CNDTMA14=+MOVADET52                                                    ; SET OUTPUT PULSE MOVADET52
CCTO0=1SCRT238                                                         ; CLEAR BIT WHEN LOOPS HAVE CLEARED

; FQ53
; ====
 IFT (SCRT7+CCTO1.NOT(CNDTMA16).NOT(1SCRT239).NOT(CNDTMA15)) THN        ; FQ53 AFTER THE CALL DELAY
    RUN<16>                                                            ; SET BIT TO STOP THE O/P FROM PULSING
    RUN<15>                                                            ; RUN OUTPUT TIMER
END                                                                    ; RUN OVERRIDE TIMER
CNDTMA16=+MOVADET53                                                    ; SET OUTPUT PULSE MOVADET53
CCTO1=1SCRT239                                                         ; CLEAR BIT WHEN LOOPS HAVE CLEARED

; EXITQ54
; =======
 IFT (SCRT9+CCTO2).NOT(CNDTMA17).NOT(1SCRT242).NOT(CNDTMA18) THN        ; EXITQ54 AFTER THE CALL DELAY
    RUN<17>                                                            ; SET BIT TO STOP THE O/P FROM PULSING
    RUN<18>                                                            ; RUN OUTPUT TIMER
END                                                                    ; RUN OVERRIDE TIMER
CNDTMA17=+MOVADET54                                                    ; SET OUTPUT PULSE MOVADET54
CCTO2=1SCRT242                                                         ; CLEAR BIT WHEN LOOPS HAVE CLEARED
```

Works Order : E83071
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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
```

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# 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
```

Works Order : E83071
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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
```

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# Special Conditioning

```
; MOVA LINKING FROM TOTON PARK _RIDE
; ==================================


;21. MOVADET 32 PULSE INPUT
;==========================
   IFT TOTB.NOT(2SCRT2).NOT(CNDTMA44) THN                    ; WHEN INPUT ACTIVE RUN PULSE DELAY TIMER
        RUN<42>
   END

   IFT CNDTER42 THN                                          ; WHEN PULSE DELAY TIMER EXPIRES RUN PULSE TIMER
        RUN<43>
   END

  TOTB=2SCRT2                                                ;  SET FLAG WHILST INPUT IS ACTIVE

  TOTB.CNDTMA43.CFE32=+MOVADET32                             ; PULSE MOVADET 32 WHILST PULSE TIMER ACTIVE


   IFT CNDTER42 THN
   RUN<44>
   END


;22. MOVADET 31 HOLD INPUT
;=========================

   IFT NOT(CFE2) THN                                         ; IF CFE2=0 THEN USE TOTBX AS MOVA LINKING
      TOTBX=2SCRT15                                          ; INPUT. IF CFE1=1 THEN USE TOTB AS INPUT
   ELS
      TOTB=2SCRT15
   END


  IFT (2SCRT15.NOT(2SCRT4)).NOT(CNDTMA48) THN                ; WHEN INPUT ACTIVE RUN HOLD DELAY TIMER
        RUN<45>
  END

   IFT CNDTER45 THN                                          ; WHEN HOLD DELAY TIMER EXPIRES SET FLAG
        TRUE=2SCRT5
   END


   2SCRT15.2SCRT5.NOT(2SCRT7)=+2SCRT6

    IFT CNDTER45 THN                                         ; START PREVENT TIMER AFTER FLAG IS SET
    RUN<48>
    END



   IFT (NOT(2SCRT15)).2SCRT6.(NOT(CNDTMA46)) THN             ; WHEN INPUT TERMINATES RUN CANCEL DELAY
        RUN<46>
   END

   NOT(CNDTER46+CNDTER47)=.2SCRT6                            ; RESET INPUT FLAG WHEN DELAY TIMER EXPIRES

   CNDTER47=+2SCRT7

   2SCRT6.CFE31=+MOVADET31                                   ; SET MOVA DET 31 IF CFE31=1
```

# 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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# 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 | | | | |

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Special Instructions

```
; DETECTOR PACK INSTALLATION DETAILS
; ================================

PACK 1  PACK 2  PACK 3  PACK 4  PACK 5  PACK 6  PACK 7  PACK 8  PACK 9  PACK 10  PACK 11 PACK 12 PACK 13 PACK 14

AX1     BX5     BSL8    DIN11   DSL14   EX33    FX37    FSL40   HIN43   HSL47    IX50    EXITQ54  HIN21  IX24
AX2     BX6     BSL9    DX12    DSL15   EX34    FX38    FSL41   HX44    HSL48    ISL51   GQ       HX22   ISL25
BIN3    BX7     BSL10   DX13    BQ16    FIN35   FX39    FSL42   HX45    HSL49    FQ52    IQ18     HSL23
BIN4    SPARE   SPARE   CQ      BQ17    FIN36   SPARE   SPARE   HX46    SPARE    FQ53    SPARE    SPARE


; HANDSET CFE SOFTWARE SWITCHES
; ============================

CFE1=1 TO ENABLE FACILITY                   ; REMOVE CRB (MOVA) BY TIME OF DAY

CFE7=1 TO ENABLE FACILITY                   ; CLF NOT USED IF CFE7=1

CFE8=1 TO ENABLE FACILITY                   ; EXTEND ALL RED FROM PHASE E TO PHASE F

CFE9=1 TO ENABLE FACILITY                   ; EXTEND ALL RED FROM PHASE F TO PHASE E

CFE2=1 TO TOGGLE INPUTS                     ; Toggles between TOTB and TOTBX as an input for MOVADET31

CFE31=1 TO ENABLE FACILITY                   ; Enables Hold Link from Toton Park + Ride (MOVADET31)

CFE32=1 TO ENABLE FACILITY                   ; Enables Pulse Link from Toton Park + Ride (MOVADET32)
```

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
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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 | |

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: 0

○ ○ ◉ Inputs & Outputs

| | DET No | Bit No | Type I or O | Name | Reqd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 0 | 0 | I | AX1 | ☑ | ☐ | ☐ | ☐ | ☐ | I | 2 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBG | 1 |
| ○ | 1 | 1 | I | AX2 | ☑ | ☐ | ☐ | ☐ | ☐ | I | 2 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBG | 2 |
| ○ | 2 | 2 | I | BIN3 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBG | 3 |
| ○ | 3 | 3 | I | BIN4 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBG | 4 |
| ○ | 4 | 4 | I | BX5 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBG | 5 |
| ○ | 5 | 5 | I | BX6 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBG | 6 |
| ○ | 6 | 6 | I | BX7 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBG | 7 |
| ○ | 7 | 7 | I | BSL8 | ☑ | ☐ | ☐ | | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBG | 8 |

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 1

○ ○

◉ Inputs & Outputs

| | DET No | Bit No | Type I or O | Name | Reqd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 8 | 0 | I | BSL9 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBH | 1 |
| ○ | 9 | 1 | I | BSL10 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBH | 2 |
| ○ | 10 | 2 | I | DIN11 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBH | 3 |
| ○ | 11 | 3 | I | DX12 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 2.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBH | 4 |
| ○ | 12 | 4 | I | DX13 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 2.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBH | 5 |
| ○ | 13 | 5 | I | DSL14 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBH | 6 |
| ○ | 14 | 6 | I | DSL15 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBH | 7 |
| ○ | 15 | 7 | I | BQ16 | ☑ | ☐ | ☐ | | ☐ | I | 2 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ | 1TBH | 8 |

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 2

○ ○ ◉ Inputs & Outputs

| | DET No | Bit No | Type I or O | Name | Reqd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 16 | 0 | I | BQ17 | ☑ | ☐ | ☐ | ☐ | ☐ | I | 2 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ | 1TBJ | 1 |
| ○ | 17 | 1 | I | CQ62 | ☑ | ☐ | ☐ | ☐ | ☐ | I | 2 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBJ | 2 |
| ○ | 18 | 2 | I | EX33 | ☑ | ☐ | ☐ | ☐ | ☐ | I | 2 | 2.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBJ | 3 |
| ○ | 19 | 3 | I | EX34 | ☑ | ☐ | ☐ | ☐ | ☐ | I | 2 | 2.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBJ | 4 |
| ○ | 20 | 4 | I | FIN35 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBJ | 5 |
| ○ | 21 | 5 | I | FIN36 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBJ | 6 |
| ○ | 22 | 6 | I | FX37 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBJ | 7 |
| ○ | 23 | 7 | I | FX38 | ☑ | ☐ | ☐ | | ☐ | A | 1 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBJ | 8 |

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 3

○ ○ ◉ Inputs & Outputs

| | DET No | Bit No | Type I or O | Name | Reqd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 24 | 0 | I | FX39 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBL | 1 |
| ○ | 25 | 1 | I | FSL40 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBL | 2 |
| ○ | 26 | 2 | I | FSL41 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBL | 3 |
| ○ | 27 | 3 | I | FSL42 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBL | 4 |
| ○ | 28 | 4 | I | HIN43 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBL | 5 |
| ○ | 29 | 5 | I | HX44 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 3.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBL | 6 |
| ○ | 30 | 6 | I | HX45 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 3.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBL | 7 |
| ○ | 31 | 7 | I | HX46 | ☑ | ☐ | ☐ | | ☐ | A | 1 | 3.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBL | 8 |

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 4

○ ○ ◉ Inputs & Outputs

| | DET No | Bit No | Type I or O | Name | Reqd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 32 | 0 | O | BARD | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBJ | 9+10 |
| ○ | 33 | 1 | O | BARDX | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBJ | 11+12 |
| ○ | 34 | 2 | O | BARF | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBK | 1+2 |
| ○ | 35 | 3 | O | BARFX | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBK | 3+4 |
| ○ | 36 | 4 | O | BARI | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBK | 5+6 |
| ○ | 37 | 5 | O | BARIX | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBK | 7+8 |
| ○ | 38 | 6 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBK | 9+10 |
| ○ | 39 | 7 | O | | ☐ | ☐ | ☐ | | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBK | 11+12 |

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 6

○ ○ ◉ Inputs & Outputs

| | DET No | Bit No | Type I or O | Name | Reqd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 48 | 0 | I | HSL47 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBN | 1 |
| ○ | 49 | 1 | I | HSL48 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBN | 2 |
| ○ | 50 | 2 | I | HSL49 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBN | 3 |
| ○ | 51 | 3 | I | IX50 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 2.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBN | 4 |
| ○ | 52 | 4 | I | ISL51 | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBN | 5 |
| ○ | 53 | 5 | I | FQ52 | ☑ | ☐ | ☐ | ☐ | ☐ | I | 2 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ | 1TBN | 6 |
| ○ | 54 | 6 | I | FQ53 | ☑ | ☐ | ☐ | ☐ | ☐ | I | 2 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ | 1TBN | 7 |
| ○ | 55 | 7 | I | EXITQ54 | ☑ | ☐ | ☐ | | ☐ | I | 2 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ | 1TBN | 8 |

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
Engineer : P M ROUSE / NICK RULE / SK/PJ
Intersection : A52 / B6003 BARDILLS ROUNDABOUT (Ex J31195)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

Port Number & Type

Port: 7

○ ○ ◉ Inputs & Outputs

| | DET No | Bit No | Type I or O | Name | Reqd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 56 | 0 | I | GQ63 | ☑ | ☐ | ☐ | ☐ | ☐ | I | 2 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBP | 1 |
| ○ | 57 | 1 | I | IQ18 | ☑ | ☐ | ☐ | ☐ | ☐ | I | 2 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ | 1TBP | 2 |
| ○ | 58 | 2 | I | GDNQ59 | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☑ | ☐ | ☐ | 1TBP | 3 |
| ○ | 59 | 3 | I | PEDL | ☑ | ☐ | ☐ | ☐ | ☐ | A | 3 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBP | 4 |
| ○ | 60 | 4 | I | PEDM | ☑ | ☐ | ☐ | ☐ | ☐ | A | 3 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBP | 5 |
| ○ | 61 | 5 | I | PEDN | ☑ | ☐ | ☐ | ☐ | ☐ | A | 3 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBP | 6 |
| ○ | 62 | 6 | I | PEDO | ☑ | ☐ | ☐ | ☐ | ☐ | A | 3 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBP | 7 |
| ○ | 63 | 7 | I | ONCRL1 | ☑ | ☐ | ☐ | | ☐ | A | 1 | 2.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1TBP | 8 |

Add | Delete | Move | Clear Used By

Works Order : E83071
EM Number : J31311
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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: 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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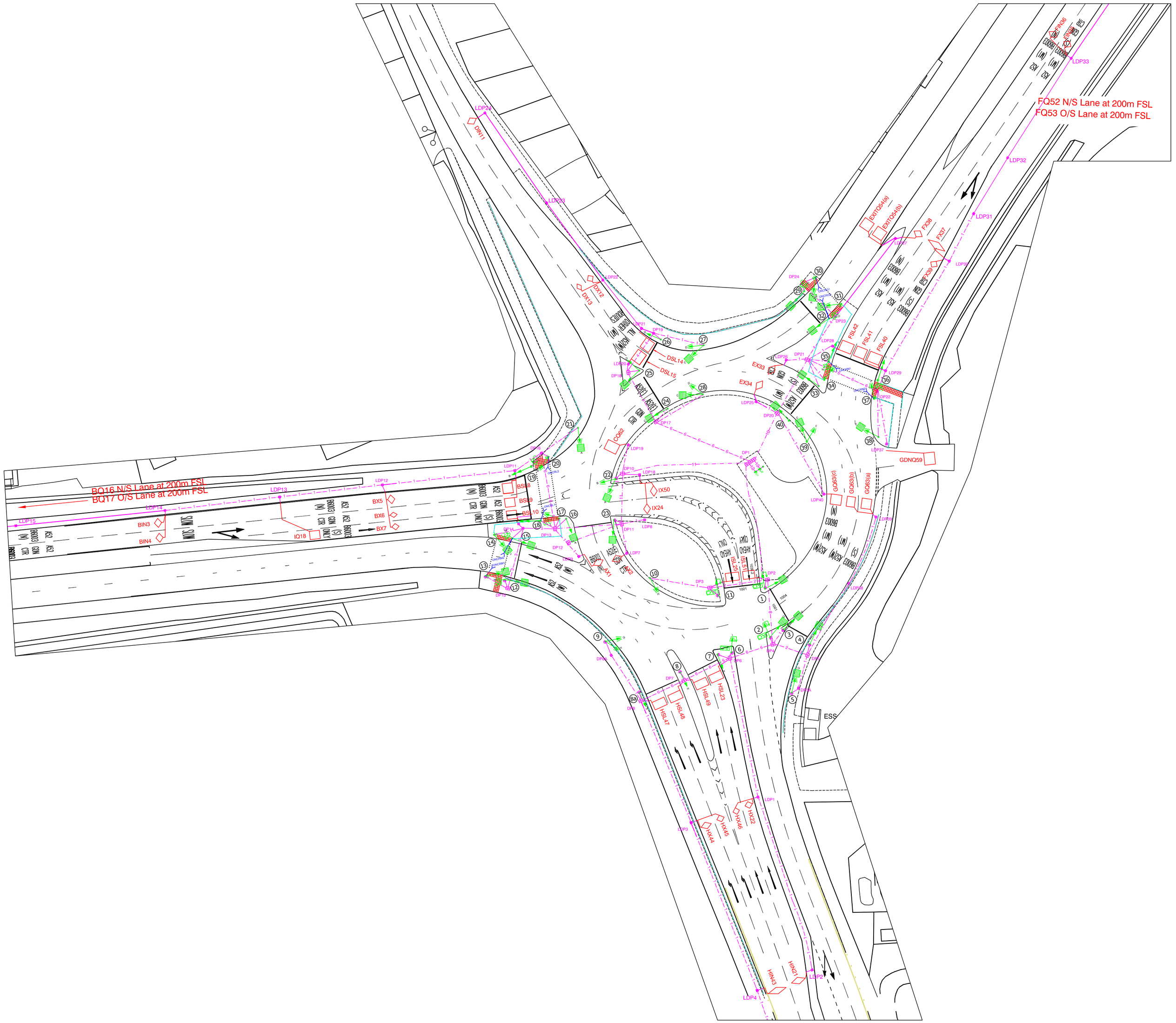


## DETECTOR LOOP FEEDER CABLE DETAILS

| | | | |
|---|---|---|---|
| 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

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Dec 18,2018 - 10:43am I:\Highways\Old N Drive\Highways\Traffic\Traffic Eng Team\SCN\Trunk\A52\J31195-B Bardills\CAD\J31195 As Built In progress.dwg

A1

METHOD OF CONTROL




PHASE IDENTIFICATION



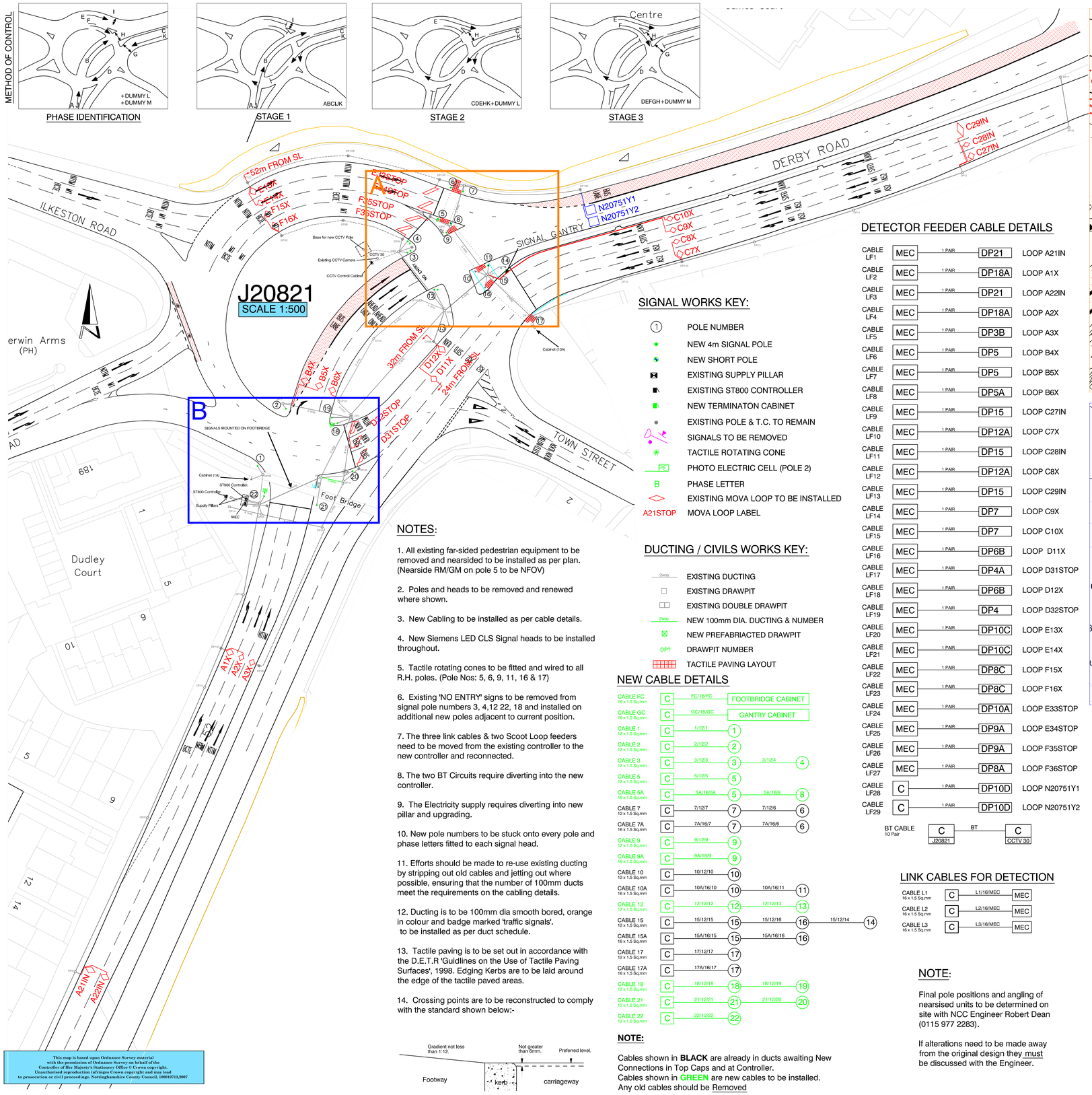

STAGE 1




STAGE 2




STAGE 3

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## 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:-




## 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 | | |

**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)

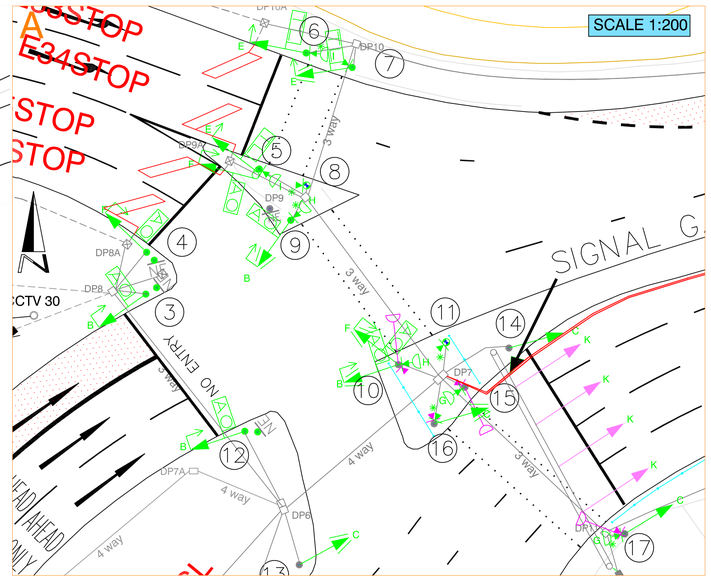
## LINK CABLES FOR DETECTION

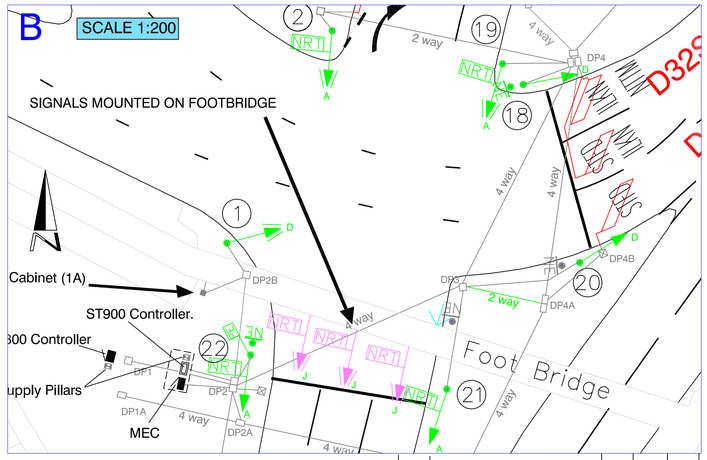
| | | | |
|---|---|---|---|
| CABLE L1 16 x 1.5 Sq.mm | C | L1/16/MEC | MEC |
| CABLE L2 16 x 1.5 Sq.mm | C | L2/16/MEC | MEC |
| CABLE L3 16 x 1.5 Sq.mm | C | L3/16/MEC | MEC |

**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

© Nottinghamshire County Council

A1

Oct 09,2009 — I:\Open N:\Highways\Traffic\ Eng Team\SCN\Town\J\J821\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 :
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# 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 :
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# 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.**

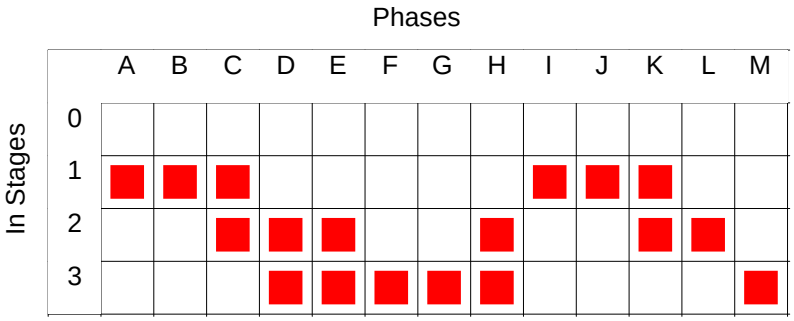
- [x] Reds
- [ ] Switched Signs
- [x] Ambers
- [ ] Ignore Reds and Ambers during

**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 ( ) 

| 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 :
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# VA Demand and Extend Definitions

VA Demand and Extend Definitions

(●) Phases A to P ( ) 

Demands

For Unlatched demands precede the name with a #.
Conditioning MUST be used to specify unlatched demands.

| Phase | | | | |
|---|---|---|---|---|
| A | A1X | A2X | A3X | |
| B | B4X | B5X | B6X | |
| C | C7X | C8X | C9X | C10X |
| D | D31STOP | D32STOP | D11X | D12X |
| E | E33STOP | E34STOP | E13X | E14X |
| F | F35STOP | F36STOP | F15X | F16X |
| G | 41G3PB | | | |
| H | 42H3PB | | | |
| I | 43I4PB | | | |
| J | | | | |
| K | | | | |
| L | | | | |
| M | | | | |

Extensions

| | | | |
|---|---|---|---|
| A1X | A2X | A3X | |
| | | | |
| C7X | C8X | C9X | C10X |
| D11X | D12X | | |
| E13X | E14X | | |
| F15X | F16X | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Works Order :
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 :
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Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# Stages - Prohibited, Alternative, Ignored Moves

## Stages - Prohibited, Alternative, Ignored Moves

Sets
- (•) 1
- ( ) 2
- ( ) 3
- ( ) 4

| Modes | Restrictions Apply To: | No Restrictions |
|---|---|---|
| | (•) | ( ) |
| | (•) | ( ) |
| | (•) | ( ) |
| | ( ) | ( ) |
| | (•) | ( ) |
| | ( ) | ( ) |

| Modes | Restrictions Apply To: | No Restrictions |
|---|---|---|
| Manual | (•) | ( ) |
| | ( ) | ( ) |
| | ( ) | ( ) |
| | ( ) | ( ) |
| | ( ) | ( ) |

To Stage / From Stage

| From \ To | 0 | 1 | 2 | 3 |
|---|---|---|---|---|
| 0 | ■ | | | |
| 1 | | ■ | | P |
| 2 | | P | ■ | |
| 3 | | | P | ■ |

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# Stages - Prohibited, Alternative, Ignored Moves

## Stages - Prohibited, Alternative, Ignored Moves

Sets
- ○ 1
- ◉ 2
- ○ 3
- ○ 4

| Modes | Restrictions Apply To: | No Restrictions |
|---|---|---|
| Urban Traffic Control | ◉ | ○ |
| Cableless Linking | ◉ | ○ |
| Vehicle Actuated | ◉ | ○ |
| | ○ | ○ |
| Fixed Time | ◉ | ○ |
| | ○ | ○ |

| Modes | Restrictions Apply To: | No Restrictions |
|---|---|---|
| | ◉ | ○ |
| | ○ | ○ |
| | ○ | ○ |
| | ○ | ○ |
| | ○ | ○ |

To Stage / From Stage

| From Stage \ To Stage | 0 | 1 | 2 | 3 |
|---|---|---|---|---|
| 0 | | | X | X |
| 1 | X | | | 2 |
| 2 | X | 3 | | |
| 3 | X | | 1 | |

Works Order :
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 :
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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)

1 Plan No.

Copy From

### Plan Specifics

0 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 70

Slow

Fast

Group Offset Handset Range

Min. 0

Max. 255

### Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 26 | 1 | 2 | 16 | | | |
| 1 | 45 | 1 | 3 | 17 | | | |
| 2 | 60 | 1 | 1 | 18 | | | |
| 3 | | | | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

### CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# CLF - Plan(s)

CLF - Plan(s)

2 Plan No.

Copy From

Plan Specifics

0 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 70

Slow

Fast

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 23 | 1 | 2 | 16 | | | |
| 1 | 42 | 1 | 3 | 17 | | | |
| 2 | 60 | 1 | 1 | 18 | | | |
| 3 | | | | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# CLF - Plan(s)

## CLF - Plan(s)

Plan No. 3

Copy From

### Plan Specifics

Influence Set 0

Copy From

| | |
|---|---|
| Entry Point (secs) | 255 |
| Exit Point (secs) | 255 |
| Cycle Time (secs) | 60 |

Slow

Fast

Group Offset Handset Range

| | |
|---|---|
| Min. | 0 |
| Max. | 255 |

### Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 32 | 1 | 2 | 16 | | | |
| 1 | 48 | 1 | 3 | 17 | | | |
| 2 | 6 | 1 | 1 | 18 | | | |
| 3 | | | | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

### CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# CLF - Base Time

## CLF - Base Time

Controller Base Date: XX/XX/XX

Controller Base Time: 23:00:00

### Plan Offset

| | Minutes | Seconds | | Minutes | Seconds |
|---|---|---|---|---|---|
| Plan 0 | 0 | 0 | Plan 8 | 0 | 0 |
| Plan 1 | 0 | 0 | Plan 9 | 0 | 0 |
| Plan 2 | 0 | 0 | Plan 10 | 0 | 0 |
| Plan 3 | 0 | 0 | Plan 11 | 0 | 0 |
| Plan 4 | 0 | 0 | Plan 12 | 0 | 0 |
| Plan 5 | 0 | 0 | Plan 13 | 0 | 0 |
| Plan 6 | 0 | 0 | Plan 14 | 0 | 0 |
| Plan 7 | 0 | 0 | Plan 15 | 0 | 0 |

### Handset Range Limits

| | Minutes | Seconds |
|---|---|---|
| Min | 0 | 0 |
| Max | 255 | 59 |

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# UTC General Data

UTC General Data

Type of UTC

(•) 106 ( ) 316

Integral OTU Address

2 Number of Control Words

3 Number of Reply Words

[ ] Controller to respond to TC bit.

[ ] Introduction of UTC to be disabled by Priority and L

[ ] Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time ( UTC TS input )

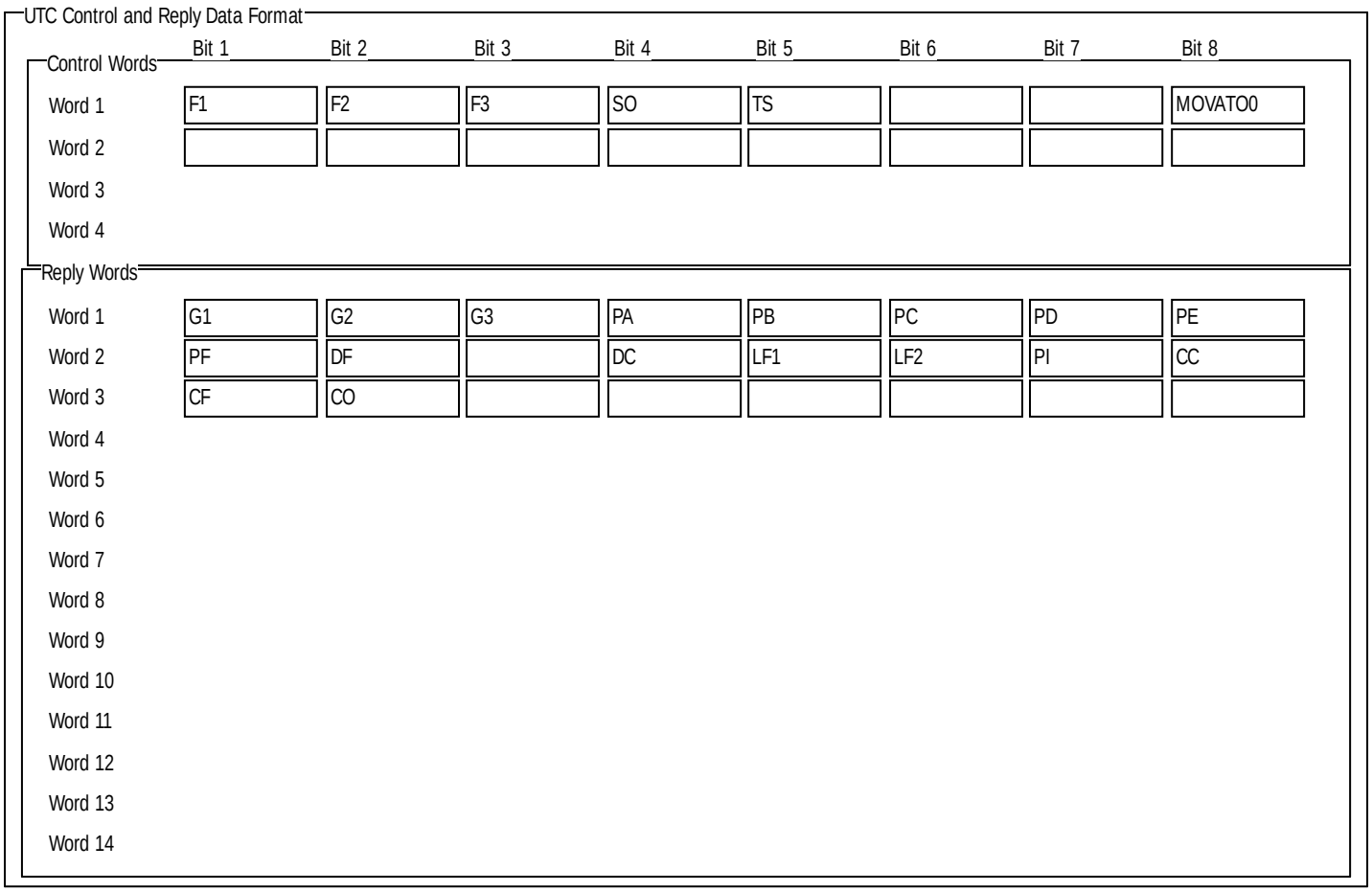
| Day | Time |
|---|---|
| Time Only | 23:00:00 |

Clock Confirm Time ( UTC RT output )

| Day | Time |
|---|---|
| Saturday | 00:00:00 |

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# UTC Control and Reply Data Format



Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# UTC Stage and Mode Data Definitions

## UTC Stage and Mode Data Definitions

| Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit | Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit |
|---|---|---|---|---|---|---|---|
| 0 | | | | 16 | | | |
| 1 | F1 | G1 | | 17 | | | |
| 2 | F2 | G2 | | 18 | | | |
| 3 | F3 | G3 | | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

### Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# UTC and MOVA Detectors

## UTC and MOVA Detectors

Detector Mapping

☑ Combined

Set Selection

○ ○ ○ ○ ○

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | A1X | 2 | A2X | 3 | A3X | 4 | B4X | 5 | B5X | 6 | B6X | 7 | C7X | 8 | C8X |
| 9 | C9X | 10 | C10X | 11 | D11X | 12 | D12X | 13 | E13X | 14 | E14X | 15 | F15X | 16 | F16X |
| 17 | | 18 | | 19 | | 20 | | 21 | A21IN | 22 | A22IN | 23 | | 24 | |
| 25 | | 26 | | 27 | C27IN | 28 | C28IN | 29 | C29IN | 30 | | 31 | D31STOP | 32 | D32STOP |
| 33 | E33STOP | 34 | E34STOP | 35 | F35STOP | 36 | F36STOP | 37 | | 38 | | 39 | | 40 | |
| 41 | 41G3PB | 42 | 42H3PB | 43 | 43I4PB | 44 | | 45 | | 46 | | 47 | | 48 | |
| 49 | BD4 | 50 | BD3 | 51 | BD2 | 52 | BD1 | 53 | SPARE8 | 54 | SPARE7 | 55 | SPARE6 | 56 | SPARE5 |
| 57 | SPARE4 | 58 | SPARE3 | 59 | SPARE2 | 60 | SPARE1 | 61 | SCOOT4 | 62 | SCOOT3 | 63 | SCOOT2 | 64 | SCOOT1 |

Note - only 32 detectors available on MOVA 4.0

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# MTC - Time Switch Parameters

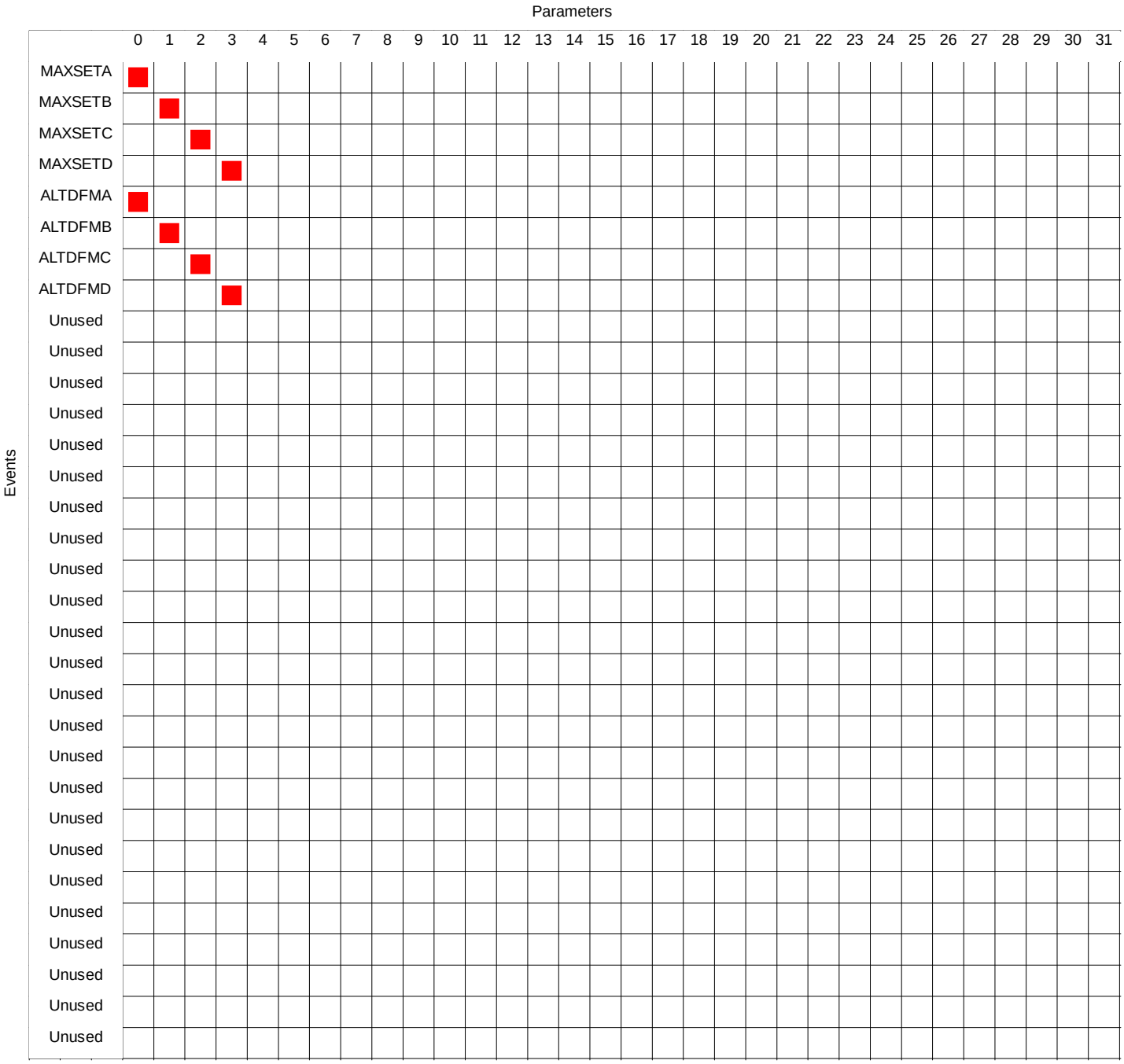
MTC - Time Switch Parameters

| | Type | Event |
|---|---|---|
| 0 | Alternate Max | MAXSETA |
| 1 | Alternate Max | MAXSETB |
| 2 | Alternate Max | MAXSETC |
| 3 | Alternate Max | MAXSETD |
| 4 | Alternate DFM | ALTDFMA |
| 5 | Alternate DFM | ALTDFMB |
| 6 | Alternate DFM | ALTDFMC |
| 7 | Alternate DFM | ALTDFMD |
| 8 | No Action | |
| 9 | No Action | |
| 10 | No Action | |
| 11 | No Action | |
| 12 | No Action | |
| 13 | No Action | |
| 14 | No Action | |
| 15 | No Action | |

| | Type | Event |
|---|---|---|
| 16 | No Action | |
| 17 | No Action | |
| 18 | No Action | |
| 19 | No Action | |
| 20 | No Action | |
| 21 | No Action | |
| 22 | No Action | |
| 23 | No Action | |
| 24 | No Action | |
| 25 | No Action | |
| 26 | No Action | |
| 27 | No Action | |
| 28 | No Action | |
| 29 | No Action | |
| 30 | No Action | |
| 31 | No Action | |

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# MTC - Time Switch Parameters Array



Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# MTC - Day Type

MTC - Day Type

| No. | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|---|---|---|---|---|---|---|---|
| 0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ |
| 1 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ |
| 2 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 3 | ☐ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 4 | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ | ☐ |
| 5 | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ |
| 6 | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ |
| 7 | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| 8 | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ |
| 9 | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ |
| 10 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 11 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 12 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 13 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 14 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 15 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# MTC - Timetable

MTC - Timetable

View Timetable Settings

(•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

| No. | Day Type | Time | Description | Function Code | Plan/ Parameter |
|---|---|---|---|---|---|
| 0 | 9 | 07:00:00 | CLF PLAN 0 | 1 | 0 |
| 1 | 9 | 08:45:00 | CLF PLAN 1 | 1 | 1 |
| 2 | 9 | 15:30:00 | CLF PLAN 2 | 1 | 2 |
| 3 | 7 | 18:30:00 | CLF PLAN 3 | 1 | 3 |
| 4 | 0 | 08:00:00 | CLF PLAN 1 | 1 | 1 |
| 5 | 0 | 15:00:00 | CLF PLAN 2 | 1 | 2 |
| 6 | 1 | 08:00:00 | CLF PLAN 1 | 1 | 1 |
| 7 | 1 | 15:00:00 | CLF PLAN 2 | 1 | 2 |
| 8 | 7 | 07:00:00 | MAXSETA | 2 | 0 |
| 9 | 7 | 08:45:00 | MAXSETB | 2 | 1 |
| 10 | 7 | 15:30:00 | MAXSETC | 2 | 2 |
| 11 | 7 | 18:30:00 | MAXSETD | 2 | 3 |
| 12 | 0 | | | 0 | 0 |
| 13 | 0 | | | 0 | 0 |
| 14 | 0 | | | 0 | 0 |
| 15 | 0 | | | 0 | 0 |

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

- (•) 200-240
- ( ) 
- ( ) 50-0-50, 100-120
- ( ) 230 CLS

Red Lamp Monitoring

Max Red Bulb Wattage [50]

First Red Lamp Fault Speed [0]

- [ ] RLF2 Cancels RLM additional Intergreens
- [ ] RLF2 Only Cleared by RFL = 1
- [ ] RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

| Minimum | Maximum |
|---|---|
| 2 | 10 |

Streams with Phase BlackOut on RLF2

[ ] 0 [ ] [ ] [ ] [ ] [ ] [ ] [ ]

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# LMU - Sensors

## LMU - Sensors

### Onboard Sensors

| Sensor\ Phase | Sensor Type | Bulb Watts | Sensor\ Phase | Sensor Type | Bulb Watts |
|---|---|---|---|---|---|
| 1 \ A | As Seq. | 40 | 17 \ Q | | |
| 2 \ B | As Seq. | 40 | 18 \ R | | |
| 3 \ C | As Seq. | 40 | 19 \ S | | |
| 4 \ D | As Seq. | 40 | 20 \ T | | |
| 5 \ E | As Seq. | 40 | 21 \ U | | |
| 6 \ F | As Seq. | 40 | 22 \ V | | |
| 7 \ G | None | 40 | 23 \ W | | |
| 8 \ H | None | 40 | 24 \ X | | |
| 9 \ I | None | 40 | 25 \ Y | | |
| 10 \ J | As Seq. | 40 | 26 \ Z | | |
| 11 \ K | As Seq. | 40 | 27 \ A2 | | |
| 12 \ L | As Seq. | 40 | 28 \ B2 | | |
| 13 \ M | As Seq. | 40 | 29 \ C2 | | |
| 14 \ N | As Seq. | 40 | 30 \ D2 | | |
| 15 \ O | As Seq. | 40 | 31 \ E2 | | |
| 16 \ P | As Seq. | 40 | 32 \ F2 | | |

### External Sensors

| Sensor\ Pin | Drive | Sensor Type | Bulb Watts |
|---|---|---|---|
| 33 \ b14 | | Regulatory Sign | 7 |
| 34 \ z16 | | Regulatory Sign | 7 |
| 35 \ z14 | | Regulatory Sign | 7 |
| 36 \ z12 | | Regulatory Sign | 7 |
| 37 \ b14 | | Regulatory Sign | 7 |
| 38 \ z16 | | Regulatory Sign | 7 |
| 39 \ z14 | | Regulatory Sign | 7 |
| 40 \ z12 | | Regulatory Sign | 7 |
| 41 \ b14 | | | |
| 42 \ z16 | | | |
| 43 \ z14 | | | |
| 44 \ z12 | | | |
| 45 \ b14 | | | |
| 46 \ z16 | | | |
| 47 \ z14 | | | |
| 48 \ z12 | | | |

Works Order :
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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 :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# LMU Sensor Load Types

LMU Sensor Load Types

Screen Select

2 of 2

| Sensor | Phase | Sensor Type | LED R+W | Load Type | LLF Profile |
|---|---|---|---|---|---|
| 36 | N/A | Regulatory Sign | | | |
| 37 | N/A | Regulatory Sign | | | |
| 38 | N/A | Regulatory Sign | | | |
| 39 | N/A | Regulatory Sign | | | |
| 40 | N/A | Regulatory Sign | | | |

Works Order :
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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 :
EM Number : J20821
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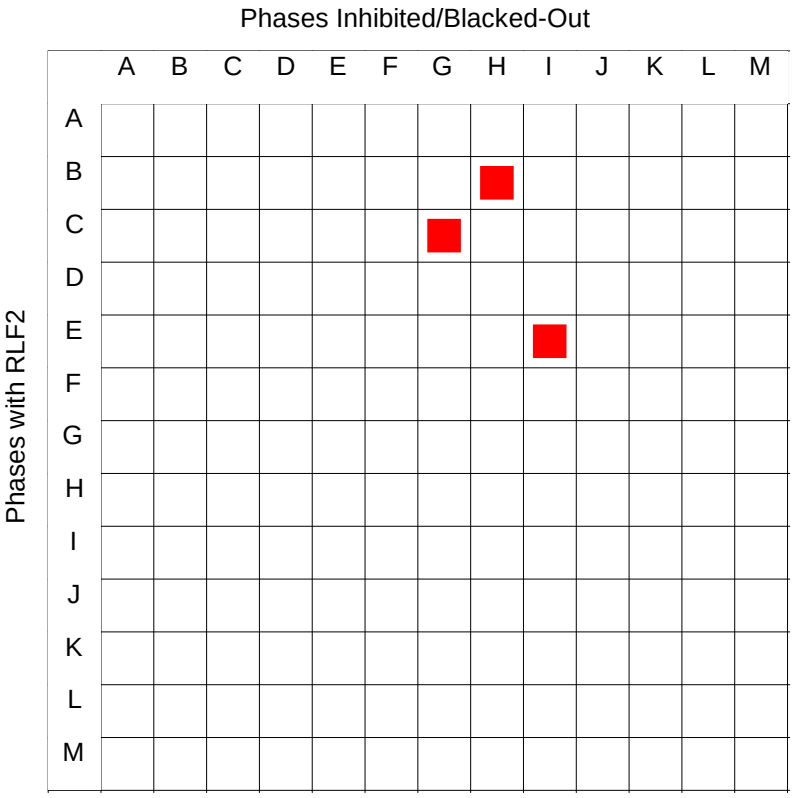
# RLM Phase Inhibits



Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# Manual Panel

## Manual Panel

### Stage Buttons and LEDs

| Button No. | Title | Called Stage for Stream 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | ALL RED | 0 | | | | | | | |
| 1 | A52 EAST AND WEST AHEADS | 1 | | | | | | | |
| 2 | A52 EAST INTERNAL RIGHT TURN | 2 | | | | | | | |
| 3 | GYRATORY AT A52 EAST AND WEST | 3 | | | | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |

### General LEDs

| | AUX 1 | AUX 2 | AUX 3 | AUX 4 (Hurry Call) | AUX 5 (Higher Priority) |
|---|---|---|---|---|---|
| Conditioned | ☑ | ☑ | ☐ | ☐ | ☑ |

### Manual Mode Enable

- ○ Always
- ○ When Handset Plugged in (Note 1)
- ◉ When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

### General Buttons

| | None | SW1 | SW2 | SW3 |
|---|---|---|---|---|
| Momentary | | ☐ | ☐ | ☐ |
| Dim Override | ○ | ◉ | ○ | ○ |
| RR | ◉ | ○ | ○ | ○ |

### Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

### Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order :
EM Number : J20821
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# Special Conditioning

```
; MODES DISABLED BY CERTAIN CONDITIONS.
; -------------------------------------

      SSVA.(F1+F2+F3)=VACONT          ; FORCE BIT AND IN VA SWITCH
                                      ; POSITION DISABLES VA MODE.

  SSFIX.NOT(DSRACC)::=FTCONT         ; NO HANDSET AND IN FIXED TIME
                     *=SSCONT        ; SWITCH POSITION DISABLES FT MODE.
                     *=1SCRT255      ; FIXED TIME MODE DISABLE FLAG.

; DIM CONFIRM REPLY BIT.
; ----------------------

  NOT(NOT(SO).NOT(SOLBRGHT).NOT(MAUXSW1))=DC     ; SOLAR DIM OR DIM OVERRIDE REPLIES DC.
  MAUXSW1= MIL22                                 ; DIM OVERRIDE BY SW1 LIGHTX AUX1 LED.

; CONTROLLER FAULT REPLY
; ----------------------
  NOT(FLFCOM)=CF

; UTC ACTIVE LIGHTS MANUAL PANEL AUX LED5
; ---------------------------------------
 (MODE0 EQL<6>)=MIL17
;
; MOVA ACTIVE LIGHTS MANUAL PANEL AUX LED2
; ----------------------------------------
 (MODE0 EQL<6>).MOVAT0=MIL23

; ANY LAMP FAIL
; -------------
  NOT(FLF55)=LF1

; 1ST RED FAIL
; ------------
  NOT(FLF22B0)=LF2

; 2ND RED FAIL
; ------------
  NOT(FLF22B1)=PI

; CONTROLLER DOOR OPEN
; --------------------
  DOORSW=CO

; TO SHOW TRAFFIC PHASES RUNNING THROUGH INTO OR THROUGH INTERSTAGES FOR MOVA
; ---------------------------------------------------------------------------
  NOT(PHASEA)=PA
  NOT(PHASEB)=PB
  NOT(PHASEC)=PC
  NOT(PHASED)=PD
  NOT(PHASEE)=PE
  NOT(PHASEF)=PF
```

Works Order :
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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.

Works Order :
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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.

Works Order :
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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 :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 1

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 1

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 8 | 0 | I | A21IN | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-8 |
| ○ | 9 | 1 | I | A1X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-9 |
| ○ | 10 | 2 | I | A22IN | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-10 |
| ○ | 11 | 3 | I | A2X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-11 |
| ○ | 12 | 4 | I | A3X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-12 |
| ○ | 13 | 5 | I | B4X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-13 |
| ○ | 14 | 6 | I | B5X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-14 |
| ○ | 15 | 7 | I | B6X | ☑ | ☐ | ☐ | | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-15 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 2

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 1

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 16 | 0 | I | C27IN | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-16 |
| ○ | 17 | 1 | I | C7X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-17 |
| ○ | 18 | 2 | I | C28IN | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-18 |
| ○ | 19 | 3 | I | C8X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-19 |
| ○ | 20 | 4 | I | C29IN | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-20 |
| ○ | 21 | 5 | I | C9X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-21 |
| ○ | 22 | 6 | I | C10X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-22 |
| ○ | 23 | 7 | I | D11X | ☑ | ☐ | ☐ | | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-23 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 5

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 2

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 40 | 0 | I | D31STOP | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-0 |
| ○ | 41 | 1 | I | D12X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-1 |
| ○ | 42 | 2 | I | D32STOP | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-2 |
| ○ | 43 | 3 | I | E13X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-3 |
| ○ | 44 | 4 | I | E33STOP | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-4 |
| ○ | 45 | 5 | I | E14X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-5 |
| ○ | 46 | 6 | I | E34STOP | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-6 |
| ○ | 47 | 7 | I | F15X | ☑ | ☐ | ☐ | | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-7 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 6

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 2

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 48 | 0 | I | F35STOP | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-8 |
| ○ | 49 | 1 | I | F16X | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-9 |
| ○ | 50 | 2 | I | F36STOP | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-10 |
| ○ | 51 | 3 | I | 41G3PB | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-11 |
| ○ | 52 | 4 | I | 42H3PB | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-12 |
| ○ | 53 | 5 | I | 43I4PB | ☑ | ☐ | ☐ | ☐ | ☐ | A | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-13 |
| ○ | 54 | 6 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-14 |
| ○ | 55 | 7 | I | | ☐ | ☐ | ☐ | | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | I-15 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 10

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 80 | 0 | I | SCOOT1 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | A1 |
| ○ | 81 | 1 | I | SCOOT2 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | A2 |
| ○ | 82 | 2 | I | SCOOT3 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | A3 |
| ○ | 83 | 3 | I | SCOOT4 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | A4 |
| ○ | 84 | 4 | I | SPARE1 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | B1 |
| ○ | 85 | 5 | I | SPARE2 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | B2 |
| ○ | 86 | 6 | I | SPARE3 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | B3 |
| ○ | 87 | 7 | I | SPARE4 | ☑ | ☑ | ☐ | | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | B4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 11

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 88 | 0 | I | SPARE5 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | C1 |
| ○ | 89 | 1 | I | SPARE6 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | C2 |
| ○ | 90 | 2 | I | SPARE7 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | C3 |
| ○ | 91 | 3 | I | SPARE8 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | C4 |
| ○ | 92 | 4 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | D1 |
| ○ | 93 | 5 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | D2 |
| ○ | 94 | 6 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | D3 |
| ○ | 95 | 7 | I | | ☐ | ☐ | ☐ | | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1 LT3 | D4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# Aspect Drives

Aspect Drives

(●) A-L ( ) M-X ( ) Y-F2

Phase Driver Card 1

| | Used For | Term Block | Term No |
|---|---|---|---|
| A - Red | Phase | 1TBA | 1 |
| A - Amber | Phase | 1TBA | 2 |
| A - Green | Phase | 1TBA | 3 |
| B - Red | Phase | 1TBA | 4 |
| B - Amber | Phase | 1TBA | 5 |
| B - Green | Phase | 1TBA | 6 |
| C - Red | Phase | 1TBA | 7 |
| C - Amber | Phase | 1TBA | 8 |
| C - Green | Phase | 1TBA | 9 |
| D - Red | Phase | 1TBA | 10 |
| D - Amber | Phase | 1TBA | 11 |
| D - Green | Phase | 1TBA | 12 |

Phase Driver Card 1

| | Used For | Term Block | Term No |
|---|---|---|---|
| E - Red | Phase | 1TBB | 1 |
| E - Amber | Phase | 1TBB | 2 |
| E - Green | Phase | 1TBB | 3 |
| F - Red | Phase | 1TBB | 4 |
| F - Amber | Phase | 1TBB | 5 |
| F - Green | Phase | 1TBB | 6 |
| G - Red | Phase | 1TBB | 7 |
| G - Amber | Phase | 1TBB | 8 |
| G - Green | Phase | 1TBB | 9 |
| H - Red | Phase | 1TBB | 10 |
| H - Amber | Phase | 1TBB | 11 |
| H - Green | Phase | 1TBB | 12 |

Phase Driver Card 2

| | Used For | Term Block | Term No |
|---|---|---|---|
| I - Red | Phase | 1TBC | 1 |
| I - Amber | Phase | 1TBC | 2 |
| I - Green | Phase | 1TBC | 3 |
| J - Red | Phase | 1TBC | 4 |
| J - Amber | Phase | 1TBC | 5 |
| J - Green | Phase | 1TBC | 6 |
| K - Red | Phase | 1TBC | 7 |
| K - Amber | Phase | 1TBC | 8 |
| K - Green | Phase | 1TBC | 9 |
| L - Red | | | |
| L - Amber | | | |
| L - Green | | | |

Works Order :
EM Number : J20821
Engineer : Paul Johnson
Intersection : A52 Derby Rd / Ilkeston Road/ Town St, Bramcote...(ST900)

# I/O - DFM Group Timings

## I/O - DFM Group Timings

| Input Group | State | SET A | SET B | SET C | SET D |
|---|---|---|---|---|---|
| Group 0 | Active (Mins) | 120 | 120 | 120 | 120 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 1 | Active (Mins) | 60 | 60 | 60 | 60 |
| | InActive (Hrs) | | | | |
| Group 2 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 3 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 4 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 5 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 6 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 7 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to D)

### Handset Limiting Values

| State | Min | Max |
|---|---|---|
| Active (Mins) | 0 | 254 |
| InActive (Hrs) | 0 | 254 |

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## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

**THE CONTRACTORS ATTENTION IS DRAWN TO THE FOLLOWING HEALTH AND SAFETY RISKS ASSOCIATED WITH THE FOLLOWING HAZARDS**

**CONSTRUCTION**

Specific:

C001 Replacement of existing Traffic Signals electricity feeder pillar & controller cabinet.
C002 Excavation / trench works in verge and carriageway

General:

C003 Working in the vicinity of underground utilities; the following have been identified from records (Refer to Statutory Undertaker C2 records):
- Water (Including Foul / Sewer);
- NRTS (Telent);
- Electricity (LV - Traffic Signals & Street Lighting).

C004 Work at Height - installation of traffic signal heads.
C005 Working in close proximity to live high speed traffic.
C006 Potential for broken ground to contain hazardous material (asbestos).
C007 Working in close proximity to construction plant.

**MAINTENANCE/CLEANING**

As Above

**DECOMMISSIONING/DEMOLITION**

As Above

IT IS ASSUMED THAT ALL WORKS BE CARRIED OUT BY A COMPETENT CONTRACTOR, WORKING WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.
FURTHER REFERENCE SHALL BE MADE TO THE PRE-CONSTRUCTION HEALTH AND SAFETY INFORMATION.

## Phasing and Staging Diagram (Controller 1)

Stream 0

| 0 | 1 | 2 |
|---|---|---|
| ALL RED | B | A |

Stream 1

| 3 | 4 | 5 |
|---|---|---|
| ALL RED | D | C |

## Phasing and Staging Diagram (Controller 2)

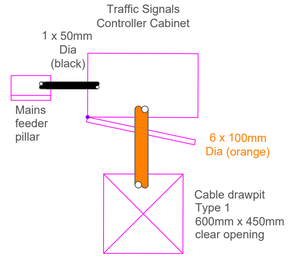
Stream 0

| 0 | 1 | 2 |
|---|---|---|
| ALL RED | B | A |

Stream 1

| 3 | 4 | 5 |
|---|---|---|
| ALL RED | D | C |

## ELV Controller Detail




## Legend

### New Signals Equipment

- ELV Traffic Signals Controller Cabinet and NAL base, grey in colour
- Miscellaneous Equipment Cabinet (MEC) and NAL base, grey in colour
- Mains electricity feeder pillar to house 2-way distribution board for dedicated mains supply to traffic signals, grey in colour
- 4m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 6m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 3 Aspect R/A/G Primary Signal Head
- 3 Aspect R/A/G Primary Signal Head & High Level Duplicate
- 3 Aspect R/A/G Secondary Signal Head
- Photo-electric cell (solar cell)
- Traffic signals pole reference number
- DPx — Traffic signals cable drawpit Type 1 600mm x 450mm clear opening - 'x' denotes individual reference number
- Traffic signals under-kerb duct 50 mm Dia. orange in colour, non-ribbed
- Traffic signals electrical feed duct 50 mm Dia. black in colour, non-ribbed
- Traffic signals duct 100mm Dia. orange in colour, non-ribbed Number corresponds to number of ducts required
- Traffic Signal Carriageway Loop Chamber - 150mm octagonal
- Slot cut inductive loop detector - to be reinstated (Stop Line / Q)

### Existing Signals Equipment (indicatively shown)

- Traffic signals pole foundation / retention socket
- DPx — Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- DPx — Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- Traffic signals duct orange in colour, non-ribbed, No. unknown (to be surveyed)
- Slot cut inductive loop detector (Stop Line / Q)
- Slot cut inductive loop detector (MOVA)

OS GRID REF 447192, 335612

0 10 20 30 40 50
SCALE 1:500 METRES

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C:\pwworking\jacobs-emea-01\d032653616\11556-JAC-HSL-W093_XX-DR-TS-0001.dwg - 13/02/2025 11:13:30 - A1Frame - PaytonS

### 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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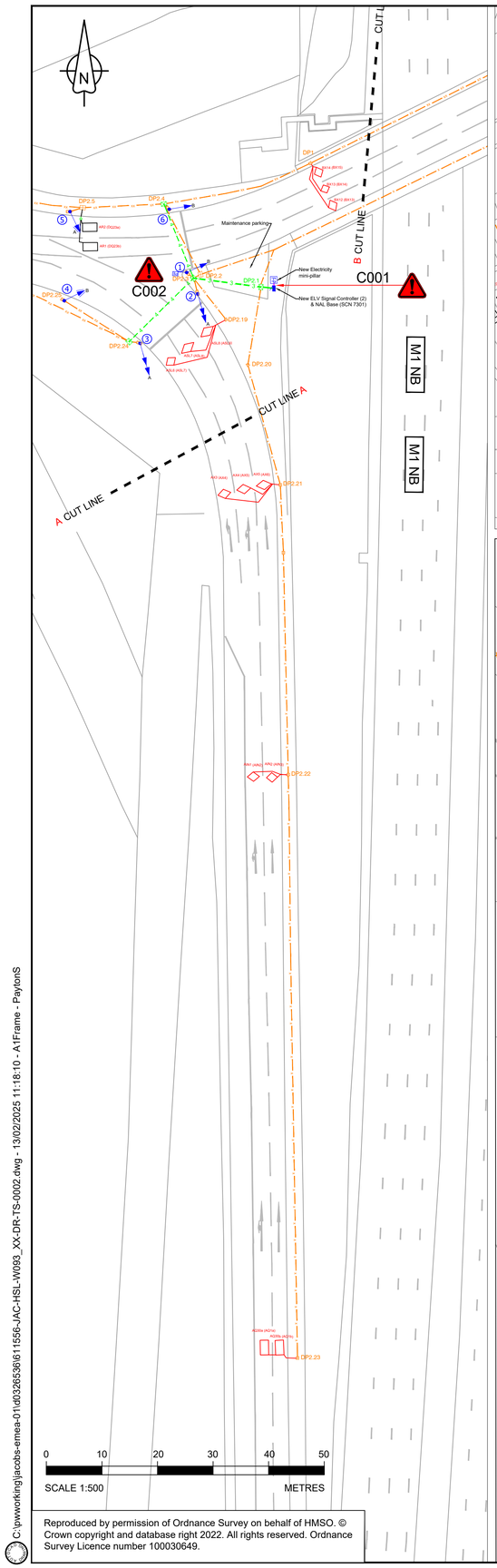


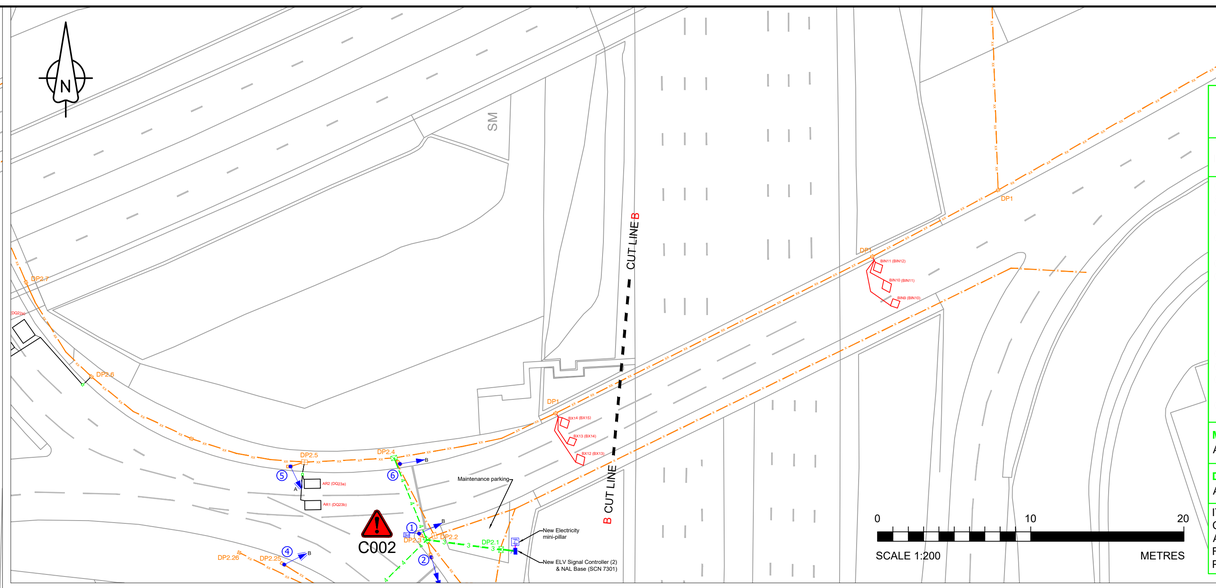


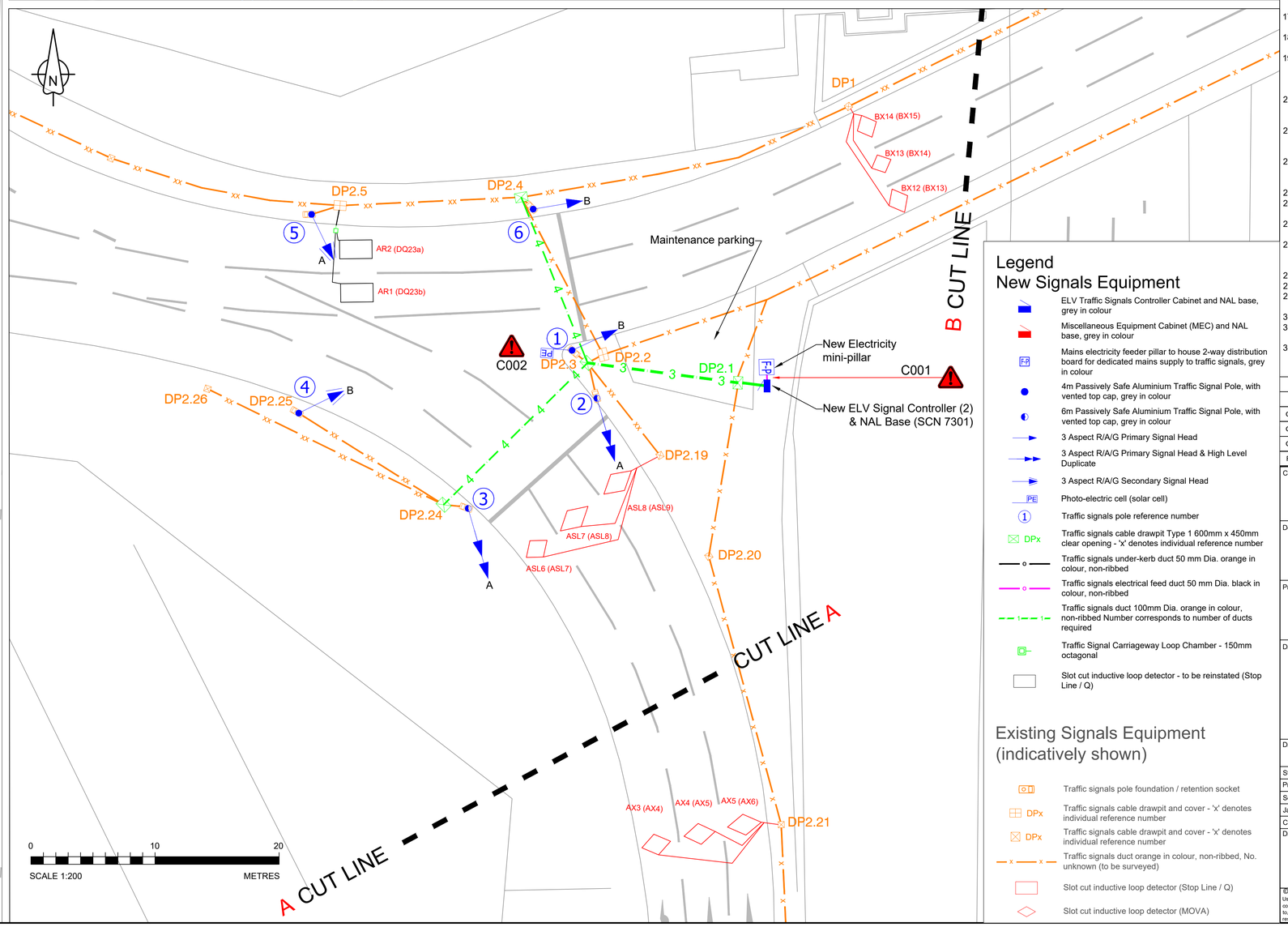


## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

**THE CONTRACTORS ATTENTION IS DRAWN TO THE FOLLOWING HEALTH AND SAFETY RISKS ASSOCIATED WITH THE FOLLOWING HAZARDS**

**CONSTRUCTION**

Specific:

C001 Replacement of existing Traffic Signals electricity feeder pillar & controller cabinet.

C002 Excavation / trench works in verge and carriageway

General:

C003 Working in the vicinity of underground utilities; the following have been identified from records (Refer to Statutory Undertaker C2 records):
- Water (Including Foul / Sewer);
- NRTS (Telent);
- Electricity (LV - Traffic Signals & Street Lighting).

C004 Work at Height - installation of traffic signal heads.

C005 Working in close proximity to live high speed traffic.

C006 Potential for broken ground to contain hazardous material (asbestos).

C007 Working in close proximity to construction plant.

**MAINTENANCE/CLEANING**

As Above

**DECOMMISSIONING/DEMOLITION**

As Above

IT IS ASSUMED THAT ALL WORKS BE CARRIED OUT BY A COMPETENT CONTRACTOR, WORKING WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.
FURTHER REFERENCE SHALL BE MADE TO THE PRE-CONSTRUCTION HEALTH AND SAFETY INFORMATION.

## Legend

### New Signals Equipment

- ELV Traffic Signals Controller Cabinet and NAL base, grey in colour
- Miscellaneous Equipment Cabinet (MEC) and NAL base, grey in colour
- Mains electricity feeder pillar to house 2-way distribution board for dedicated mains supply to traffic signals, grey in colour
- 4m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 6m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 3 Aspect R/A/G Primary Signal Head
- 3 Aspect R/A/G Primary Signal Head & High Level Duplicate
- 3 Aspect R/A/G Secondary Signal Head
- Photo-electric cell (solar cell)
- Traffic signals pole reference number
- Traffic signals cable drawpit Type 1 600mm x 450mm clear opening - 'x' denotes individual reference number
- Traffic signals under-kerb duct 50 mm Dia. orange in colour, non-ribbed
- Traffic signals electrical feed duct 50 mm Dia. black in colour, non-ribbed
- Traffic signals duct 100mm Dia. orange in colour, non-ribbed Number corresponds to number of ducts required
- Traffic Signal Carriageway Loop Chamber - 150mm octagonal
- Slot cut inductive loop detector - to be reinstated (Stop Line / Q)

### Existing Signals Equipment (indicatively shown)

- Traffic signals pole foundation / retention socket
- Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- Traffic signals 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.

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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

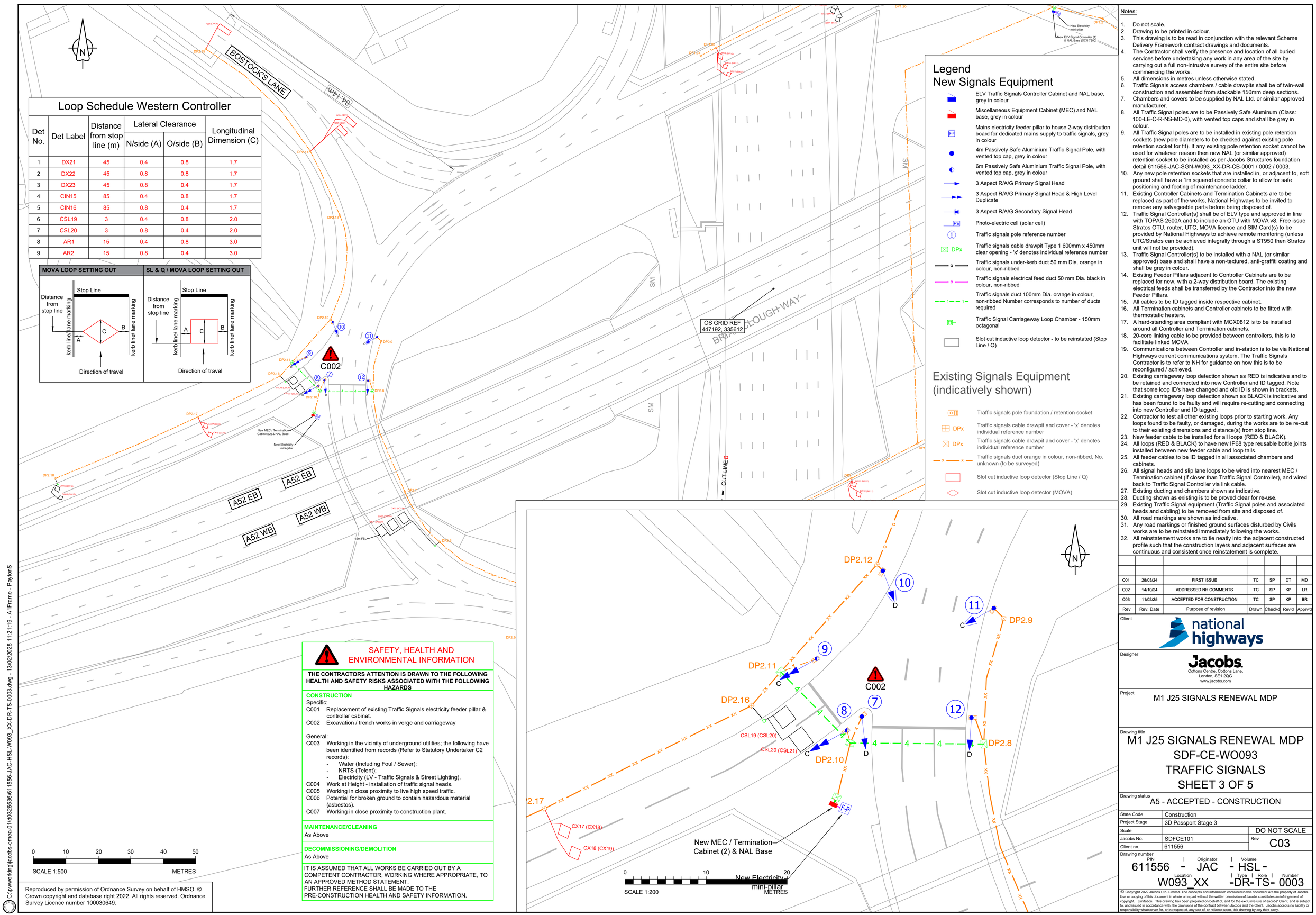
| Det No. | Det Label | Distance from stop line (m) | Lateral Clearance | | Longitudinal Dimension (C) |
|---|---|---|---|---|---|
| | | | N/side (A) | O/side (B) | |
| 1 | DX21 | 45 | 0.4 | 0.8 | 1.7 |
| 2 | DX22 | 45 | 0.8 | 0.8 | 1.7 |
| 3 | DX23 | 45 | 0.8 | 0.4 | 1.7 |
| 4 | CIN15 | 85 | 0.4 | 0.8 | 1.7 |
| 5 | CIN16 | 85 | 0.8 | 0.4 | 1.7 |
| 6 | CSL19 | 3 | 0.4 | 0.8 | 2.0 |
| 7 | CSL20 | 3 | 0.8 | 0.4 | 2.0 |
| 8 | AR1 | 15 | 0.4 | 0.8 | 3.0 |
| 9 | AR2 | 15 | 0.8 | 0.4 | 3.0 |

**MOVA LOOP SETTING OUT**




**SL & Q / MOVA LOOP SETTING OUT**







## SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

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**CONSTRUCTION**

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C001 Replacement of existing Traffic Signals electricity feeder pillar & controller cabinet.

C002 Excavation / trench works in verge and carriageway

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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

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0 10 20 30 40 50

SCALE 1:500 METRES

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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
- Traffic signals cable drawpit Type 1 600mm x 450mm clear opening - 'x' denotes individual reference number
- Traffic signals under-kerb duct 50 mm Dia. orange in colour, non-ribbed
- Traffic signals electrical feed duct 50 mm Dia. black in colour, non-ribbed
- Traffic signals duct 100mm Dia. orange in colour, non-ribbed Number corresponds to number of ducts required
- Traffic Signal Carriageway Loop Chamber - 150mm octagonal
- Slot cut inductive loop detector - to be reinstated (Stop Line / Q)

### Existing Signals Equipment (indicatively shown)

- Traffic signals pole foundation / retention socket
- Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- Traffic signals duct orange in colour, non-ribbed, No. unknown (to be surveyed)
- Slot cut inductive loop detector (Stop Line / Q)
- Slot cut inductive loop detector (MOVA)

Notes:

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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.
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| C01 | 28/03/24 | FIRST ISSUE | TC | SP | DT | MD |
| C02 | 14/10/24 | ADDRESSED NH COMMENTS | TC | SP | KP | LR |
| C03 | 11/02/25 | ACCEPTED FOR CONSTRUCTION | TC | SP | KP | BR |
| Rev | Rev. Date | Purpose of revision | Drawn | Checkd | Rev'd | Apprv'd |

Client: national highways

Designer: Jacobs
Cottons Centre, Cottons Lane, London, SE1 2QG
www.jacobs.com

Project: M1 J25 SIGNALS RENEWAL MDP

Drawing title:
# M1 J25 SIGNALS RENEWAL MDP
# SDF-CE-WO093
# TRAFFIC SIGNALS
# SHEET 3 OF 5

Drawing status: A5 - ACCEPTED - CONSTRUCTION

| | | | |
|---|---|---|---|
| State Code | Construction | | |
| Project Stage | 3D Passport Stage 3 | | |
| Scale | | DO NOT SCALE | |
| Jacobs No. | SDFCE101 | Rev | C03 |
| Client no. | 611556 | | |

Drawing number: PIN 611556 - Originator JAC - Volume HSL - Location W093_XX - Type DR - Role TS - Number 0003

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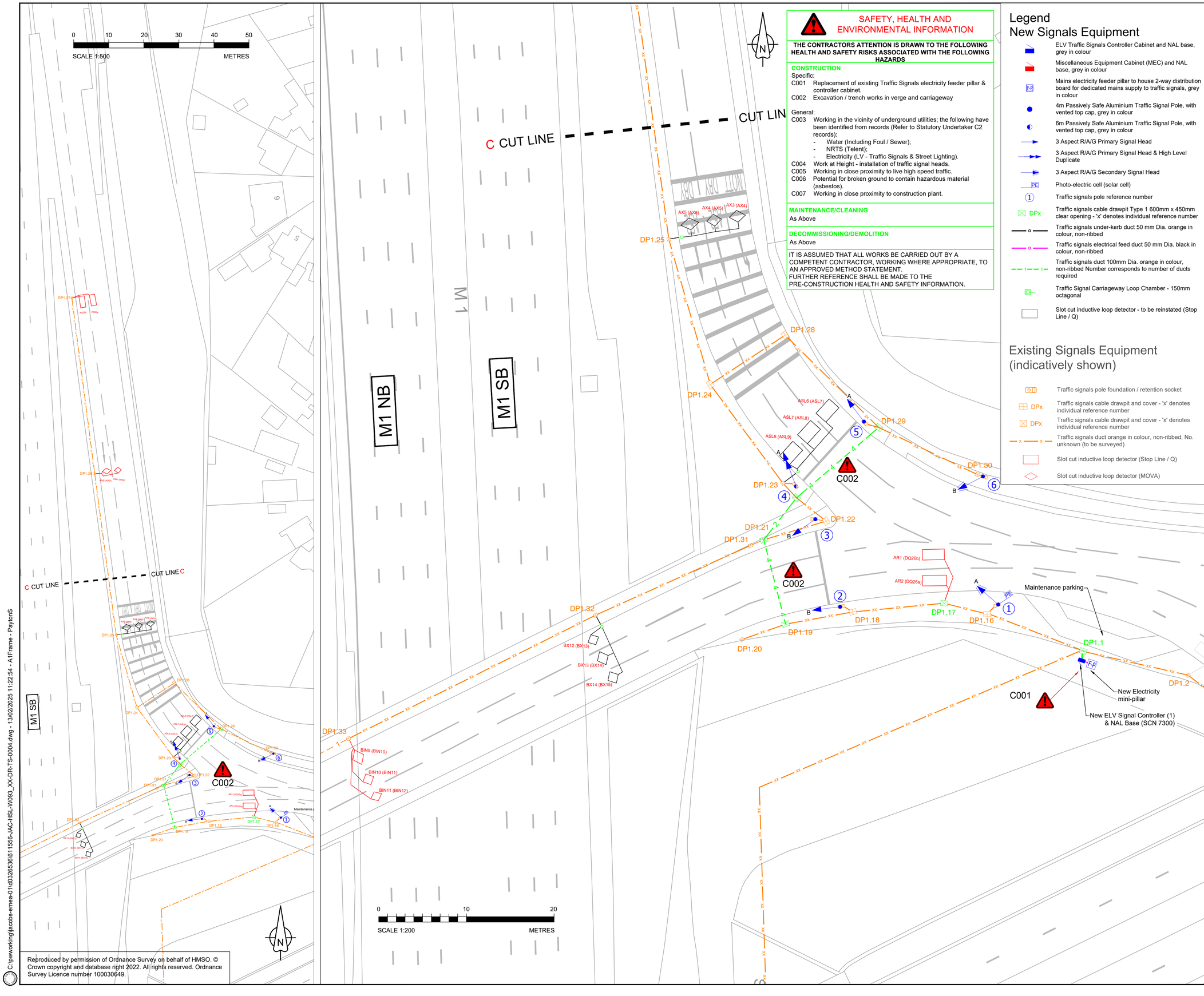


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**MAINTENANCE/CLEANING**

As Above

**DECOMMISSIONING/DEMOLITION**

As Above

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## Legend

### New Signals Equipment

- ELV Traffic Signals Controller Cabinet and NAL base, grey in colour
- Miscellaneous Equipment Cabinet (MEC) and NAL base, grey in colour
- Mains electricity feeder pillar to house 2-way distribution board for dedicated mains supply to traffic signals, grey in colour
- 4m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 6m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 3 Aspect R/A/G Primary Signal Head
- 3 Aspect R/A/G Primary Signal Head & High Level Duplicate
- 3 Aspect R/A/G Secondary Signal Head
- Photo-electric cell (solar cell)
- Traffic signals pole reference number
- DPx — Traffic signals cable drawpit Type 1 600mm x 450mm clear opening - 'x' denotes individual reference number
- Traffic signals under-kerb duct 50 mm Dia. orange in colour, non-ribbed
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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 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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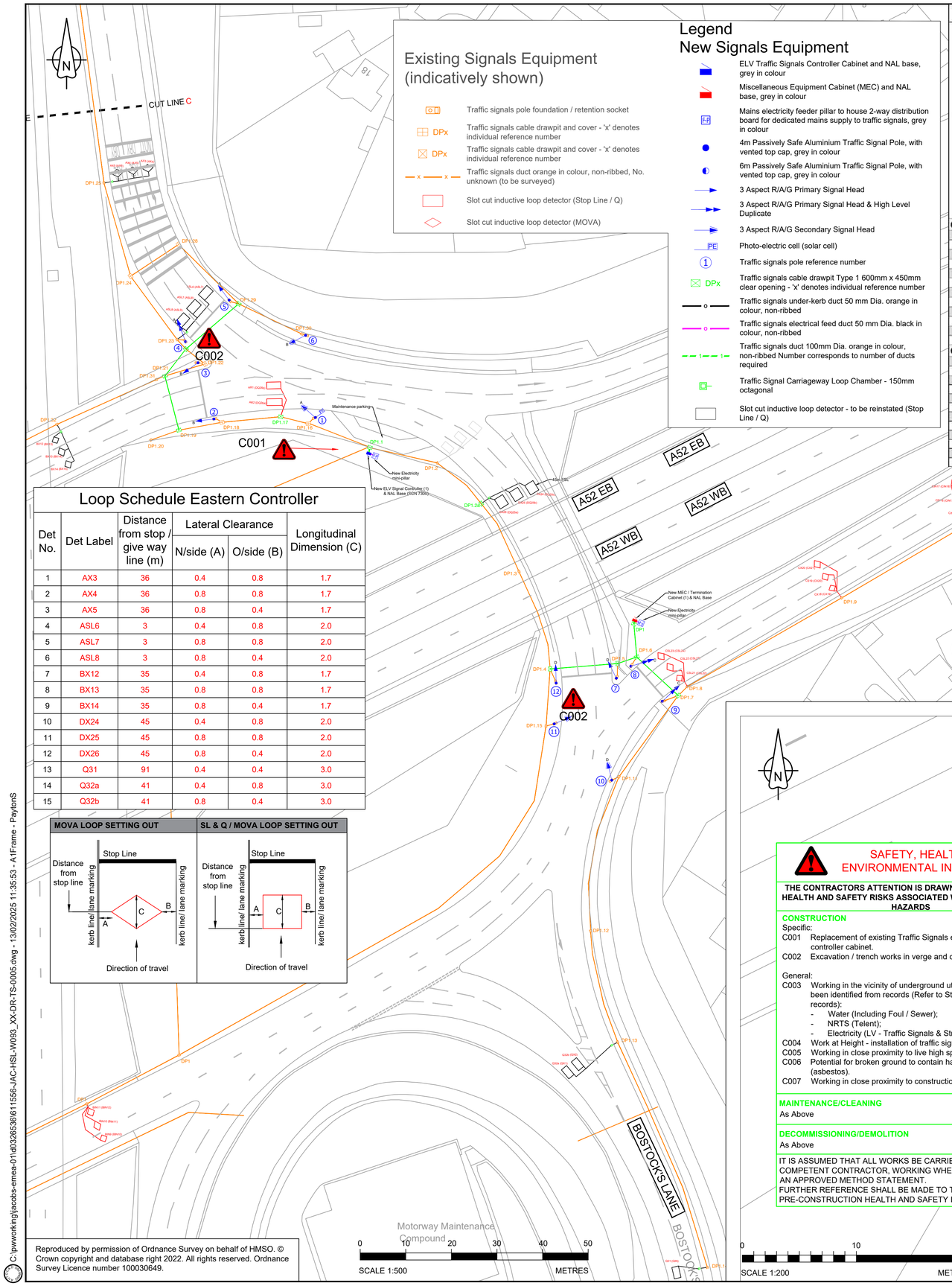
C:\pwworking\jacobs-emea-01\d03265636\611556-JAC-HSL-W093_XX-DR-TS-0004.dwg - 13/02/2025 11:22:54 - A1Frame - PaytonS




## Existing Signals Equipment (indicatively shown)

- Traffic signals pole foundation / retention socket
- DPx — Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- DPx — Traffic signals cable drawpit and cover - 'x' denotes individual reference number
- Traffic signals duct orange in colour, non-ribbed, No. unknown (to be surveyed)
- Slot cut inductive loop detector (Stop Line / Q)
- Slot cut inductive loop detector (MOVA)

## Legend
## New Signals Equipment

- ELV Traffic Signals Controller Cabinet and NAL base, grey in colour
- Miscellaneous Equipment Cabinet (MEC) and NAL base, grey in colour
- F-P — Mains electricity feeder pillar to house 2-way distribution board for dedicated mains supply to traffic signals, grey in colour
- 4m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 6m Passively Safe Aluminium Traffic Signal Pole, with vented top cap, grey in colour
- 3 Aspect R/A/G Primary Signal Head
- 3 Aspect R/A/G Primary Signal Head & High Level Duplicate
- 3 Aspect R/A/G Secondary Signal Head
- PE — Photo-electric cell (solar cell)
- 1 — Traffic signals pole reference number
- DPx — Traffic signals cable drawpit Type 1 600mm x 450mm clear opening - 'x' denotes individual reference number
- Traffic signals under-kerb duct 50 mm Dia. orange in colour, non-ribbed
- Traffic signals electrical feed duct 50 mm Dia. black in colour, non-ribbed
- Traffic signals duct 100mm Dia. orange in colour, non-ribbed Number corresponds to number of ducts required
- Traffic Signal Carriageway Loop Chamber - 150mm octagonal
- Slot cut inductive loop detector - to be reinstated (Stop Line / Q)

## Loop Schedule Eastern Controller

| Det No. | Det Label | Distance from stop / give way line (m) | Lateral Clearance | | Longitudinal Dimension (C) |
|---|---|---|---|---|---|
| | | | N/side (A) | O/side (B) | |
| 1 | AX3 | 36 | 0.4 | 0.8 | 1.7 |
| 2 | AX4 | 36 | 0.8 | 0.8 | 1.7 |
| 3 | AX5 | 36 | 0.8 | 0.4 | 1.7 |
| 4 | ASL6 | 3 | 0.4 | 0.8 | 2.0 |
| 5 | ASL7 | 3 | 0.8 | 0.8 | 2.0 |
| 6 | ASL8 | 3 | 0.8 | 0.4 | 2.0 |
| 7 | BX12 | 35 | 0.4 | 0.8 | 1.7 |
| 8 | BX13 | 35 | 0.8 | 0.8 | 1.7 |
| 9 | BX14 | 35 | 0.8 | 0.4 | 1.7 |
| 10 | DX24 | 45 | 0.4 | 0.8 | 2.0 |
| 11 | DX25 | 45 | 0.8 | 0.8 | 2.0 |
| 12 | DX26 | 45 | 0.8 | 0.4 | 2.0 |
| 13 | Q31 | 91 | 0.4 | 0.4 | 3.0 |
| 14 | Q32a | 41 | 0.4 | 0.8 | 3.0 |
| 15 | Q32b | 41 | 0.8 | 0.4 | 3.0 |

**MOVA LOOP SETTING OUT**




**SL & Q / MOVA LOOP SETTING OUT**

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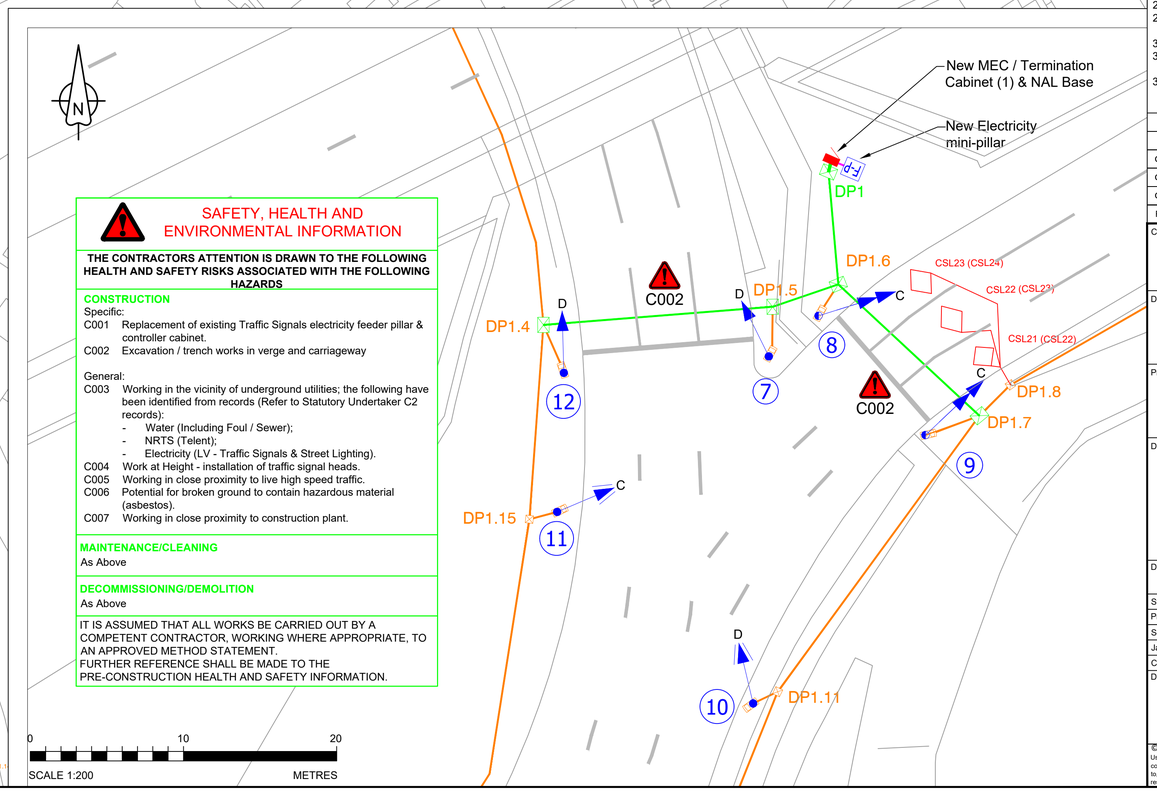
## Pole Schedule & Setting Out Details

Setting Out (m): FSL = From stop line; FOK = From Front of kerb; BOF = Back of Footway

ELV LED R-A-G Signals: P = Primary Hoods; S = Secondary Hoods; T = Tunnel Hoods; C = Cut Away Hoods; R = Red Aspect; A = Amber Aspect; G = Green Aspect

| Pole No. | Pole / Retention Socket (RS) | Setting Out (m) | ELV LED R-A-G Signals | Primary Signal Head Fitted With Primary Type Hoods (Associated Phase Letter Shown) | Secondary Signal Head Fitted With Secondary Type Hoods (Associated Phase Letter Shown) | Photo Electric Cell |
|---|---|---|---|---|---|---|
| **Controller 2 (SW Side of Roundabout)** | | | | | | |
| 1 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG | B | | Y |
| 2 | 6m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG, P - RAG | A, A | | |
| 3 | 6m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG, P - RAG | A, A | | |
| 4 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | S - RAG | | B | |
| 5 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | S - RAG | | A | |
| 6 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG | B | | |
| 7 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG | D | | |
| 8 | 6m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG, P - RAG | C, C | | |
| 9 | 6m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG, P - RAG | C, C | | |
| 10 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | S - RAG | | D | |
| 11 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | S - RAG | | C | |
| 12 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG | D | | |
| **Controller 1 (NE Side of Roundabout)** | | | | | | |
| 1 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | S - RAG | | A | Y |
| 2 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG | B | | |
| 3 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG | B | | |
| 4 | 6m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG, P - RAG | A, A | | |
| 5 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG | A | | |
| 6 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | S - RAG | | B | |
| 7 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG | D | | |
| 8 | 6m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG, P - RAG | C, C | | |
| 9 | 6m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG, P - RAG | C, C | | |
| 10 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | S - RAG | | D | |
| 11 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | S - RAG | | C | |
| 12 | 4m Aluminium Passively Safe - 114Ø RS | Existing RS to be reused | P - RAG | D | | |




### SAFETY, HEALTH AND ENVIRONMENTAL INFORMATION

**THE CONTRACTORS ATTENTION IS DRAWN TO THE FOLLOWING HEALTH AND SAFETY RISKS ASSOCIATED WITH THE FOLLOWING HAZARDS**

**CONSTRUCTION**

Specific:
- C001 Replacement of existing Traffic Signals electricity feeder pillar & controller cabinet.
- C002 Excavation / trench works in verge and carriageway

General:
- C003 Working in the vicinity of underground utilities; the following have been identified from records (Refer to Statutory Undertaker C2 records):
  - Water (Including Foul / Sewer);
  - NRTS (Telent);
  - Electricity (LV - Traffic Signals & Street Lighting).
- C004 Work at Height - installation of traffic signal heads.
- C005 Working in close proximity to live high speed traffic.
- C006 Potential for broken ground to contain hazardous material (asbestos).
- C007 Working in close proximity to construction plant.

**MAINTENANCE/CLEANING**

As Above

**DECOMMISSIONING/DEMOLITION**

As Above

IT IS ASSUMED THAT ALL WORKS BE CARRIED OUT BY A COMPETENT CONTRACTOR, WORKING WHERE APPROPRIATE, TO AN APPROVED METHOD STATEMENT.
FURTHER REFERENCE SHALL BE MADE TO THE PRE-CONSTRUCTION HEALTH AND SAFETY INFORMATION.

Notes:

1. Do not scale.
2. Drawing to be printed in colour.
3. This drawing is to be read in conjunction with the relevant Scheme Delivery Framework contract drawings and documents.
4. The Contractor shall verify the presence and location of all buried services before undertaking any work in any area of the site by carrying out a full non-intrusive survey of the entire site before commencing the works.
5. All dimensions in metres unless otherwise stated.
6. Traffic Signals access chambers / cable drawpits shall be of twin-wall construction and assembled from stackable 150mm deep sections.
7. Chambers and covers to be supplied by NAL Ltd. or similar approved manufacturer.
8. All Traffic Signal poles are to be Passively Safe Aluminum (Class: 100-LE-C-R-NS-MD-0), with vented top caps and shall be grey in colour.
9. All Traffic Signal poles are to be installed in existing pole retention sockets (new pole diameters to be checked against existing pole retention socket for fit). If any existing pole retention socket cannot be used for whatever reason then new NAL (or similar approved) retention socket to be installed as per Jacobs Structures foundation detail 611556-JAC-SGN-W093_XX-DR-CB-0001 / 0002 / 0003.
10. Any new pole retention sockets that are installed in, or adjacent to, soft ground shall have a 1m squared concrete collar to allow for safe positioning and footing of maintenance ladder.
11. Existing Controller Cabinets and Termination Cabinets are to be replaced as part of the works, National Highways to be invited to remove any salvageable parts before being disposed of.
12. Traffic Signal Controller(s) shall be of ELV type and approved in line with TOPAS 2500A and to include an OTU with MOVA v8. Free issue Stratos OTU, router, UTC, MOVA licence and SIM Card(s) to be provided by National Highways to achieve remote monitoring (unless UTC/Stratos can be achieved integrally through a ST950 then Stratos unit will not be provided).
13. Traffic Signal Controller(s) to be installed with a NAL (or similar approved) base and shall have a non-textured, anti-graffiti coating and shall be grey in colour.
14. Existing Feeder Pillars adjacent to Controller Cabinets are to be replaced for new, with a 2-way distribution board. The existing electrical feeds shall be transferred by the Contractor into the new Feeder Pillars.
15. All cables to be ID tagged inside respective cabinet.
16. All Termination cabinets and Controller cabinets to be fitted with thermostatic heaters.
17. A hard-standing area compliant with MCX0812 is to be installed around all Controller and Termination cabinets.
18. 20-core linking cable to be provided between controllers, this is to facilitate linked MOVA.
19. Communications between Controller and in-station is to be via National Highways current communications system. The Traffic Signals Contractor is to refer to NH for guidance on how this is to be reconfigured / achieved.
20. Existing carriageway loop detection shown as RED is indicative and to be retained and connected into new Controller and ID tagged. Note that some loop ID's have changed and old ID is shown in brackets.
21. Existing carriageway loop detection shown as BLACK is indicative and has been found to be faulty and will require re-cutting and connecting into new Controller and ID tagged.
22. Contractor to test all other existing loops prior to starting work. Any loops found to be faulty, or damaged, during the works are to be re-cut to their existing dimensions and distance(s) from stop line.
23. New feeder cable to be installed for all loops (RED & BLACK).
24. All loops (RED & BLACK) to have new IP68 type reusable bottle joints installed between new feeder cable and loop tails.
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 5 OF 5

Drawing status: A5 - ACCEPTED - CONSTRUCTION

| | |
|---|---|
| State Code | Construction |
| Project Stage | 3D Passport Stage 3 |
| Scale | DO NOT SCALE |
| Jacobs No. | SDFCE101 |
| Rev | C03 |
| Client no. | 611556 |

Drawing number: PIN 611556 - Originator JAC - Volume HSL - Location W093_XX - Type DR - Role TS - Number 0005

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Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Administration

## General Specifications

Customer Name: NATIONAL HIGHWAYS

Intersection/ General Description: M1 J25 EAST CONTROLLER 1 SCN - 7300

Controller: (•) New ( ) Modification

Area Specifications/ Customer Drawings:

Specification Section:

Contract/Tender Ref:

Quotation No.:

Customer Order No.:

Controller/ Serial Number:

S.T.S. /EM Number: EPR578 Issue: 1

Equipment Installation by:

Slot Cutting by:

Civil Works by:

Customer Engineer (Initials): STUART PAYTON

Works Order No.:

## Signal Company Use Only

Engineer (Initials): P M ROUSE

Signal Company Name: PRSIGNALS LTD

If PROM required, label as

PROM Number: 26700 PROM Variant: 528

Configuration Check Value: 6C 71 4 43

## Controller Options

Hardware: ST950 ELV Firmware Type and Issue: 46059 ISS 30 Other Options

## ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack: Cabinet Kit Type Options: (•) UK-Std ( ) Non-UK ( ) ( )

Cabinet/Rack Variant: Grey Cuckoo Options: None Gemini Unit Fitted: ☐

Mains Supply: 230 Volts 50 Hz

Peak Lamp Current: 1 Amps

Average Lamp Power: 1 Watts

Total Average Power: 1 Watts

Dimming: 27.5 V

Low Inrush Transformer: ☐

Answer Issue: 0

Edit Issue: 1

Date Created: 26/06/2025

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Phases, Stages and Streams

## Phases, Stages and Streams

Add/Delete/Insert Streams:

### Streams

(•) Current Number of Streams: 2

### Phases

( ) Current Total Number of Phases: 4

(•) Number of Real Phases: 4

( ) Number of Dummy Phases: 0

### Stages

( ) Current Number of stages (inc. ALL-RED stages): 6

### Switched Signs

( ) Number of Switched Signs: 0

### Action

Add At | Delete At

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Facilities/Modes Enabled and Mode Priority Levels

**Facilities**

UTC
- ☑ Serial/Internal UTMC OTU
- ☐ Free-standing OTU
- ☐
- ☐

- ☑ Master Time Clock
- ☐ Holiday Clock
- ☑ FT To Current MAX
- ☐ Linked Fixed Time

- ☑ Lamp Monitoring
- ☑ RED Lamp Monitoring
- ☐ Pelican/Puffin/Toucan
- ☐ Standalone Manual

- ☑ Extend All Red
- ☐ Speed Measurement
- ☐ Ripple Change
- ☐
- ☐ DVI35

- ☐ Non-UK
- ☐ Fail to Part Time
- ☐
- ☐
- ☐ Download To Level 3

8 Starting Intergreen

**Mode Priority**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ Part Time | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ Emergency Vehicles | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ Hurry Call | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ LRT | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ Priority Vehicle | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ Manual Control | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ Manual Step On | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ Selected FT or VA or CLF | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ UTC | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ MOVA Mode | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ CLF (Non-Base Time) | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ CLF (Base Time) | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ Vehicle Actuated | ○ | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ Fixed Time | ○ | ○ | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ |

**Configuration Complexity**

○ Low ○ Medium ○ High ◉ Maximum

standard46059.8df
Default PROM data file

**Correspondence Monitoring to inc.**

☑ Reds ☑ Ambers
☐ Switched Signs ☐

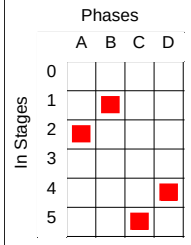
**Flash Rate (ms)**

400 Off 400 On



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Phases in Stages



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Stages in Streams

## Stages in Streams

| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| Phase or Stage to revert to in absence of demands/extensions | 1 | 4 | | | | | | |
| Startup Stage | 1 | 4 | | | | | | |
| Switch Off Stage | 1 | 4 | | | | | | |
| Standalone Pedestrian Stages | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

In Stream

| | 0 | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|
| 0 | ■ | ■ | ■ | | | |
| 1 | | | | ■ | ■ | ■ |



Works Order :
EM Number : EPR578
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 | |

Last Modified 17/07/2025, Issue 1.0.1 Form Ref: 2.2

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 Green | Min Ped Cl | Extension | Maximums A | B | C | D | E | F | G | H | Pre-timed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 7 | 0 | 0.0 | 25 | 25 | 25 | 25 | 0 | 0 | 0 | 0 | ☐ |
| B | 7 | 0 | 0.0 | 35 | 35 | 35 | 35 | 0 | 0 | 0 | 0 | ☐ |
| C | 7 | 0 | 0.0 | 20 | 20 | 20 | 20 | 0 | 0 | 0 | 0 | ☐ |
| D | 7 | 0 | 0.0 | 40 | 40 | 40 | 40 | 0 | 0 | 0 | 0 | ☐ |

Note: For Standalone Streams see Help for use of Max Sets.

Last Modified 17/07/2025, Issue 1.0.1 Form Ref: 2.3.1

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ ○ ○ ○ ○ ○ ○

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT,PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

To Phase

| From Phase | A | B | C | D |
|---|---|---|---|---|
| A | | 6 | | |
| B | 6 | | | |
| C | | | | 6 |
| D | | | 5 | |



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Intergreen Handset Limits

HIGH 30

Copy Intergreen Values

To Phase

| From Phase | A | B | C | D |
|---|---|---|---|---|
| A | | 5 | | |
| B | 5 | | | |
| C | | | | 5 |
| D | | | 5 | |

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Phase Timing Handset Ranges

## Phase Timing Handset Ranges

Initialise Min Green Limits

| Phase | Min. Green Min. | Min. Green Max. |
|---|---|---|
| A | 7 | 12 |
| B | 7 | 12 |
| C | 7 | 12 |
| D | 7 | 12 |
| E | | |
| F | | |
| G | | |
| H | | |
| I | | |
| J | | |
| K | | |
| L | | |
| M | | |
| N | | |
| O | | |
| P | | |

| Phase | Min. Green Min. | Min. Green Max. |
|---|---|---|
| Q | | |
| R | | |
| S | | |
| T | | |
| U | | |
| V | | |
| W | | |
| X | | |
| Y | | |
| Z | | |
| A2 | | |
| B2 | | |
| C2 | | |
| D2 | | |
| E2 | | |
| F2 | | |

Max. Green — Min. 0 Max. 255

Vehicle Extension — Min. 0.0 Max. 10.0

Phase Delay — Min. 0 Max. 30

Starting I/G — Min. 4 Max. 12

Min Pedestrian Clearance (PBT) — Min. 0 Max. 12

Traffic Phase Leaving — Min. 3.0 Max. 3.0

Traffic Phase Red/Amber — Min. 2 Max. 2



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# VA Demand and Extend Definitions

## VA Demand and Extend Definitions

◉ Phases A to P ○

### 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 | CX18 | CX19 | CX20 | |
| D | DX24 | DX25 | DX26 | |

### Extensions

| | | | |
|---|---|---|---|
| AX3 | AX4 | AX5 | |
| BX12 | BX13 | BX14 | |
| CX18 | CX19 | CX20 | |
| 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
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Current Stage | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Next Stage | 1 | 2 | 1 | 4 | 5 | 4 | | |
| Time | 0 | 24 | 35 | 0 | 24 | 40 | | |
| Current Stage | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |

Note:
Fixed Time mode may be used by the Reserve State, therefore, the Stage Moves and Times section should always be configured (unless Linked Fixed Time is selected instead).

Phases Demanded and Extended under Fixed Time to Current Max.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Extend | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

| | Q | R | S | T | U | V | W | X | Y | Z | A2 | B2 | C2 | D2 | E2 | F2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Extend | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# CLF - Plan(s)

CLF - Plan(s)

1 Plan No.

Copy From

Plan Specifics

1 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 24 | 1 | 2 | 16 | | | |
| 1 | 44 | 1 | 1 | 17 | | | |
| 2 | 14 | 1 | 4 | 18 | | | |
| 3 | 55 | 1 | 5 | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

CLF - Plan(s)

2 Plan No.

Copy From

Plan Specifics

2 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 24 | 1 | 2 | 16 | | | |
| 1 | 44 | 1 | 1 | 17 | | | |
| 2 | 35 | 1 | 5 | 18 | | | |
| 3 | 54 | 1 | 4 | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# CLF - Plan(s)

CLF - Plan(s)

3 Plan No.

Copy From

Plan Specifics

3 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 24 | 1 | 2 | 16 | | | |
| 1 | 46 | 1 | 1 | 17 | | | |
| 2 | 17 | 1 | 4 | 18 | | | |
| 3 | 57 | 1 | 5 | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# CLF - Plan(s)

CLF - Plan(s)

4 Plan No.

Copy From

Plan Specifics

4 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 24 | 1 | 2 | 16 | | | |
| 1 | 46 | 1 | 1 | 17 | | | |
| 2 | 35 | 1 | 5 | 18 | | | |
| 3 | 55 | 1 | 4 | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# CLF - Base Time

CLF - Base Time

Controller Base Date XX/XX/XX

Controller Base Time 02:00:00

Plan Offset

| | Minutes | Seconds | | Minutes | Seconds |
|---|---|---|---|---|---|
| Plan 0 | 0 | 0 | Plan 8 | 0 | 0 |
| Plan 1 | 0 | 0 | Plan 9 | 0 | 0 |
| Plan 2 | 0 | 0 | Plan 10 | 0 | 0 |
| Plan 3 | 0 | 0 | Plan 11 | 0 | 0 |
| Plan 4 | 0 | 0 | Plan 12 | 0 | 0 |
| Plan 5 | 0 | 0 | Plan 13 | 0 | 0 |
| Plan 6 | 0 | 0 | Plan 14 | 0 | 0 |
| Plan 7 | 0 | 0 | Plan 15 | 0 | 0 |

Handset Range Limits

| | Minutes | Seconds |
|---|---|---|
| Min | 0 | 0 |
| Max | 255 | 59 |

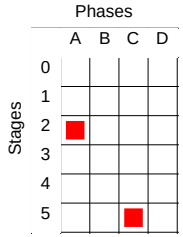


Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# UTC General Data

UTC General Data

Type of UTC

(•) 106 ( ) 316

Integral OTU Address

4 Number of Control Words

4 Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Priority a

Non UTC RTC synchronisation input

RTC Synchronisation Times

Clock Synchronise Time ( UTC TS input )

| Day | Time |
|---|---|
| Time Only | 12:00:00 |

Clock Confirm Time ( UTC RT output )

| Day | Time |
|---|---|
| Saturday | 00:00:00 |



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

| | Bit 1 | Bit 2 | Bit 3 | Bit 4 | Bit 5 | Bit 6 | Bit 7 | Bit 8 |
|---|---|---|---|---|---|---|---|---|
| Word 1 | F1 | #F2 | D2 | DX0 | F4 | #F5 | D5 | DX1 |
| Word 2 | TS | | | | | | | |
| Word 3 | UTCMO0 | | | UTCMO1 | | | | |
| Word 4 | | | | | | | | |

Reply Words

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Word 1 | G1 | G2 | SD2 | DF | G4 | G5 | SD5 | |
| Word 2 | CC | CF | LF1 | LF2 | LF3 | LO | RR | |
| Word 3 | MR0 | ML0 | MF0 | MR1 | ML1 | MF1 | | |
| Word 4 | | | | | | | | |
| Word 5 | | | | | | | | |
| Word 6 | | | | | | | | |
| Word 7 | | | | | | | | |
| Word 8 | | | | | | | | |
| Word 9 | | | | | | | | |
| Word 10 | | | | | | | | |
| Word 11 | | | | | | | | |
| Word 12 | | | | | | | | |
| Word 13 | | | | | | | | |
| Word 14 | | | | | | | | |

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# UTC Phase Demand and Extend Definitions

## UTC Demand and Extend Definitions

◉ Phases A to P ○

### Demands

For Unlatched demands, preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

| Phase | | | | |
|---|---|---|---|---|
| A | DX0 | D2 | | |
| B | DX0 | | | |
| C | DX1 | D5 | | |
| D | DX1 | | | |

### Extensions

| | | | |
|---|---|---|---|
| DX0 | D2 | | |
| DX0 | | | |
| DX1 | D5 | | |
| DX1 | | | |



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# UTC Stage and Mode Data Definitions

## UTC Stage and Mode Data Definitions

| Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit | Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit |
|---|---|---|---|---|---|---|---|
| 0 | | | | 16 | | | |
| 1 | F1 | G1 | | 17 | | | |
| 2 | #F2 | G2 | SD2 | 18 | | | |
| 3 | | | | 19 | | | |
| 4 | F4 | G4 | | 20 | | | |
| 5 | #F5 | G5 | SD5 | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

### Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR ☐

Manual Mode Selected:
☐ G1/G2 ☑ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

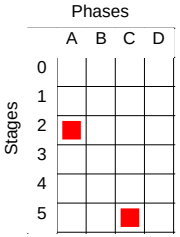
If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will also 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

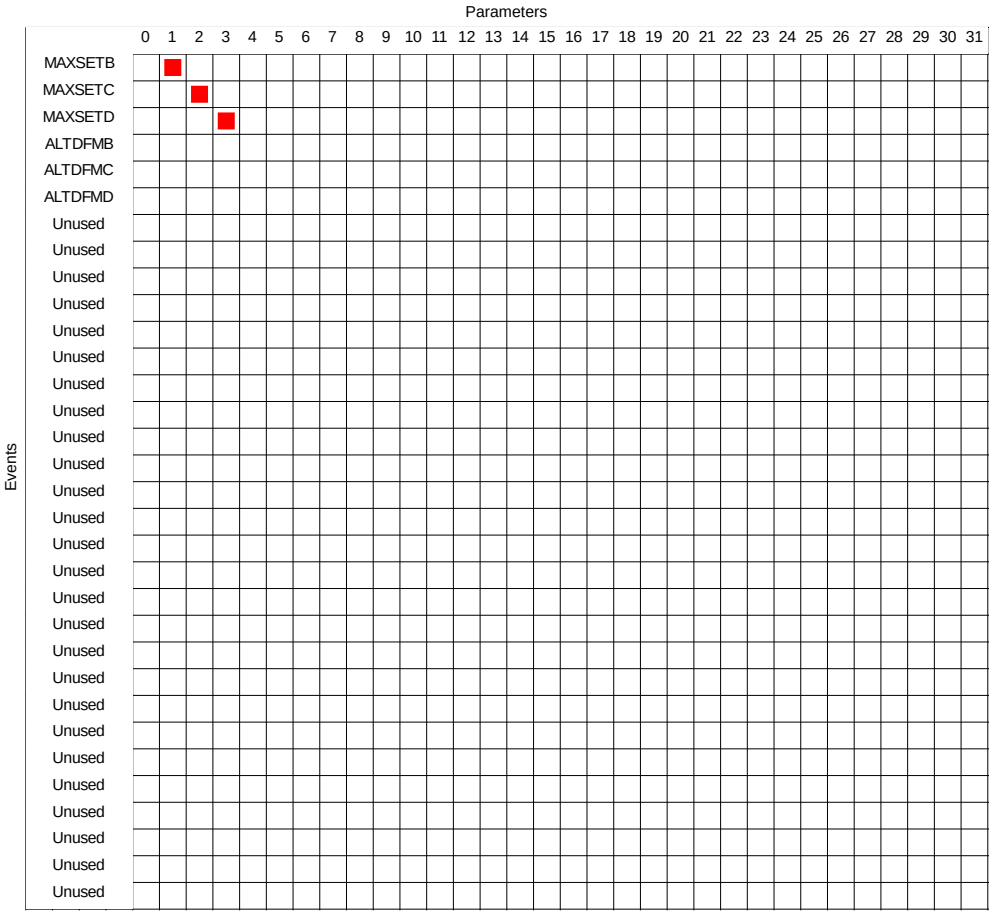
# MTC - Time Switch Parameters

## 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 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Last Modified 17/07/2025, Issue 1.0.1 Form Ref: 4.4.3

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# MTC - Timetable

MTC - Timetable

View Timetable Settings

(•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

| No. | Day Type | Time | Description | Function Code | Plan/ Parameter |
|---|---|---|---|---|---|
| 0 | 9 | 07:00:00 | INTRODUCE MAXSET B | 2 | 1 |
| 1 | 9 | 09:30:00 | INTRODUCE MAXSET A | 2 | 0 |
| 2 | 9 | 15:00:00 | INTRODUCE MAXSET C | 2 | 2 |
| 3 | 9 | 19:00:00 | INTRODUCE MAXSET A | 2 | 0 |
| 4 | 0 | 08:00:00 | INTRODUCE MAXSET D | 2 | 3 |
| 5 | 0 | 19:00:00 | INTRODUCE MAXSET A | 2 | 0 |
| 6 | 1 | 09:00:00 | INTRODUCE MAXSET D | 2 | 3 |
| 7 | 1 | 19:00:00 | INTRODUCE MAXSET A | 2 | 0 |
| 8 | 7 | 06:00:00 | INTRODUCE CLF PLAN 2 | 1 | 2 |
| 9 | 7 | 07:30:00 | INTRODUCE CLF PLAN 1 | 1 | 1 |
| 10 | 7 | 09:30:00 | INTRODUCE CLF PLAN 2 | 1 | 2 |
| 11 | 7 | 15:00:00 | INTRODUCE CLF PLAN 3 | 1 | 3 |
| 12 | 7 | 18:30:00 | INTRODUCE CLF PLAN 4 | 1 | 4 |
| 13 | 0 | | | 0 | 0 |
| 14 | 0 | | | 0 | 0 |
| 15 | 0 | | | 0 | 0 |

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

( ) ( ) 48 ( )

Red Lamp Monitoring

Max Red Bulb Wattage

First Red Lamp Fault Speed 0

☐ RLF2 Cancels RLM additional Intergreens

☑ RLF2 Only Cleared by RFL = 1

☐ RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

| Minimum | Maximum |
|---|---|
| 2 | 10 |

Streams with Phase BlackOut on RLF2

☐ 0 ☐ 1 ☐ ☐ ☐ ☐ ☐ ☐ ☐

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# LMU Sensors (Built-in)

## LMU Sensors (Built-in)

| No. of LSLS cards fitted | HPU Connection |
|---|---|
| 1 | 1 |

### Sensor Configuration For LSLS 1 (Cabinet 1)

| Phase | Aspect | Sensor # | Sensor Type | Phase | Aspect | Sensor # | Sensor Type |
|---|---|---|---|---|---|---|---|
| A | Red | 1 | As Seq. | D | Amber | 6 | As Seq. |
| A | Red | 2 | As Seq. | D | Green | 6 | As Seq. |
| A | Amber | 1 | As Seq. | N/A | N/A | | |
| A | Amber | 2 | As Seq. | N/A | N/A | | |
| A | Green | 1 | As Seq. | N/A | N/A | | |
| A | Green | 2 | As Seq. | N/A | N/A | | |
| B | Red | 3 | As Seq. | N/A | N/A | | |
| B | Amber | 3 | As Seq. | N/A | N/A | | |
| B | Green | 3 | As Seq. | N/A | N/A | | |
| C | Red | 4 | As Seq. | N/A | N/A | | |
| C | Red | 5 | As Seq. | N/A | N/A | | |
| C | Amber | 4 | As Seq. | N/A | N/A | | |
| C | Amber | 5 | As Seq. | N/A | N/A | | |
| C | Green | 4 | As Seq. | N/A | N/A | | |
| C | Green | 5 | As Seq. | N/A | N/A | | |
| D | Red | 6 | As Seq. | N/A | N/A | | |

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure you wish to use these sensors here, as they will then become unavailable for Regulatory Signs.



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# LMU Sensors (External) for Regulatory Signs

## LMU Sensors (External) for Regulatory Signs

### External Sensors (1)

| Sensor | Sensor Type |
|---|---|
| 96 | Regulatory Sign |
| 95 | Regulatory Sign |
| 94 | Regulatory Sign |
| 93 | Regulatory Sign |

### External Sensors (2)

| Sensor | Sensor Type |
|---|---|

### External Sensors (3)

| Sensor | Sensor Type |
|---|---|

### External Sensors (4)

| Sensor | Sensor Type |
|---|---|

### External Sensors (5)

| Sensor | Sensor Type |
|---|---|

### External Sensors (6)

| Sensor | Sensor Type |
|---|---|

Note: Sensors which have been used as Onboard sensors will not be available here.

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# LMU Sensor Load Types

LMU Sensor Load Types

Page 1 of 1

| Sensor | Phase | Sensor Type | LED R+W | RLM | Load Type | LLF Profile |
|---|---|---|---|---|---|---|
| 1 | A | As Seq. | Auto | Auto | 1: Yunex Actis/Helios ELV | |
| 2 | A | As Seq. | Auto | Auto | 1: Yunex Actis/Helios ELV | |
| 3 | B | As Seq. | Auto | Auto | 1: Yunex Actis/Helios ELV | |
| 4 | C | As Seq. | Auto | Auto | 1: Yunex Actis/Helios ELV | |
| 5 | C | As Seq. | Auto | Auto | 1: Yunex Actis/Helios ELV | |
| 6 | D | As Seq. | Auto | Auto | 1: Yunex Actis/Helios ELV | |
| 93 | N/A | Regulatory Sign | Auto | Auto | 4: Yunex ELV Regulatory Sign | |
| 94 | N/A | Regulatory Sign | Auto | Auto | 4: Yunex ELV Regulatory Sign | |
| 95 | N/A | Regulatory Sign | Auto | Auto | 4: Yunex ELV Regulatory Sign | |
| 96 | N/A | Regulatory Sign | Auto | Auto | 4: Yunex ELV Regulatory Sign | |



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# RLM Additional Intergreens

Phases Delayed

| Phases with RLF1 | A | B | C | D |
|---|---|---|---|---|
| A | ■ | | | |
| B | | ■ | | |
| C | | | ■ | |
| D | | | | ■ |

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# RLM Phase Inhibits

Phases Inhibited/Blacked-Out

Phases with RLF2

| | A | B | C | D |
|---|---|---|---|---|
| A | | | | |
| B | | | | |
| C | | | | |
| D | | | | |



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Manual Panel

Manual Panel

Stage Buttons and LEDs

| Button No. | Title | Called Stage for Stream 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | ALL RED | 0 | 3 | | | | | | |
| 1 | M1 SOUTHBOUND OFF SLIP | 2 | 4 | | | | | | |
| 2 | A52 WESTBOUND | 1 | 5 | | | | | | |
| 3 | CIRCULATORIES | 1 | 4 | | | | | | |
| 4 | | | | | | | | | |
| 5 | | | | | | | | | |
| 6 | | | | | | | | | |
| 7 | | | | | | | | | |

General LEDs

| | AUX 1 | AUX 2 | AUX 3 | AUX 4 (Hurry Call) | AUX 5 (Higher Priority) |
|---|---|---|---|---|---|
| Conditioned | ☑ | ☑ | ☑ | ☑ | ☑ |

Manual Mode Enable

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

General Buttons

| | None | SW1 | SW2 | SW3 |
|---|---|---|---|---|
| Momentary | | ☐ | ☐ | ☐ |
| Dim Override | ◉ | ○ | ○ | ○ |
| RR | ◉ | ○ | ○ | ○ |

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Extend All Red - General

## Extend All Red - General

### Auto Extend to Max

| | |
|---|---|
| Part Time | ☐ |
| Emergency Vehicle | ☐ |
| Hurry Call | ☐ |
| LRT | ☐ |
| Priority | ☐ |
| Manual | ☐ |
| Manual Step On | ☐ |
| UTC | ☐ |
| MOVA | ☐ |
| CLF | ☐ |
| VA* | ☐ |
| Fixed Time | ☑ |

* Selecting Extend to Max on VA mode will also cause Extend to Max on CLF, UTC and Priority modes.

### All Red Timings

| Stream | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| Extension Time | 1.0 | 1.0 | | | | | | |
| Max Time | 4 | 4 | | | | | | |

### Detectors Associated with All Red Extension Units

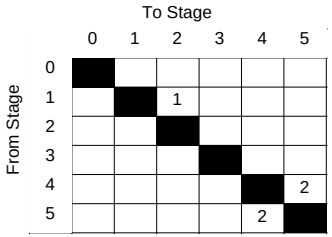
| Unit | Associated Detectors | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | AR1 | AR2 | | | | | | |
| 2 | Q32A | Q32B | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |

The association between detectors and extension units must be performed in special conditioning.



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Extend All Red - Stage To Stage Moves



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Extend All Red - Independent Intergreens

Phase Not Affected by Hold

Phase Terminating

| | A | B | C | D |
|---|---|---|---|---|
| A | ■ | | | |
| B | | ■ | | |
| C | | | ■ | |
| D | | | | ■ |



Works Order :
EM Number : EPR578
Engineer : P M ROUSE
Intersection : M1 J25 EAST CONTROLLER 1 SCN - 7300

# Reserve State

Reserve State

| Stream | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| **Entry** | | | | | | | | |
| Go to Switch Off Stage | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Timeout (seconds) — Part Time on App Failure or Timeout | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| **Limited Time** | | | | | | | | |
| 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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Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Administration

## General Specifications

Customer Name: NATIONAL HIGHWAYS
Intersection/ General Description: M1 J25 WEST CONTROLLER 2 SCN - 7301
Controller: (•) New ( ) Modification
Area Specifications/ Customer Drawings:
Specification Section:
Contract/Tender Ref:
Quotation No.:

Customer Order No.:
Controller/ Serial Number:
S.T.S. /EM Number: EPR579 Issue: 1
Equipment Installation by:
Slot Cutting by:
Civil Works by:
Customer Engineer (Initials): STUART PAYTON
Works Order No.:

## Signal Company Use Only

Engineer (Initials): P M ROUSE
Signal Company Name: PRSIGNALS LTD

If PROM required, label as
PROM Number: 26700 PROM Variant: 579
Configuration Check Value: 9D 2E B4 8E

### Controller Options

Hardware: ST950 ELV Firmware Type and Issue: 46059 ISS 30 Other Options:

### ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack: Cabinet Kit Type Options: (•) UK-Std ( ) Non-UK ( ) ( )
Cabinet/Rack Variant: Grey Cuckoo Options: None Gemini Unit Fitted: ☐

Mains Supply: 230 Volts 50 Hz
Peak Lamp Current: 1 Amps
Average Lamp Power: 1 Watts
Total Average Power: 1 Watts

Dimming: 27.5 V
Low Inrush Transformer: ☐

Answer Issue: 0
Edit Issue: 1
Date Created: 26/06/2025

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Phases, Stages and Streams

## Phases, Stages and Streams

Add/Delete/Insert Streams:

### Streams

(•) Current Number of Streams: 2

### Phases

( ) Current Total Number of Phases: 4
(•) Number of Real Phases: 4
( ) Number of Dummy Phases: 0

### Stages

( ) Current Number of stages (inc. ALL-RED stages): 6

### Switched Signs

( ) Number of Switched Signs: 0

### Action

Add At | Delete At

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Facilities/Modes Enabled and Mode Priority Levels

**Facilities**

UTC
- ☑ Serial/Internal UTMC OTU
- ☐ Free-standing OTU
- ☐
- ☐

- ☑ Master Time Clock
- ☐ Holiday Clock
- ☑ FT To Current MAX
- ☐ Linked Fixed Time

- ☑ Lamp Monitoring
- ☑ RED Lamp Monitoring
- ☐ Pelican/Puffin/Toucan
- ☐ Standalone Manual

- ☑ Extend All Red
- ☐ Speed Measurement
- ☐ Ripple Change
- ☐
- ☐ DVI35

- ☐ Non-UK
- ☐ Fail to Part Time
- ☐
- ☐
- ☐ Download To Level 3

8 Starting Intergreen

**Mode Priority**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ Part Time | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ Emergency Vehicles | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ Hurry Call | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ LRT | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ Priority Vehicle | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ Manual Control | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ Manual Step On | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ Selected FT or VA or CLF | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ UTC | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ MOVA Mode | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☐ CLF (Non-Base Time) | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ CLF (Base Time) | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ Vehicle Actuated | ○ | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| ☑ Fixed Time | ○ | ○ | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ |

**Configuration Complexity**

○ Low ○ Medium ○ High ◉ Maximum

standard46059.8df
Default PROM data file

**Correspondence Monitoring to inc.**

☑ Reds ☑ Ambers
☐ Switched Signs ☐

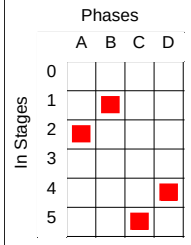
**Flash Rate (ms)**

400 Off 400 On



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Phases in Stages



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Stages in Streams

Stages in Streams

| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| Phase or Stage to revert to in absence of demands/extensions | 1 | 4 | | | | | | |
| Startup Stage | 1 | 4 | | | | | | |
| Switch Off Stage | 1 | 4 | | | | | | |
| Standalone Pedestrian Stages | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

In Stream

| | 0 | 1 | 2 | 3 | 4 | 5 |
|---|---|---|---|---|---|---|
| 0 | ■ | ■ | ■ | | | |
| 1 | | | | ■ | ■ | ■ |



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○ Improved GA Appearance ☐ Manual Output Allocation ☑

| Phase | Title | Type | App. Type | Term. Type | Assoc. Phase | No. of Drive Outputs "R" | "A" | "G" | H/W Fail Flash | Critical Phase |
|---|---|---|---|---|---|---|---|---|---|---|
| A | M1 NORTHBOUND OFF SLIP | 0 - UK Traffic | 0 | 0 - | | 2 | 2 | 2 | | ☐ |
| B | CIRCULATORY Nr M1 NORTHBOUND OFF SLIP | 0 - UK Traffic | 0 | 0 - | | 1 | 1 | 1 | | ☐ |
| C | A52 EASTBOUND | 0 - UK Traffic | 0 | 0 - | | 2 | 2 | 2 | | ☐ |
| D | CIRCULATORY Nr A52 EASTBOUND | 0 - UK Traffic | 0 | 0 - | | 1 | 1 | 1 | | ☐ |

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900 ELV and ST950 ELV Controllers. For other controllers, physical switches or links (etc.), select which aspects flash; these need to be set up manually.

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
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
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Phase Minimums, Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

◉ Phases A to P ○

| Phase | Min Green | Min Ped Cl | Extension | Maximums A | B | C | D | E | F | G | H | Pre-timed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 7 | 0 | 0.0 | 24 | 24 | 24 | 24 | 0 | 0 | 0 | 0 | ☐ |
| B | 7 | 0 | 0.0 | 35 | 35 | 35 | 35 | 0 | 0 | 0 | 0 | ☐ |
| C | 7 | 0 | 0.0 | 24 | 24 | 24 | 24 | 0 | 0 | 0 | 0 | ☐ |
| D | 7 | 0 | 0.0 | 40 | 40 | 40 | 40 | 0 | 0 | 0 | 0 | ☐ |

Note: For Standalone Streams see Help for use of Max Sets.

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ ○ ○ ○ ○ ○ ○

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT,PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

To Phase

| From Phase | A | B | C | D |
|---|---|---|---|---|
| A | | 6 | | |
| B | 6 | | | |
| C | | | | 6 |
| D | | | 5 | |



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Intergreen Handset Limits

HIGH 30

Copy Intergreen Values

To Phase

| From Phase | A | B | C | D |
|---|---|---|---|---|
| A | | 5 | | |
| B | 5 | | | |
| C | | | | 5 |
| D | | | 5 | |

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Phase Timing Handset Ranges

## Phase Timing Handset Ranges

Initialise Min Green Limits

| Phase | Min. Green Min. | Min. Green Max. |
|---|---|---|
| A | 7 | 12 |
| B | 7 | 12 |
| C | 7 | 12 |
| D | 7 | 12 |
| E | | |
| F | | |
| G | | |
| H | | |
| I | | |
| J | | |
| K | | |
| L | | |
| M | | |
| N | | |
| O | | |
| P | | |

| Phase | Min. Green Min. | Min. Green Max. |
|---|---|---|
| Q | | |
| R | | |
| S | | |
| T | | |
| U | | |
| V | | |
| W | | |
| X | | |
| Y | | |
| Z | | |
| A2 | | |
| B2 | | |
| C2 | | |
| D2 | | |
| E2 | | |
| F2 | | |

Max. Green — Min. 0 — Max. 255

Vehicle Extension — Min. 0.0 — Max. 10.0

Phase Delay — Min. 0 — Max. 30

Starting I/G — Min. 4 — Max. 12

Min Pedestrian Clearance (PBT) — Min. 0 — Max. 12

Traffic Phase Leaving — Min. 3.0 — Max. 3.0

Traffic Phase Red/Amber — Min. 2 — Max. 2



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# VA Demand and Extend Definitions

## VA Demand and Extend Definitions

◉ Phases A to P ○

| Phase | Demands (For Unlatched demands precede the name with a #. Conditioning MUST be used to specify unlatched demands.) | | | |
|---|---|---|---|---|
| A | AX3 | AX4 | AX5 | |
| B | BX12 | BX13 | BX14 | |
| C | CX17 | CX18 | CSL19 | CSL20 |
| D | DX21 | DX22 | DX23 | |

| Extensions | | | |
|---|---|---|---|
| AX3 | AX4 | AX5 | |
| BX12 | BX13 | BX14 | |
| CX17 | CX18 | CSL19 | CSL20 |
| DX21 | DX22 | DX23 | |

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Phase Internal/Revertive Demands

## Phase Internal/Revertive Demands

### Start-up Vehicle Responsive Demands

| A | B | C | D | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Demands Inserted When Leaving Manual and Fixed Time Modes

| A | B | C | D | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Unlatched Demands that Start Max Timers

| A | B | C | D | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Revertive Phase Demands

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | B | C | D | | | | | | | | | | | | |

| Q | R | S | T | U | V | W | X | Y | Z | A2 | B2 | C2 | D2 | E2 | F2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | |



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Stage Internal Demands/Pedestrian Window Times

## Stage Internal Demands/Pedestrian Window Times

### Start-up Vehicle Responsive Demands

| 0 | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Demands Inserted When Leaving Manual and Fixed Time Modes

| 0 | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Unlatched Demands that Start Maximum Timers

| 0 | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Window Times

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | | | | | | | | | | |

| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | | | | | | | | | | | | | |

### Exceptional Stages

| 0 | 1 | 2 | 3 | 4 | 5 | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Intergreen Delays

Intergreen Delays

Delays: 0-15

| | Detector Input Name | Losing Phase | Gaining | Maximum Intergreen Delay Period | Delay Description |
|---|---|---|---|---|---|
| 0 | *SCRT15 | C | D | 13 | C TO D |
| 1 | *SCRT15 | D | C | 12 | D TO C |
| 2 | | | | 0 | |
| 3 | | | | 0 | |
| 4 | | | | 0 | |
| 5 | | | | 0 | |
| 6 | | | | 0 | |
| 7 | | | | 0 | |
| 8 | | | | 0 | |
| 9 | | | | 0 | |
| 10 | | | | 0 | |
| 11 | | | | 0 | |
| 12 | | | | 0 | |
| 13 | | | | 0 | |
| 14 | | | | 0 | |
| 15 | | | | 0 | |

Auto Extend To Max

| | |
|---|---|
| Part Time | ☐ |
| Emergency Vehicle | ☐ |
| Hurry Call | ☐ |
| LRT | ☐ |
| Priority | ☐ |
| Manual | ☐ |
| Manual Step On | ☐ |
| UTC | ☐ |
| MOVA | ☐ |
| CLF | ☐ |
| VA | ☐ |
| Fixed Time | ☐ |



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Current Stage | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Next Stage | 1 | 2 | 1 | 4 | 5 | 4 | | |
| Time | 0 | 24 | 35 | 0 | 24 | 40 | | |
| Current Stage | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |

Note:
Fixed Time mode may be used by the Reserve State, therefore, the Stage Moves and Times section should always be configured (unless Linked Fixed Time is selected instead).

Phases Demanded and Extended under Fixed Time to Current Max.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Extend | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

| | Q | R | S | T | U | V | W | X | Y | Z | A2 | B2 | C2 | D2 | E2 | F2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Extend | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# CLF - Plan(s)

CLF - Plan(s)

1 Plan No.

Copy From

Plan Specifics

1 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 24 | 1 | 2 | 16 | | | |
| 1 | 46 | 1 | 1 | 17 | | | |
| 2 | 17 | 1 | 4 | 18 | | | |
| 3 | 57 | 1 | 5 | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# CLF - Plan(s)

CLF - Plan(s)

2 Plan No.

Copy From

Plan Specifics

2 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 24 | 1 | 2 | 16 | | | |
| 1 | 46 | 1 | 1 | 17 | | | |
| 2 | 35 | 1 | 5 | 18 | | | |
| 3 | 55 | 1 | 4 | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# CLF - Plan(s)

CLF - Plan(s)

3 Plan No.

Copy From

Plan Specifics

3 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 24 | 1 | 2 | 16 | | | |
| 1 | 46 | 1 | 1 | 17 | | | |
| 2 | 17 | 1 | 4 | 18 | | | |
| 3 | 57 | 1 | 5 | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# CLF - Plan(s)

CLF - Plan(s)

4 Plan No.

Copy From

Plan Specifics

4 Influence Set

Copy From

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Smooth CLF

Slow 0

Fast 0

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 24 | 1 | 2 | 16 | | | |
| 1 | 46 | 1 | 1 | 17 | | | |
| 2 | 35 | 1 | 5 | 18 | | | |
| 3 | 55 | 1 | 4 | 19 | | | |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences

0 - Go To VA

1 - Immediate Move

2 - Demand Dependent Move

3 - Hold

4 - Prevent Except To

5 - Add Immediate Move

6 - Add Demand Dependent Move

7 - Ignore

8 - Stand Alone Inhibited

9 - Stand Alone Ped Allowed

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# CLF - Base Time

CLF - Base Time

Controller Base Date XX/XX/XX

Controller Base Time 02:00:00

Plan Offset

| | Minutes | Seconds | | Minutes | Seconds |
|---|---|---|---|---|---|
| Plan 0 | 0 | 0 | Plan 8 | 0 | 0 |
| Plan 1 | 0 | 0 | Plan 9 | 0 | 0 |
| Plan 2 | 0 | 0 | Plan 10 | 0 | 0 |
| Plan 3 | 0 | 0 | Plan 11 | 0 | 0 |
| Plan 4 | 0 | 0 | Plan 12 | 0 | 0 |
| Plan 5 | 0 | 0 | Plan 13 | 0 | 0 |
| Plan 6 | 0 | 0 | Plan 14 | 0 | 0 |
| Plan 7 | 0 | 0 | Plan 15 | 0 | 0 |

Handset Range Limits

| | Minutes | Seconds |
|---|---|---|
| Min | 0 | 0 |
| Max | 255 | 59 |

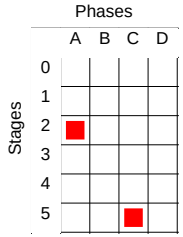


Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# UTC General Data

UTC General Data

Type of UTC

(•) 106 ( ) 316

Integral OTU Address

4 Number of Control Words

4 Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Priority a

Non UTC RTC synchronisation input

RTC Synchronisation Times

Clock Synchronise Time ( UTC TS input )

| Day | Time |
|---|---|
| Time Only | 12:00:00 |

Clock Confirm Time ( UTC RT output )

| Day | Time |
|---|---|
| Saturday | 00:00:00 |



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

| | Bit 1 | Bit 2 | Bit 3 | Bit 4 | Bit 5 | Bit 6 | Bit 7 | Bit 8 |
|---|---|---|---|---|---|---|---|---|
| Word 1 | F1 | #F2 | D2 | DX0 | F4 | #F5 | D5 | DX1 |
| Word 2 | TS | | | | | | | |
| Word 3 | UTCMO0 | | | UTCMO1 | | | | |
| Word 4 | | | | | | | | |

Reply Words

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Word 1 | G1 | G2 | SD2 | DF | G4 | G5 | SD5 | |
| Word 2 | CC | CF | LF1 | LF2 | LF3 | LO | RR | |
| Word 3 | MR0 | ML0 | MF0 | MR1 | ML1 | MF1 | | |
| Word 4 | | | | | | | | |
| Word 5 | | | | | | | | |
| Word 6 | | | | | | | | |
| Word 7 | | | | | | | | |
| Word 8 | | | | | | | | |
| Word 9 | | | | | | | | |
| Word 10 | | | | | | | | |
| Word 11 | | | | | | | | |
| Word 12 | | | | | | | | |
| Word 13 | | | | | | | | |
| Word 14 | | | | | | | | |

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# UTC Phase Demand and Extend Definitions

## UTC Demand and Extend Definitions

◉ Phases A to P ○

### Demands

For Unlatched demands, preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

| Phase | | | | |
|---|---|---|---|---|
| A | DX0 | D2 | | |
| B | DX0 | | | |
| C | DX1 | D5 | | |
| D | DX1 | | | |

### Extensions

| | | | |
|---|---|---|---|
| DX0 | D2 | | |
| DX0 | | | |
| DX1 | D5 | | |
| DX1 | | | |



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# UTC Stage and Mode Data Definitions

## UTC Stage and Mode Data Definitions

| Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit | Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit |
|---|---|---|---|---|---|---|---|
| 0 | | | | 16 | | | |
| 1 | F1 | G1 | | 17 | | | |
| 2 | #F2 | G2 | SD2 | 18 | | | |
| 3 | | | | 19 | | | |
| 4 | F4 | G4 | | 20 | | | |
| 5 | #F5 | G5 | SD5 | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

### Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR ☐

Manual Mode Selected:
☐ G1/G2 ☑ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will 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 |
|---|---|---|---|---|
| 0 | | | | |
| 1 | | | | |
| 2 | ■ | | | |
| 3 | | | | |
| 4 | | | | |
| 5 | | | ■ | |



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# MOVA Stages

MOVA Stages

| Stage | Force Bit | Green Confirm Bit | Stage | Force Bit | Green Confirm Bit |
|---|---|---|---|---|---|
| 0 | | | 16 | | |
| 1 | MOVA0F1 | MOVA0CON1 | 17 | | |
| 2 | MOVA0F2 | MOVA0CON2 | 18 | | |
| 3 | | | 19 | | |
| 4 | MOVA1F1 | MOVA1CON1 | 20 | | |
| 5 | MOVA1F2 | MOVA1CON2 | 21 | | |
| 6 | | | 22 | | |
| 7 | | | 23 | | |
| 8 | | | 24 | | |
| 9 | | | 25 | | |
| 10 | | | 26 | | |
| 11 | | | 27 | | |
| 12 | | | 28 | | |
| 13 | | | 29 | | |
| 14 | | | 30 | | |
| 15 | | | 31 | | |

NOTE: If a MOVA Kernel does not map to the same numbered stream (0-3), refer to the help.

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR/CRB

Manual Mode Selected:
☐ G1/G2 ☑ RR/CRB

No Lamp Power, or Lamps Off due to RLM or Part Time:
☐ G1/G2 ☑ RR/CRB

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR/CRB

RR Button Selected:
☐ G1/G2 ☐ RR/CRB

Report as UTC Mode ☐

MOVA Control Timer: 12

MOVA Deactivate Timer: 2.0

MOVA Release: 1

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# UTC and MOVA Detectors

## UTC and MOVA Detectors

### Detector Mapping

☑ Combined

### Set Selection

○ ○ ○ ○ ○

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | AIN1 | 2 | AIN2 | 3 | AX3 | 4 | AX4 | 5 | AX5 | 6 | ASL6 | 7 | ASL7 | 8 | ASL8 |
| 9 | BIN9 | 10 | BIN10 | 11 | BIN11 | 12 | BX12 | 13 | BX13 | 14 | BX14 | 15 | CIN15 | 16 | CIN16 |
| 17 | CX17 | 18 | CX18 | 19 | CSL19 | 20 | CSL20 | 21 | DX21 | 22 | DX22 | 23 | DX23 | 24 | AR1 |
| 25 | AR2 | 26 | | 27 | | 28 | | 29 | | 30 | | 31 | | 32 | |
| 33 | | 34 | | 35 | | 36 | | 37 | | 38 | | 39 | | 40 | |
| 41 | | 42 | | 43 | | 44 | | 45 | | 46 | | 47 | | 48 | |
| 49 | | 50 | | 51 | | 52 | | 53 | | 54 | | 55 | | 56 | |
| 57 | | 58 | | 59 | | 60 | | 61 | | 62 | | 63 | | 64 | |



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# MTC - Time Switch Parameters

## MTC - Time Switch Parameters

| | Type | Event |
|---|---|---|
| 0 | Alternate Max | MAXSETB |
| 1 | Alternate Max | MAXSETC |
| 2 | Alternate Max | MAXSETD |
| 3 | Alternate DFM | ALTDFMB |
| 4 | Alternate DFM | ALTDFMC |
| 5 | Alternate DFM | ALTDFMD |
| 6 | No Action | |
| 7 | No Action | |
| 8 | No Action | |
| 9 | No Action | |
| 10 | No Action | |
| 11 | No Action | |
| 12 | No Action | |
| 13 | No Action | |
| 14 | No Action | |
| 15 | No Action | |

| | Type | Event |
|---|---|---|
| 16 | No Action | |
| 17 | No Action | |
| 18 | No Action | |
| 19 | No Action | |
| 20 | No Action | |
| 21 | No Action | |
| 22 | No Action | |
| 23 | No Action | |
| 24 | No Action | |
| 25 | No Action | |
| 26 | No Action | |
| 27 | No Action | |
| 28 | No Action | |
| 29 | No Action | |
| 30 | No Action | |
| 31 | No Action | |

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# MTC - Time Switch Parameters Array

Parameters

| Events | 0 | 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 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| MAXSETB | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MAXSETC | | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| MAXSETD | | | | ■ | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ALTDFMB | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ALTDFMC | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| ALTDFMD | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| Unused | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | |



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 | ☑ |

* Selecting Extend to Max on VA mode will also cause Extend to Max on CLF, UTC and Priority modes.

### All Red Timings

| Stream | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| Extension Time | 1.0 | 1.0 | | | | | | |
| Max Time | 4 | 4 | | | | | | |

### Detectors Associated with All Red Extension Units

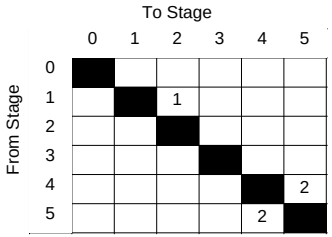
| Unit | Associated Detectors | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| 1 | AR1 | AR2 | | | | | | |
| 2 | Q32A | Q32B | | | | | | |
| 3 | | | | | | | | |
| 4 | | | | | | | | |
| 5 | | | | | | | | |
| 6 | | | | | | | | |
| 7 | | | | | | | | |

The association between detectors and extension units must be performed in special conditioning.



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Extend All Red - Stage To Stage Moves



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Extend All Red - Independent Intergreens

Phase Not Affected by Hold

Phase Terminating

| | A | B | C | D |
|---|---|---|---|---|
| A | ■ | | | |
| B | | ■ | | |
| C | | | ■ | |
| D | | | | ■ |



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Reserve State

Reserve State

| Stream | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| **Entry** | | | | | | | | |
| Go to Switch Off Stage | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Timeout (seconds) — Part Time on App Failure or Timeout | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| **Limited Time** | | | | | | | | |
| Timeout (seconds) — Fixed Time | ◉ | ◉ | ◉ | ◉ | ◉ | ◉ | ◉ | ◉ |
| Part Time | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Hold Stage | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| **After Timeout** | | | | | | | | |
| Fixed Time | ◉ | ◉ | ◉ | ◉ | ◉ | ◉ | ◉ | ◉ |
| Part Time | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Hold Stage | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |

Global Settings

☑ Use Defaults

☐

Timeouts

0 = Use Firmware default

# Special Conditioning

```
; MANUAL PANEL
; ============

IFT TRUE.NOT(SCRT0) THN                        ; CONTROLLER POWERED UP STARTS FLASH TIMER
    TRUE=SCRT0
    RUN<30>
END
IFT CNDTER30 THN                               ; TIMER EXPIRED STARTS TIMER
    RUN<31>
END
IFT CNDTER31 THN
    RUN<30>
END
IFT (MODE0 EQL<16>).(MODE1 EQL<16>) THN        ; BOTH STREAMS RUNNING MOVA LIGHT (STATIC ON) AUX 1 LED
    TRUE=MIL22
ELS
    FALSE=MIL22
    IFT ((MODE0 EQL<16>)+(MODE1 EQL<16>)) THN ; ONLY 1 STREAM RUNNING MOVA FLASH AUX 1 LED
        CNDTMA31=MIL22
    END
END

MOVAEAST=MIL23                                  ; INPUT FROM WEST CONTROLLER - BOTH STREAMS RUNNING MOVA
                                                ; LIGHT (STATIC ON) AUX 2 LED

(MODE0 EQL<6>).(MODE1 EQL<6>)=MIL17             ; BOTH STREAMS RUNNING UTC LIGHT H/P LED


; ADDITIONAL DETECTORS
; ====================

ASL6=+LCPHA
ASL6_ext:=+EXOA
        *=+EXCA
ASL7=+LCPHA
ASL7_ext:=+EXOA
        *=+EXCA
ASL8=+LCPHA
ASL8_ext:=+EXOA
        *=+EXCA


; EXTEND ALL RED
; ==============

(AR1+AR2)=IGEO1           ; AR1 OR AR2 EXTEND ALL RED A to B AND B to A
(AR1'+AR2')=IGEC1


; INTERGREEN DELAY
; ================

CCTO0=SCRT15              ; Q31 AFTER THE CALL DELAY RUN INTERGREEN DELAY (C to D AND D to C)


(CCTO1+CCTO2)=IGEO2       ; Q32A/B AFTER THEIR CALL DELAYS EXTEND ALL RED C to D AND D to C


; MOVA INPUTS
; ===========

(AQ30A+AQ30B)=MOVADET30   ; AQ30A/B RAW INPUTS TO MOVADET30
Q31=MOVADET31             ; Q31 RAW INPUT TO MOVADET31
(Q32A+Q32B)=MOVADET32     ; Q32A or B RAW INPUTS INTO MOVADET32
```



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Special Conditioning

```
; Inhibit MOVA on stream 0 when UTC comms active and MO bit is 0
; NB: Requires mapping of TC to port csi.cond.out.1 bit 1
;       (conditioning bit ESPRX0) on the I/O Mapping Web Page

; CFF1000=1  Simulate UTC Comms (ESPRX0)            ; CFF20=1 REMOVES THE REQUIREMENT FOR MO
; ============================================================================================

IFT NOT(CFF1000+ESPRX0) THN                         ; UTMC NOT ONLINE, RESTART DELAY (28)
    RUN<28>                                         ; TIMER 1 SET TO 3 SECONDS - UTC COMMS DELAY
END
(CFF1000+ESPRX0).NOT(UTCMO0+CNDTMA28+CFF20)=DISMOVA0 ; UTMC ONLINE, MO INACTIVE AND DELAY OVER DISABLE MOVA
NOT(UTCMO0)=MR0                                     ; MO0 control bit active sets MR0 reply.
NOT(MODE0 EQL<16>)=ML0                              ; MOVA mode running on stream 0 sets ML0 reply.
NOT(MOVA0MF)=MF0                                    ; MOVA error count higher than 20 sets MF0 reply.

IFT NOT(CFF1001+ESPRX1) THN                         ; UTMC NOT ONLINE, RESTART DELAY (29)
    RUN<29>                                         ; TIMER 1 SET TO 3 SECONDS - UTC COMMS DELAY
END
(CFF1001+ESPRX1).NOT(UTCMO1+CNDTMA29+CFF21)=DISMOVA1 ; UTMC ONLINE, MO INACTIVE AND DELAY OVER DISABLE MOVA
NOT(UTCMO1)=MR1                                     ; MO1 control bit active sets MR1 reply.
NOT(MODE1 EQL<16>)=ML1                              ; MOVA mode running on stream 1 sets ML1 reply.
NOT(MOVA1MF)=MF1                                    ; MOVA error count higher than 20 sets MF1 reply.


; UTC REPLY BITS
; ==============

NOT(FLFCOM)=CF                                      ; ANY CONTROLLER FAULT REPLY CF (NOT LF or DF)
NOT(FLF55)=LF1                                      ; ANY LAMP FAILURE REPLY LF1
NOT(LMP1RED0+LMP1RED1)=LF2                          ; FIRST RED FAILURE REPLY LF2
NOT(LMP2RED0+LMP2RED1)=LF3                          ; SECOND RED FAILURE REPLY LF3
LMPON.SWLMPS.NOT(FLF17)=LO                          ; LAMPS OFF REPLY LO
```

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Special Conditioning

```
; MOVA LINKING
; ============

(MODE0 EQL<16>).(MODE1 EQL<16>)=MOVAWEST

; STREAM 0 OUTPUTS
; ================

MOVA0OUT0=WST0OUT0
MOVA0OUT1=WST0OUT1
MOVA0OUT2=WST0OUT2
MOVA0OUT3=WST0OUT3
MOVA0OUT4=MOVADET56
MOVA0OUT5=MOVADET55
MOVA0OUT6=MOVADET54
MOVA0OUT7=MOVADET53

; STREAM 1 OUTPUTS
; ================

MOVA1OUT0=WST1OUT0
MOVA1OUT1=WST1OUT1
MOVA1OUT2=WST1OUT2
MOVA1OUT3=WST1OUT3
MOVA1OUT4=MOVADET52
MOVA1OUT5=MOVADET51
MOVA1OUT6=MOVADET50
MOVA1OUT7=MOVADET49

; WEST CONTROLLER INPUTS
; ======================

EST0OUT0=MOVADET64
EST0OUT1=MOVADET63
EST0OUT2=MOVADET62
EST0OUT3=MOVADET61
EST1OUT0=MOVADET60
EST1OUT1=MOVADET59
EST1OUT2=MOVADET58
EST1OUT3=MOVADET57
```



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

| No | Value | Min | Max | 200ms | Description | No | Value | Min | Max | 200ms | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | | 0 | 255 | ☐ | | 16 | | 0 | 255 | ☐ | |
| 1 | | 0 | 255 | ☐ | | 17 | | 0 | 255 | ☐ | |
| 2 | | 0 | 255 | ☐ | | 18 | | 0 | 255 | ☐ | |
| 3 | | 0 | 255 | ☐ | | 19 | | 0 | 255 | ☐ | |
| 4 | | 0 | 255 | ☐ | | 20 | | 0 | 255 | ☐ | |
| 5 | | 0 | 255 | ☐ | | 21 | | 0 | 255 | ☐ | |
| 6 | | 0 | 255 | ☐ | | 22 | | 0 | 255 | ☐ | |
| 7 | | 0 | 255 | ☐ | | 23 | | 0 | 255 | ☐ | |
| 8 | | 0 | 255 | ☐ | | 24 | | 0 | 255 | ☐ | |
| 9 | | 0 | 255 | ☐ | | 25 | | 0 | 255 | ☐ | |
| 10 | | 0 | 255 | ☐ | | 26 | | 0 | 255 | ☐ | |
| 11 | | 0 | 255 | ☐ | | 27 | | 0 | 255 | ☐ | |
| 12 | | 0 | 255 | ☐ | | 28 | 3 | 1 | 5 | ☐ | UTC COMMS FAIL DELAY ST0 |
| 13 | | 0 | 255 | ☐ | | 29 | 3 | 1 | 5 | ☐ | UTC COMMS FAIL DELAY ST1 |
| 14 | | 0 | 255 | ☐ | | 30 | 1 | 1 | 1 | ☐ | MOVA ON FLASH LED |
| 15 | | 0 | 255 | ☐ | | 31 | 1 | 1 | 1 | ☐ | MOVA OFF FLASH LED |

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Fault Log Flags

Fault Log Flags

| Fault No | Cond Flag | Act Flag | Fault No | Cond Flag | Act Flag | Fault No | Cond Flag | Act Flag | Fault No | Cond Flag | Act Flag |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | ☑ | ☐ | 16 | ☑ | ☐ | 32 | ☑ | ☐ | 48 | ☑ | ☐ |
| 1 | ☑ | ☐ | 17 | ☑ | ☐ | 33 | ☑ | ☐ | 49 | ☑ | ☐ |
| 2 | ☑ | ☐ | 18 | ☑ | ☐ | 34 | ☑ | ☐ | 50 | ☑ | ☐ |
| 3 | ☑ | ☐ | 19 | ☑ | ☐ | 35 | ☑ | ☐ | 51 | ☑ | ☐ |
| 4 | ☑ | ☐ | 20 | ☑ | ☐ | 36 | ☑ | ☐ | 52 | ☑ | ☐ |
| 5 | ☑ | ☐ | 21 | ☑ | ☐ | 37 | ☑ | ☐ | 53 | ☑ | ☐ |
| 6 | ☑ | ☐ | 22 | ☐ | ☐ | 38 | ☑ | ☐ | 54 | ☑ | ☐ |
| 7 | ☑ | ☐ | 23 | ☑ | ☐ | 39 | ☑ | ☐ | 55 | ☐ | ☐ |
| 8 | ☑ | ☐ | 24 | ☑ | ☐ | 40 | ☑ | ☐ | 56 | ☑ | ☐ |
| 9 | ☑ | ☐ | 25 | ☑ | ☐ | 41 | ☑ | ☐ | 57 | ☑ | ☐ |
| 10 | ☑ | ☐ | 26 | ☑ | ☐ | 42 | ☑ | ☐ | 58 | ☑ | ☐ |
| 11 | ☑ | ☐ | 27 | ☑ | ☐ | 43 | ☑ | ☐ | 59 | ☑ | ☐ |
| 12 | ☐ | ☐ | 28 | ☑ | ☐ | 44 | ☑ | ☐ | 60 | ☑ | ☐ |
| 13 | ☑ | ☐ | 29 | ☑ | ☐ | 45 | ☑ | ☐ | 61 | ☑ | ☐ |
| 14 | ☑ | ☐ | 30 | ☑ | ☐ | 46 | ☑ | ☐ | 62 | ☑ | ☐ |
| 15 | ☑ | ☐ | 31 | ☑ | ☐ | 47 | ☑ | ☐ | 63 | ☑ | ☐ |

Note:

Cond Flag -
If a fault occurs which sets a fault log flag that has been checked for this Cond flag option then a flag will be set that can be read in Conditioning.

Act Flag -
If a fault occurs which sets a fault log flag that has been checked for this Act flag option then firstly the lamps will be switched OFF and secondly a flag will be set that can be read in conditioning, to allow any further actions required to be performed by conditioning.

Clearance of Special ( ☐



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Special Instructions

EPR579

| Card Type | Rack Posn | Addr. | Port | Type | Line | Term Posn |
|---|---|---|---|---|---|---|
| Intelligent Backplane 16/0 | Rack | 01 | 0 | I | 000 - 007 | 2 LT1 |
| Intelligent Backplane 16/0 | Rack | 01 | 1 | I | 008 - 015 | 2 LT1 |
| Intelligent Backplane 16/0 | Rack | 02 | 2 | I | 016 - 023 | 2 LT2 |
| Intelligent Backplane 16/0 | Rack | 02 | 3 | I | 024 - 031 | 2 LT2 |
| Serial IO 24/16 | 1 I/O1 | 03 | 4 | I | 032 - 039 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 5 | I | 040 - 047 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 6 | I | 048 - 055 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 7 | O | 056 - 063 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 8 | O | 064 - 071 | 1 I/O1 |
| CPU | A | | | | | |

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Special Instructions

ST950 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

| ITEM | DRAWING NUMBER | DESCRIPTION | QTY | TOT | REMARKS |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | 667/1/45950/020 | ST950ELV CAB UK 20A 1LSLS GRY | 1 | | |
| 3 | 667/1/45950/040 | ST950ELV CAB UK 40A 1LSLS GRY | | | |
| 4 | 667/1/45950/021 | ST950ELV CAB UK 20A 1LSLS BLK | | | |
| 5 | 667/1/45950/041 | ST950ELV CAB UK 40A 1LSLS BLK | | | |
| 6 | 667/1/45950/520 | ST950ELV CAB UK 20A 1LSLS LOW INRUSH GRY | | | |
| 7 | 667/1/45950/521 | ST950ELV CAB UK 20A 1LSLS LOW INRUSH BLK | | | |
| 8 | | | | | |
| 9 | 667/1/32943/001 | ELV Lamp switch (LSLS) kit | | | |
| 10 | 667/1/32960/001 | ELV Lamp switch (LSLS) backplane kit | | | |
| 11 | 667/1/46085/002 | I/O card kit (4 outputs) | | | |
| 12 | 667/1/46085/001 | I/O card kit (16 outputs) | 1 | | |
| 13 | 667/1/46015/001 | ST950 CPU I/O kit (4 outputs) | | | |
| 14 | 667/1/45952/001 | ST950 CPU I/O kit (4 outputs) cableform | | | |
| 15 | | | | | |
| 16 | | | | | |
| 17 | | | | | |
| 18 | 667/1/32910/950 | Intelligent detector backplane kit | 2 | | |
| 19 | 667/1/33002/000 | ELV detector 6U rack expansion kit | | | |
| 20 | 667/1/33074/000 | ST900 ELV 24 V detector supply Kit (6A) | | | |
| 21 | 667/1/20690/001 | 19" Detector Rack | | | |
| 22 | | | | | |
| 23 | 667/1/32980/040 | ELV 20A to 40A upgrade kit | | | |
| 24 | | | | | |
| 25 | | | | | |
| 26 | 667/1/33070/000 | ELV Regulatory Sign expansion kit | | | |
| 27 | 667/1/32955/000 | ELV Audible supply kit | | | |
| 28 | 667/1/27117/000 | ST900 300mA RCD kit | | | |
| 29 | | | | | |
| 30 | 667/1/32900/001 | Expansion cabinet kit - Black | | | |
| 31 | 667/1/32900/000 | Expansion cabinet kit - Grey | | | |
| 32 | 667/1/33072/000 | Cabinet mounted cut-out connection kit | | | |
| 33 | 667/1/33007/000 | LSLS Expansion cabinet kit | | | |
| 34 | | | | | |
| 35 | | | | | |
| 36 | 667/1/27056/001 | Manual Panel Full kit | | | |
| 37 | 667/1/27110/000 | Manual Panel RS232 kit | | | |
| 38 | | | | | |
| 39 | | | | | |
| 40 | | | | | |

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Special Instructions

ST950 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

| ITEM | DRAWING NUMBER | DESCRIPTION | QTY | TOT | REMARKS |
|---|---|---|---|---|---|
| 41 | | | | | |
| 42 | 667/1/45990/000 | ST950ELV CUCKOO KIT - T400L | | | |
| 43 | 667/1/45991/000 | ST950ELV CUCKOO KIT - ST800 | | | |
| 44 | 667/1/45992/000 | ST950ELV CUCKOO KIT - MICROSENSE MTC | | | |
| 45 | 667/1/45993/000 | ST950ELV CUCKOO KIT - MICROSENSE SENTNL | | | |
| 46 | 667/1/45994/000 | ST950ELV CUCKOO KIT - PEEK TSC3 | | | |
| 47 | 667/1/45995/000 | ST950ELV CUCKOO KIT - PEEK TRX | | | |
| 48 | | | | | |
| 49 | | | | | |
| 50 | | | | | |
| 51 | | | | | |
| 52 | 667/1/33073/000 | ST900 Isolator locking kit | | | |
| 53 | 667/2/20234/000 | Screw Lock Key | | | |
| 54 | | | | | |
| 55 | | | | | |
| 56 | 667/1/27104/000 | ST800 / ST900 DFM Lens Kit | | | |
| 57 | 667/7/46690/000 | NAL CONTROLLER CABINET BASE GREY | | | |
| 58 | 667/7/46690/001 | NAL CONTROLLER CABINET BASE BLACK | | | |
| 59 | 667/2/27096/000 | ST800 / ST900 Mounting Stool | | | |
| 60 | | | | | |
| 61 | | | | | |
| 62 | 667/1/26271/000 | Telephone Kit (Lightning protection) | | | |
| 63 | 667/1/27118/000 | Surge Arrester (Lightning protection) | | | |
| 64 | | | | | |
| 65 | 667/1/45950/120 | ST950 ELV Cabinet Export 20A 1 LSLS - Grey | | | |
| 66 | 667/1/45950/140 | ST950 ELV Cabinet Export 40A 1 LSLS - Grey | | | |
| 67 | 667/1/45950/951 | ST950 ELV RACK 19" 1LSLS | | | |
| 68 | 667/1/32945/000 | ST900 ELV additional LSLS rack wiring kit | | | |
| 69 | | | | | |
| 70 | 667/1/45980/000 | ST900 ELV to ST950 ELV conversion kit | | | |
| 71 | 667/1/27056/300 | Manual Panel Signals off only | | | |
| 72 | 667/1/45966/001 | Temporary USB Wi-Fi Dongle | | | |
| 73 | 667/1/45970/000 | ST950 RTC backup battery | | | |
| 74 | 667/1/33080/100 | Mains kit (ST950ELV) - No maint sockets | | | |
| 75 | 667/1/31625/019 | 2U 19" UTMC communications tray | | | |
| 76 | 667/6/46680/000 | Anti graffiti coating | | | |
| 77 | 667/1/33080/000 | Mains kit (ST950ELV) | | | |
| 78 | 667/1/33075/000 | ELV 24V detector supply kit (2A) | | | |
| 79 | 667/1/27018/950 | GPS Clock Kit | | | |
| 80 | | | | | |

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Special Instructions

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT1 = DETECTOR BACKPLANE ADDRESS: 01

| LOOP DESIGNATION AND CONNECTIONS | | | | | | | |
|---|---|---|---|---|---|---|---|
| DET CARD A | | DET CARD B | | DET CARD C | | DET CARD D | |
| No. | LOOP ID | No. | LOOP ID | No. | LOOP ID | No. | LOOP ID |
| 1 | AQ30A | 1 | AX3 | 1 | ASL6 | 1 | BIN9 |
| 2 | AQ30B | 2 | AX4 | 2 | ASL7 | 2 | BIN10 |
| 3 | AIN1 | 3 | AX5 | 3 | ASL8 | 3 | BIN11 |
| 4 | AIN2 | 4 | SPARE1 | 4 | SPARE2 | 4 | SPARE3 |

[Template - Internal Detectors.txt Issue 1.0]

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT2 = DETECTOR BACKPLANE ADDRESS: 02

| LOOP DESIGNATION AND CONNECTIONS | | | | | | | |
|---|---|---|---|---|---|---|---|
| DET CARD A | | DET CARD B | | DET CARD C | | DET CARD D | |
| No. | LOOP ID | No. | LOOP ID | No. | LOOP ID | No. | LOOP ID |
| 1 | BX12 | 1 | AR1 | 1 | DX24 | 1 | |
| 2 | BX13 | 2 | AR2 | 2 | DX25 | 2 | |
| 3 | BX14 | 3 | SPARE5 | 3 | DX26 | 3 | |
| 4 | SPARE4 | 4 | SPARE6 | 4 | SPARE7 | 4 | |

[Template - Internal Detectors.txt Issue 1.0]



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Special Instructions

THE BELOW DETECTORS ARE IN THE MEC AND ARE HERE FOR INFO ONLY

******** THE NEXT FOUR PACKS ARE LOCATED IN THE MEC **********

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 1)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

| SIGNAL | WIRE COLOUR | SUPPLY TERMINALS FROM 24v TX | BACKPLANE No.1 TERMINALS |
|---|---|---|---|
| 24 VOLTS | BLUE/WHITE | 24V A/C | 23 |
| 0 VOLTS | BLUE/ORANGE | 24V A/C | 24 |
| SCREEN | PINK | COMMON | 22 |
| COMMON | WHITE | COMMON | 18 |

| LOOP No. | LOOP DESIGNATION | INTERMEDIATE TERMINALS | | WIRE COLOUR | BACKPLANE TERMINALS |
|---|---|---|---|---|---|
| 1 | CIN15 | TBH 1 & | TBH 2 | GREEN | 1 & 2 |
| 2 | CIN16 | TBH 3 & | TBH 4 | BLUE | 3 & 4 |
| 3 | CX17 | TBH 5 & | TBH 6 | ORANGE | 5 & 6 |
| 4 | CX18 | TBH 7 & | TBH 8 | BROWN | 7 & 8 |

THIS DETECTOR PACK HAS BEEN INSTALLED IN MEC 1

DETECTOR OUTPUTS

| DETECTOR No. | BACKPLANE TERMINALS | COLOUR | MEC TERMINALS |
|---|---|---|---|
| 1 | 10 | BLUE | TBA 1 |
| 2 | 12 | GREEN | TBA 2 |
| 3 | 14 | ORANGE | TBA 3 |
| 4 | 16 | YELLOW | TBA 4 |

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the inter-mediate wiring.

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 2)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

| SIGNAL | WIRE COLOUR | BACKPLANE NO.1 TERMINALS | BACKPLANE No.2 TERMINALS |
|---|---|---|---|
| 24 VOLTS | BLUE/WHITE | 23 | 23 |
| 0 VOLTS | BLUE/ORANGE | 24 | 24 |
| SCREEN | PINK | 22 | 22 |
| COMMON | WHITE | 18 | 18 |

| LOOP No. | LOOP DESIGNATION | INTERMEDIATE TERMINALS | WIRE COLOUR | BACKPLANE TERMINALS |
|---|---|---|---|---|
| 1 | CSL19 | TBH 9 & TBH 10 | SLATE | 1 & 2 |
| 2 | CSL20 | TBH 11& TBH 12 | BLUE/WHITE | 3 & 4 |
| 3 | Q32A | TBJ 1 & TBJ 2 | GREEN | 5 & 6 |
| 4 | Q32B | TBJ 3 & TBJ 4 | BLUE | 7 & 8 |

THIS DETECTOR PACK HAS BEEN INSTALLED IN MEC 1

DETECTOR OUTPUTS

| DETECTOR No. | BACKPLANE TERMINALS | COLOUR | MEC TERMINALS |
|---|---|---|---|
| 1 | 10 | BLUE | TBA 5 |
| 2 | 12 | GREEN | TBA 6 |
| 3 | 14 | ORANGE | TBA 7 |
| 4 | 16 | YELLOW | TBA 8 |

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the inter-mediate wiring.

[Template - Internal intermediate Detectors.txt iss 1.0]



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Special Instructions

SIEMENS SINGLE INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET (BACKPLANE 3)

CONNECTIONS MADE USING CABLEFORM 667/1/03887/002
UNUSED WIRE ENDS MUST BE TIED BACK AND INSULATED

DETECTOR RACK POWER CONNECTIONS

| SIGNAL | WIRE COLOUR | BACKPLANE NO.2 TERMINALS | BACKPLANE No.3 TERMINALS |
|---|---|---|---|
| 24 VOLTS | BLUE/WHITE | 23 | 23 |
| 0 VOLTS | BLUE/ORANGE | 24 | 24 |
| SCREEN | PINK | 22 | 22 |
| COMMON | WHITE | 18 | 18 |

| LOOP No. | LOOP DESIGNATION | INTERMEDIATE TERMINALS | WIRE COLOUR | BACKPLANE TERMINALS |
|---|---|---|---|---|
| 1 | Q31 | TBJ 5 & TBJ 6 | ORANGE | 1 & 2 |
| 2 | | TBJ 7 & TBJ 8 | BROWN | 3 & 4 |
| 3 | | TBJ 9 & TBJ 10 | SLATE | 5 & 6 |
| 4 | | TBJ 11& TBJ 12 | BLUE/WHITE | 7 & 8 |

THIS DETECTOR PACK HAS BEEN INSTALLED IN MEC 1

DETECTOR OUTPUTS

| DETECTOR No. | BACKPLANE TERMINALS | COLOUR | MEC TERMINALS |
|---|---|---|---|
| 1 | 10 | BLUE | TBA 9 |
| 2 | 12 | GREEN | TBA 10 |
| 3 | 14 | ORANGE | TBA 11 |
| 4 | 16 | YELLOW | TBA 12 |

Note 1 If more than one backplane power Linking between B/Planes to be made using the Red, Black Pink and White from 667/1/03887/002

Note 2 Use the detector termination kit (667/1/15854/000) to do the intermediate wiring.

Note 3 Ensure that the correct colour wires are used for the inter-kit (667/1/15854/000) to do the intermediate wiring.

[Template - Internal intermediate Detectors.txt iss 1.0]

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Call Cancel

## Call Cancel

| Unit No. | Input Name | Call Delay | Cancel Delay | Phase Demanded (Unlatched Demand) |
|---|---|---|---|---|
| 0 | Q31 | 20 | 2 | |
| 1 | Q32A | 6 | 3 | |
| 2 | Q32B | 6 | 3 | |
| 3 | | 0 | 0 | |
| 4 | | 0 | 0 | |
| 5 | | 0 | 0 | |
| 6 | | 0 | 0 | |
| 7 | | 0 | 0 | |



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Inputs and Outputs

## Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type — Port: 0 — Inputs / Outputs / Inputs & Outputs

Card Type & Address — Intelligent Backplane 16/0, Card Address: 1

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Count | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By: Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 0 | 0 | I | AQ30A | ☑ | ☑ | ☐ | ☐ | ☐ | ☑ | I | 1 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A1 |
| ○ | 1 | 1 | I | AQ30B | ☑ | ☑ | ☐ | ☐ | ☐ | ☑ | I | 1 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A2 |
| ○ | 2 | 2 | I | AIN1 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A3 |
| ○ | 3 | 3 | I | AIN2 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A4 |
| ○ | 4 | 4 | I | AX3 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B1 |
| ○ | 5 | 5 | I | AX4 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B2 |
| ○ | 6 | 6 | I | AX5 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B3 |
| ○ | 7 | 7 | I | SPARE1 | ☑ | ☑ | ☐ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 1

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Count | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 8 | 0 | I | ASL6 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C1 |
| ○ | 9 | 1 | I | ASL7 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C2 |
| ○ | 10 | 2 | I | ASL8 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C3 |
| ○ | 11 | 3 | I | SPARE2 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C4 |
| ○ | 12 | 4 | I | BIN9 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D1 |
| ○ | 13 | 5 | I | BIN10 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D2 |
| ○ | 14 | 6 | I | BIN11 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D3 |
| ○ | 15 | 7 | I | SPARE3 | ☑ | ☑ | ☐ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 2

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 2

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Count | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 16 | 0 | I | BX12 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 3.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A1 |
| ○ | 17 | 1 | I | BX13 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 3.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A2 |
| ○ | 18 | 2 | I | BX14 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 3.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A3 |
| ○ | 19 | 3 | I | SPARE4 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A4 |
| ○ | 20 | 4 | I | AR1 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | I | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | 2 LT2 | B1 |
| ○ | 21 | 5 | I | AR2 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | I | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | 2 LT2 | B2 |
| ○ | 22 | 6 | I | SPARE5 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | B3 |
| ○ | 23 | 7 | I | SPARE6 | ☑ | ☑ | ☐ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | B4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 3

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 2

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Count | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Terminal No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 24 | 0 | I | DX21 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | C1 |
| ○ | 25 | 1 | I | DX22 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | C2 |
| ○ | 26 | 2 | I | DX23 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | A | 0 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | C3 |
| ○ | 27 | 3 | I | SPARE7 | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | C4 |
| ○ | 28 | 4 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | D1 |
| ○ | 29 | 5 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | D2 |
| ○ | 30 | 6 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | D3 |
| ○ | 31 | 7 | I | | ☐ | ☐ | ☐ | ☐ | | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | D4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port: 4

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Count | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 32 | 0 | I | CIN15 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-0 |
| ○ | 33 | 1 | I | CIN16 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-1 |
| ○ | 34 | 2 | I | CX17 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | A | 0 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-2 |
| ○ | 35 | 3 | I | CX18 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | A | 0 | 4.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-3 |
| ○ | 36 | 4 | I | CSL19 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-4 |
| ○ | 37 | 5 | I | CSL20 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-5 |
| ○ | 38 | 6 | I | Q32A | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | I | 1 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☑ | ☐ | ☐ | 1I/O1 | I-6 |
| ○ | 39 | 7 | I | Q32B | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | I | 1 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☑ | ☐ | ☐ | 1I/O1 | I-7 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 5
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Count | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 40 | 0 | I | Q31 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | I | 1 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ | 1I/O1 | I-8 |
| ○ | 41 | 1 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-9 |
| ○ | 42 | 2 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-10 |
| ○ | 43 | 3 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-11 |
| ○ | 44 | 4 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-12 |
| ○ | 45 | 5 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-13 |
| ○ | 46 | 6 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-14 |
| ○ | 47 | 7 | I | MOVAEAST | ☑ | ☐ | ☐ | ☐ | | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-15 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 6
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Count | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 48 | 0 | I | EST0OUT0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-16 |
| ○ | 49 | 1 | I | EST0OUT1 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-17 |
| ○ | 50 | 2 | I | EST0OUT2 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-18 |
| ○ | 51 | 3 | I | EST0OUT3 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-19 |
| ○ | 52 | 4 | I | EST1OUT0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-20 |
| ○ | 53 | 5 | I | EST1OUT1 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-21 |
| ○ | 54 | 6 | I | EST1OUT2 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-22 |
| ○ | 55 | 7 | I | EST1OUT3 | ☑ | ☐ | ☐ | ☐ | | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | I-23 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 7
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Count | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 56 | 0 | O | WST0OUT0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-0 |
| ○ | 57 | 1 | O | WST0OUT1 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-1 |
| ○ | 58 | 2 | O | WST0OUT2 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-2 |
| ○ | 59 | 3 | O | WST0OUT3 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-3 |
| ○ | 60 | 4 | O | WST1OUT0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-4 |
| ○ | 61 | 5 | O | WST1OUT1 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-5 |
| ○ | 62 | 6 | O | WST1OUT2 | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-6 |
| ○ | 63 | 7 | O | WST1OUT3 | ☑ | ☐ | ☐ | ☐ | | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-7 |

Add | Delete | Move | Clear Used By | Move to/from backplane
Manual Map Optimisation



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 8
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Count | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | IG | UD | LRT | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 64 | 0 | O | MOVAWEST | ☑ | ☐ | ☐ | ☐ | ☐ | ☑ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-8 |
| ○ | 65 | 1 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-9 |
| ○ | 66 | 2 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-10 |
| ○ | 67 | 3 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-11 |
| ○ | 68 | 4 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-12 |
| ○ | 69 | 5 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-13 |
| ○ | 70 | 6 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-14 |
| ○ | 71 | 7 | O | | ☐ | ☐ | ☐ | ☐ | | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | O-15 |

Add | Delete | Move | Clear Used By | Move to/from backplane
Manual Map Optimisation

Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# Aspect Drives (ELV Controllers)

## Aspect Drives (ELV Controllers)

☐ Card Reversed

HPU Connection 1

### Aspect Drive Configuration for LSLS 1 of 1 cards (Cabinet 1)

| Output | Phase | Aspect | Use | Output | Phase | Aspect | Use |
|---|---|---|---|---|---|---|---|
| 32 | A | Red | Phase | 16 | D | Amber | Phase |
| 31 | A | Red | Phase | 15 | D | Green | Phase |
| 30 | A | Amber | Phase | 14 | N/A | N/A | N/A |
| 29 | A | Amber | Phase | 13 | N/A | N/A | N/A |
| 28 | A | Green | Phase | 12 | N/A | N/A | N/A |
| 27 | A | Green | Phase | 11 | N/A | N/A | N/A |
| 26 | B | Red | Phase | 10 | N/A | N/A | N/A |
| 25 | B | Amber | Phase | 9 | N/A | N/A | N/A |
| 24 | B | Green | Phase | 8 | N/A | N/A | N/A |
| 23 | C | Red | Phase | 7 | N/A | N/A | N/A |
| 22 | C | Red | Phase | 6 | N/A | N/A | N/A |
| 21 | C | Amber | Phase | 5 | N/A | N/A | N/A |
| 20 | C | Amber | Phase | 4 | N/A | N/A | N/A |
| 19 | C | Green | Phase | 3 | N/A | N/A | N/A |
| 18 | C | Green | Phase | 2 | N/A | N/A | N/A |
| 17 | D | Red | Phase | 1 | N/A | N/A | N/A |



Works Order :
EM Number : EPR579
Engineer : P M ROUSE
Intersection : M1 J25 WEST CONTROLLER 2 SCN - 7301

# I/O - DFM Group Timings

## I/O - DFM Group Timings

| Input Group | State | SET A | SET | SET | SET |
|---|---|---|---|---|---|
| Group 0 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 1 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | | | | |
| Group 2 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 3 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 4 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 5 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 6 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 7 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (A to D)

### Handset Limiting Values

| State | Min | Max |
|---|---|---|
| Active (Mins) | 0 | 254 |
| InActive (Hrs) | 0 | 254 |

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## Key

- A — Three Aspect Primary with phase letter.
- A — Three Aspect Secondary with phase letter.
- A — Three Aspect Primary with ahead arrow in place of the full green aspect and phase letter.
- A — Three Aspect Primary with right turn arrow in place of the full green aspect and phase letter.
- Push button unit.
- * — Pedestrian tactile signal fitted in push button unit.
- C — Toucan Nearside signal with separate push button unit.
- BX — Chevron loop with detector name.
- AX — MOVA loop with detector name.
- C C1 — Count loop with detector name.
- ONXH — On-crossing detector with detector name.
- KERB — Kerbside detector with detector name.
- PE — Photo-electric cell.
- 4m Pole.
- 4.3m Swan Neck Pole.
- 4m Pole with brackets suitable for 2 signal heads.
- 2m Short Pole.
- C — Traffic Signal Controller.
- Electricity mini feeder pillar.
- 1 — Pole numbers.
- Pole retention socket.
- Type 2 duct chamber (1200mm x 600mm).
- Type 3 duct chamber (600mm x 600mm).
- Type 4 duct chamber (450mm x 450mm).
- 1 x 50mm duct.
- 1 — 1 x 100mm duct.
- 2 — 2 x 100mm duct.
- 4 — 4 x 100mm duct.
- 6 — 6 x 100mm duct.
- Pedestrian Guard Rail.
- RTS(PR) — Proposed traffic signals LV supply.

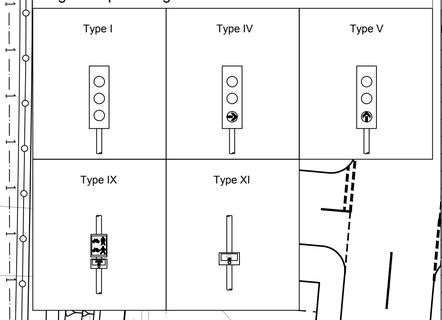
P7

FOR CONTINUATION SEE AREA B16 - SHEET 2

### Detector Schedule

| Label | Asset ID | Distance from Stop line (m) | Label | Asset ID | Distance from Stop line (m) |
|---|---|---|---|---|---|
| A11IN | RDL-16 | 75 | D8X | RDL-22 | 35 |
| A12IN | RDL-15 | 75 | D26STOP | RDL-21 | 3 |
| A1X | RDL-18 | 40 | D27STOP | RDL-20 | 3 |
| A2X | RDL-17 | 40 | D28STOP | RDL-19 | 3 |
| B13IN | RDL-29 | 80 | ONXE1 | - | Mounted on pole 12 |
| B14IN | RDL-30 | 80 | ONXE2 | - | Mounted on pole 15 |
| B3X | RDL-26 | 40 | KERBE12 | - | Mounted on pole 12 |
| B4X | RDL-27 | 40 | KERBE15 | - | Mounted on pole 15 |
| C5X | RDL-28 | 40 | ONXH1 | - | Mounted on pole 24 |
| C25STOP | RDL-25 | 3 | ONXH2 | - | Mounted on pole 27 |
| D6X | RDL-24 | 35 | ONXJ1 | - | Mounted on pole 8 |
| D7X | RDL-23 | 35 | ONXJ2 | - | Mounted on pole 10 |

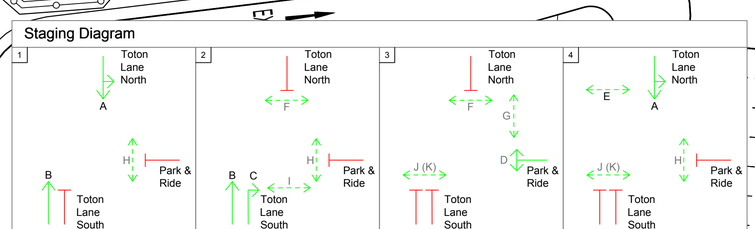
### Signal Aspect Diagrams

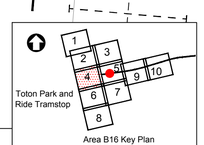



### Signal Aspect Schedule

| Pole Number | Asset ID | Pole Height (m) | Type I | Type IV | Type V | Type IX | Type XI |
|---|---|---|---|---|---|---|---|
| 1 | RTS-39 | 4 | | | | 1 | |
| 2 | RTS-41 | 2 | | | | | 1 |
| 3 | RTS-40 | 2 | | | | | 1 |
| 4 | RTS-38 | 4 | | | | 1 | |
| 5 | RTS-37 | 4.3 | | 1 | | 1 | |
| 6 | RTS-36 | 4 | | 1 | 1 | 1 | |
| 7 | RTS-35 | 4 | | | 1 | 1 | |
| 8 | RTS-29 | 4 | | | 1 | | 1 |
| 9 | RTS-30 | 4 | | | 1 | | 1 |
| 10 | RTS-31 | 4 | | 1 | | | 1 |
| 11 | RTS-32 | 4 | 2 | | | | |
| 12 | RTS-17 | 4 | | | | 1 | |
| 13 | RTS-15 | 2 | | | | | 1 |
| 14 | RTS-16 | 2 | | | | | 1 |
| 15 | RTS-18 | 4 | | | | 1 | |
| 16 | RTS-21 | 2 | | | | | 1 |
| 17 | RTS-19 | 4 | 1 | | | 1 | |
| 18 | RTS-20 | 4 | 1 | | | 1 | |
| 19 | RTS-22 | 2 | | | | | 1 |
| 20 | RTS-23 | 4 | | | | 1 | |
| 21 | RTS-24 | 2 | | | | | 1 |
| 22 | RTS-26 | 2 | | | | | 1 |
| 23 | RTS-25 | 4 | | | | 1 | |
| 24 | RTS-28 | 4 | 1 | | | 1 | |
| 25 | RTS-27 | 2 | | | | | 1 |
| 26 | RTS-33 | 2 | | | | | 1 |
| 27 | RTS-34 | 4 | 1 | | | 1 | |

### Staging Diagram



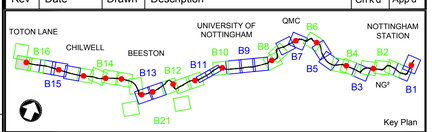




### Notes

1. See Appendix 12/5, Standard Details, Controller Specification and Cable Schematic for Traffic Signal Details.
2. This site is within Nottinghamshire County Council boundary.
3. This drawing should be read in conjunction with signal layout drawings:
   Sheet 1: 300811-120-DWG-X121-MML-B16-001-02246
   Sheet 2: 300811-120-DWG-X121-MML-B16-001-02248
   Sheet 3: N/A
   Sheet 5: 300811-120-DWG-X121-MML-B16-002-17635
   Sheet 6: 300811-120-DWG-X121-MML-B16-002-02250
   Sheet 7: N/A
   Sheet 8: N/A
   Sheet 9: 300811-120-DWG-X121-MML-B16-003-17861
   Sheet 10: 300811-120-DWG-X121-MML-B16-003-17863
4. Pole retention sockets located at pedestrian crossings shall be installed with a drop kerb wedge.
5. Poles 7, 8, 17, 18, 24 and 27 shall be installed 800mm from the kerb.

P7

| Rev | Date | Drawn | Description | Ch'k'd | App'd |
|---|---|---|---|---|---|
| P7 | 07/11/13 | PG | Chamber asset id's added | TH | SA |
| P6 | 13/08/13 | NS | Ducting link to primary duct bank added | TH | SA |
| P5 | 05/07/13 | JK | Road markings amended | JE | SA |
| P4 | 07/12/12 | TH | Formal Consent Comments Incorporated | CR | SA |
| P3 | 24/07/12 | TH | Issued for design acceptance (SfHADA 3) | CR | SA |
| P2 | 9/05/12 | NS | Minor amendments | CR | SA |
| P1 | 12/04/12 | TH | First Issue | JE | SA |

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NET
NOTTINGHAM EXPRESS TRANSIT

Title

NET Phase Two
Area B16 Sheet 4 of 10
Toton Lane Park and Ride Junction
Signal Layout including Staging

| | | | | | |
|---|---|---|---|---|---|
| Designed | T. Hargreaves | TH | Eng.Chk. | J. Edwards | JE |
| Drawn | T. Hargreaves | TH | Coordination | J. Edwards | JE |
| Dwg.Chk. | J. Edwards | JE | Approved | S. Alexander | SA |

Scale at A1: 1:250
Status: PRE
Rev: P7

Drawing No: 300811-120-DWG-X121-MML-B16-002-02249

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Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Administration

## General Specifications

| | | | |
|---|---|---|---|
| Customer Name | TAYLOR WOODROW/ N.C.C | Customer Order No. | |
| Intersection/ General Description | TOTON LANE<br>PARK AND RIDE<br>TOTON | Controller/ Serial Number | J31141 |
| | | S.T.S. /EM Number | E83060 Issue 1 |
| Controller | (•) New ( ) Modification | Equipment Installation by | |
| Area Specifications/ Customer Drawings | | Slot Cutting by | |
| Specification Section | | Civil Works by | |
| Contract/Tender Ref: | | Customer's Engineer | TOM HARGREAVES |
| Quotation No. | 855221167 | Telephone Number | 0121 234 1566 |
| Works Order No. | 460873498 | | |

## Signal Company Use Only

Signal Engineer: NICK RULE / S KAVANAGH

(IF PROM Label as >) PROM Number: 0 PROM Variant: 0

Configuration Check Value: C7 DA 2E 6A

### Controller Options

Hardware: ST950 ELV | Firmware Type and Issue: 46059 ISS 8 | Other Options

### ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack: Cabinet | Kit Type Options: (•) UK-Std ( ) Non-UK ( ) ( )

Cabinet/Rack Variant: Grey | Cuckoo Options: None | Gemini Unit Fitted: ☐

| | | | | | | | |
|---|---|---|---|---|---|---|---|
| Mains Supply | 230 Volts | 50 Hz | | | | | |
| Peak Lamp Current | 15 Amps | Dimming Voltage | 27.5 | Answer Issue | 0 | Date Created | 22/10/2014 |
| Average Lamp Power | 546 Watts | | | | | | |
| Total Average Power | 660 Watts | Low Inrush Transformer | ☑ | Edit Issue | 1 | | |

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams

(●) Current Number of Streams: 1

Phases

( ) Current Total Number of Phases: 12

(●) Number of Real Phases: 11

( ) Number of Dummy Phases: 1

Stages

( ) Current Number of stages (inc. ALL-RED stages): 5

Switched Signs

( ) Number of Switched Signs: 0

Action

Add At | Delete At

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Facilities/Modes Enabled and Mode Priority Levels

**Facilities**

UTC
- [x] Serial/Internal UTMC OTU
- [ ] Free-standing OTU
- [ ]
- [ ]

- [x] Master Time Clock
- [ ] Holiday Clock
- [x] FT To Current MAX
- [ ] Linked Fixed Time

- [x] Lamp Monitoring
- [x] RED Lamp Monitoring
- [x] Pelican/Puffin/Toucan
- [ ] Standalone Manual

- [ ] Extend All Red
- [ ] Speed Measurement
- [ ] Ripple Change
- [ ]

- [ ] Non-UK
- [ ] Fail to Part Time
- [ ] Fail To Hardware Flashing
- [ ]
- [ ] Download To Level 3

12 Starting Intergreen

**Mode Priority**

| | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| [ ] Part Time | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [ ] Emergency Vehicles | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [x] Hurry Call | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [ ] LRT | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [ ] Priority Vehide | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [x] Manual Control | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [ ] Manual Step On | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [x] Selected FT or VA or CLF | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [x] UTC | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [x] MOVA Mode | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [ ] CLF (Non-Base Time) | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [x] CLF (Base Time) | ○ | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| [x] Vehicle Actuated | ○ | ○ | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ |
| [x] Fixed Time | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ |

**Configuration Complexity**

○ Low ○ Medium ○ High ◉ Maximum

standard46059.8df
Default PROM data file

**Correspondence Monitoring to inc.**

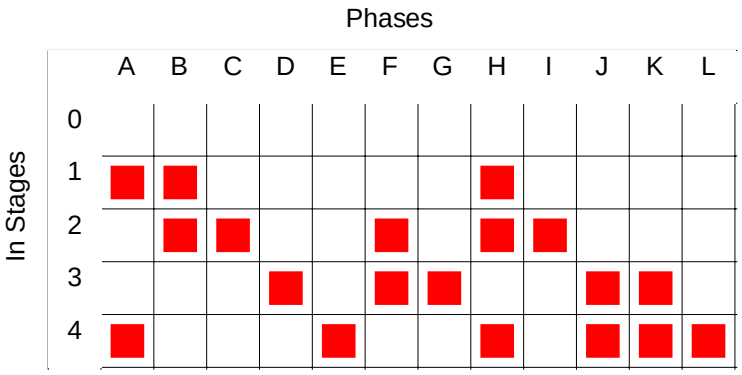
- [x] Reds
- [ ] Switched Signs
- [x] Ambers
- [ ] Ignore Reds and Ambers during

**Flash Rate (ms)**

400 Off 400 On

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Phases in Stages



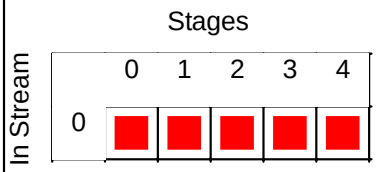
Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Stages in Streams

## Stages in Streams

| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| Phase or Stage to revert to in absence of demands/extensions | 1 | | | | | | | |
| Startup Stage | 1 | | | | | | | |
| Switch Off Stage | 1 | | | | | | | |
| Standalone Pedestrian | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.



Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Phase Type and Conditions

Phase Type and Conditions

(•) Phases A to P ( ) Manual Output Allocation [☑] Improved GA Appearance [☐]

| Phase | Title | Type | App. Type | Term. Type | Assoc. Phase | No. of Drive Outputs "R" | "A" | "G" |
|---|---|---|---|---|---|---|---|---|
| A | TOTON LANE NORTH | 0 - UK Traffic | 0 | 0 - E | | 1 | 1 | 1 |
| B | TOTON LANE SOUTH | 0 - UK Traffic | 0 | 0 - E | | 1 | 1 | 1 |
| C | TOTON LANE SOUTH RIGHT TURN | 0 - UK Traffic | 0 | 0 - E | | 1 | 1 | 1 |
| D | PARK AND RIDE EXIT | 0 - UK Traffic | 0 | 0 - E | | 1 | 1 | 1 |
| E | TOUCAN ACROSS TOTON LANE NORTH NORTHBOUND | 3 - UK Near Side Pedestrian | 0 | 0 - E | | 1 | 1 | 2 |
| F | TOUCAN ACROSS TOTON LANE NORTH SOUTHBOUND | 3 - UK Near Side Pedestrian | 0 | 0 - E | | 1 | 1 | 2 |
| G | TOUCAN ACROSS PARK AND RIDE ENTRANCE | 3 - UK Near Side Pedestrian | 0 | 0 - E | | 1 | 1 | 2 |
| H | TOUCAN ACROSS PARK AND RIDE EXIT | 3 - UK Near Side Pedestrian | 0 | 0 - E | | 1 | 1 | 2 |
| I | TOUCAN ACROSS TOTON LANE SOUTH SOUTHBOUND | 3 - UK Near Side Pedestrian | 0 | 0 - E | | 1 | 1 | 2 |
| J | TOUCAN ACROSS TOTON LANE SOUTH NORTHBOUND | 3 - UK Near Side Pedestrian | 0 | 0 - E | | 1 | 1 | 2 |
| K | DUMMY PHASE J BLACKOUT | 1 - UK Far Side Pedestrian | 0 | 0 - E | | 1 | 1 | 2 |
| L | DUMMY FOR STAGE 4 (UTC) | 2 - UK GreenArrow | 0 | 0 - E | | | | |

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order : 460873498
EM Number : E83060
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 Z

| 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
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# Phase Internal/Revertive Demands

## Phase Internal/Revertive Demands

### Start-up Vehicle Responsive Demands

| A | B | C | D | E | F | G | H | I | J | K | L | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Demands Inserted When Leaving Manual and Fixed Time Modes

| A | B | C | D | E | F | G | H | I | J | K | L | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Unlatched Demands that Start Max Timers

| A | B | C | D | E | F | G | H | I | J | K | L | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Revertive Phase Demands

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | B | C | D | | | | | | | | | | | | |

| Q | R | S | T | U | V | W | X | Y | Z | A2 | B2 | C2 | D2 | E2 | F2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Phase - On Crossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

(●) Phases A to P ( ) 

| Phase | On Crossing | | | | Kerbside | | | |
|---|---|---|---|---|---|---|---|---|
| A | | | | | | | | |
| B | | | | | | | | |
| C | | | | | | | | |
| D | | | | | | | | |
| E | ONXE1 | ONXE2 | | | KRBEWEST | KRBEEAST | | |
| F | | | | | | | | |
| G | | | | | | | | |
| H | ONXH1 | ONXH2 | | | | | | |
| I | | | | | | | | |
| J | ONXJ1 | ONXJ2 | | | | | | |
| K | ONXJ1 | ONXJ2 | | | | | | |
| L | | | | | | | | |

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Stream - Pelican/Puffin/Toucan Times

## Stream - Pelican/Puffin/Toucan Times

### Pedestrian Enable VA Mode (PEV)

Streams

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|

### Pedestrian All Red Times (Vehicle to Pedestrian)

| Streams | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Handset Range Limits Min | Handset Range Limits Max |
|---|---|---|---|---|---|---|---|---|---|---|
| (PAR n 0) VA Gap Change | | | | | | | | | | |
| (PAR n 1) VA Max Change | | | | | | | | | | |
| (PAR n 2) FVP Change | | | | | | | | | 0 | 0 |
| (PAR n 3) UTC Change | | | | | | | | | | |
| (PAR n 4) Local Link Change | | | | | | | | | | |

### Pelican Intergreen times

| | Handset Range Limits Min | Handset Range Limits Max |
|---|---|---|
| (PIT n 0) Veh Red/Ped Flash Green | 0 | 0 |
| (PIT n 1) Veh Flash Amber/Ped Flash Green | 0 | 0 |
| (PIT n 2) Veh Flash Amber/Ped red | 0 | 0 |
| (PIT n 3) Veh Flash Amber/Ped Red Quiescent | 0 | 0 |

Works Order : 460873498
EM Number : E83060
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Intersection : TOTON LANE PARK AND RIDE TOTON

# Phase - Pelican, Puffin and Toucan Times

## Phase - Pelican, Puffin and Toucan Times

| Phase | PDD Ped Demand Delay | PDX Ped Demand Hold | CMX Clearance Maximum | CDY 0 Clearance Delay Gap Change | CDY 1 Clearance Delay Max Change | CRD Clearance Minimum Red |
|---|---|---|---|---|---|---|
| A | 0 | 0.0 | 0 | 0 | 0 | 0 |
| B | 0 | 0.0 | 0 | 0 | 0 | 0 |
| C | 0 | 0.0 | 0 | 0 | 0 | 0 |
| D | 0 | 0.0 | 0 | 0 | 0 | 0 |
| E | 0 | 2.0 | 7 | 0 | 0 | 0 |
| F | 0 | 0.0 | 0 | 0 | 0 | 0 |
| G | 0 | 0.0 | 0 | 0 | 0 | 0 |
| H | 0 | 0.0 | 13 | 0 | 0 | 0 |
| I | 0 | 0.0 | 0 | 0 | 0 | 0 |
| J | 0 | 0.0 | 11 | 0 | 0 | 0 |
| K | 0 | 0.0 | 11 | 0 | 0 | 0 |
| L | 0 | 0.0 | 0 | 0 | 0 | 0 |

(●) Phases A to P ( )

☐

☐

### Pedestrian Handset Range Limits

| | MIN | MAX |
|---|---|---|
| Demand Delay PDD | 0 | 0 |
| Demand Hold PDX | 0.0 | 2.0 |
| Clearance Maximum CMX | 7 | 15 |
| Clearance Delays CDY 0 and CDY1 | 0 | 0 |
| Clearance Minimum Red CRD | 0 | 0 |

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times

Streams 0 1 2 3 4 5 6 7

Computer Control

PV

Window Time
UIE

Local Link

PV1

Link Delay Time
LKD

Link Window Time
LKW

Link Override Time
LKO

Kerbside Mat Test Output

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

| | Phase | Demand | KBS |
|---|---|---|---|
| 0 | E | PBEWEST | KRBEWEST |
| 1 | E | PBEEAST | KRBEEAST |
| 2 | | | |
| 3 | | | |
| 4 | | | |
| 5 | | | |
| 6 | | | |
| 7 | | | |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |

| | Phase | Demand | KBS |
|---|---|---|---|
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |

| | Phase | Demand | KBS |
|---|---|---|---|
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |

| | Phase | Demand | KBS |
|---|---|---|---|
| 48 | | | |
| 49 | | | |
| 50 | | | |
| 51 | | | |
| 52 | | | |
| 53 | | | |
| 54 | | | |
| 55 | | | |
| 56 | | | |
| 57 | | | |
| 58 | | | |
| 59 | | | |
| 60 | | | |
| 61 | | | |
| 62 | | | |
| 63 | | | |

Note:Any association pushed off the screen will have any previous association blanked.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Stages - Prohibited, Alternative, Ignored Moves

## Stages - Prohibited, Alternative, Ignored Moves

Sets
- (•) 1
- ( ) 2
- ( ) 3
- ( ) 4

| Modes | Restrictions Apply To: | No Restrictions |
|---|---|---|
| Urban Traffic Control | (•) | ( ) |
| Cableless Linking | (•) | ( ) |
| Vehicle Actuated | (•) | ( ) |
| Hurry Call | (•) | ( ) |
| Fixed Time | (•) | ( ) |
| | ( ) | ( ) |

| Modes | Restrictions Apply To: | No Restrictions |
|---|---|---|
| Manual | ( ) | (•) |
| | ( ) | ( ) |
| | ( ) | ( ) |
| | ( ) | ( ) |
| MOVA | (•) | ( ) |

To Stage

| From Stage | 0 | 1 | 2 | 3 | 4 |
|---|---|---|---|---|---|
| 0 | ■ | | X | X | X |
| 1 | X | ■ | | | |
| 2 | X | | ■ | | |
| 3 | X | | | ■ | |
| 4 | X | | | | ■ |

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

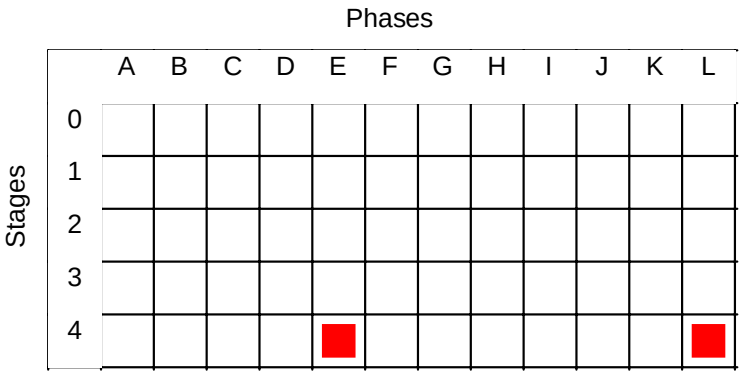
| | Minutes | Seconds |
|---|---|---|
| Min | 0 | 0 |
| Max | 4 | 59 |

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 |

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

| | Bit 1 | Bit 2 | Bit 3 | Bit 4 | Bit 5 | Bit 6 | Bit 7 | Bit 8 |
|---|---|---|---|---|---|---|---|---|
| Word 1 | #F1 | #F2 | #F3 | #F4 | D1 | D2 | D3 | D4 |
| Word 2 | SO | TS | MO | | | | | |
| Word 3 | | | | | | | | |
| Word 4 | | | | | | | | |

Reply Words

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Word 1 | G1 | G2 | G3 | G4 | DF | TF | DC | LF |
| Word 2 | PI | CC | CF | MR | ML | MF | | |
| Word 3 | | | | | | | | |
| Word 4 | | | | | | | | |
| Word 5 | | | | | | | | |
| Word 6 | | | | | | | | |
| Word 7 | | | | | | | | |
| Word 8 | | | | | | | | |
| Word 9 | | | | | | | | |
| Word 10 | | | | | | | | |
| Word 11 | | | | | | | | |
| Word 12 | | | | | | | | |
| Word 13 | | | | | | | | |
| Word 14 | | | | | | | | |

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 ( ) Phases Q to Z

Demands

For Unlatched demands, preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

| Phase | | | | |
|---|---|---|---|---|
| A | #D1 | | | |
| B | #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.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.

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 | MOVA0F1 | MOVA0CON1 | 17 | | |
| 2 | MOVA0F2 | MOVA0CON2 | 18 | | |
| 3 | MOVA0F3 | MOVA0CON3 | 19 | | |
| 4 | MOVA0F4 | MOVA0CON4 | 20 | | |
| 5 | | | 21 | | |
| 6 | | | 22 | | |
| 7 | | | 23 | | |
| 8 | | | 24 | | |
| 9 | | | 25 | | |
| 10 | | | 26 | | |
| 11 | | | 27 | | |
| 12 | | | 28 | | |
| 13 | | | 29 | | |
| 14 | | | 30 | | |
| 15 | | | 31 | | |

NOTE: If a MOVA Kernel does not map to the same numbered stream (0-3), refer to the help.

### Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR/CRB

Manual Mode Selected:
☐ G1/G2 ☑ RR/CRB

No Lamp Power, or Lamps Off due to RLM or Part Time:
☐ G1/G2 ☑ RR/CRB

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR/CRB

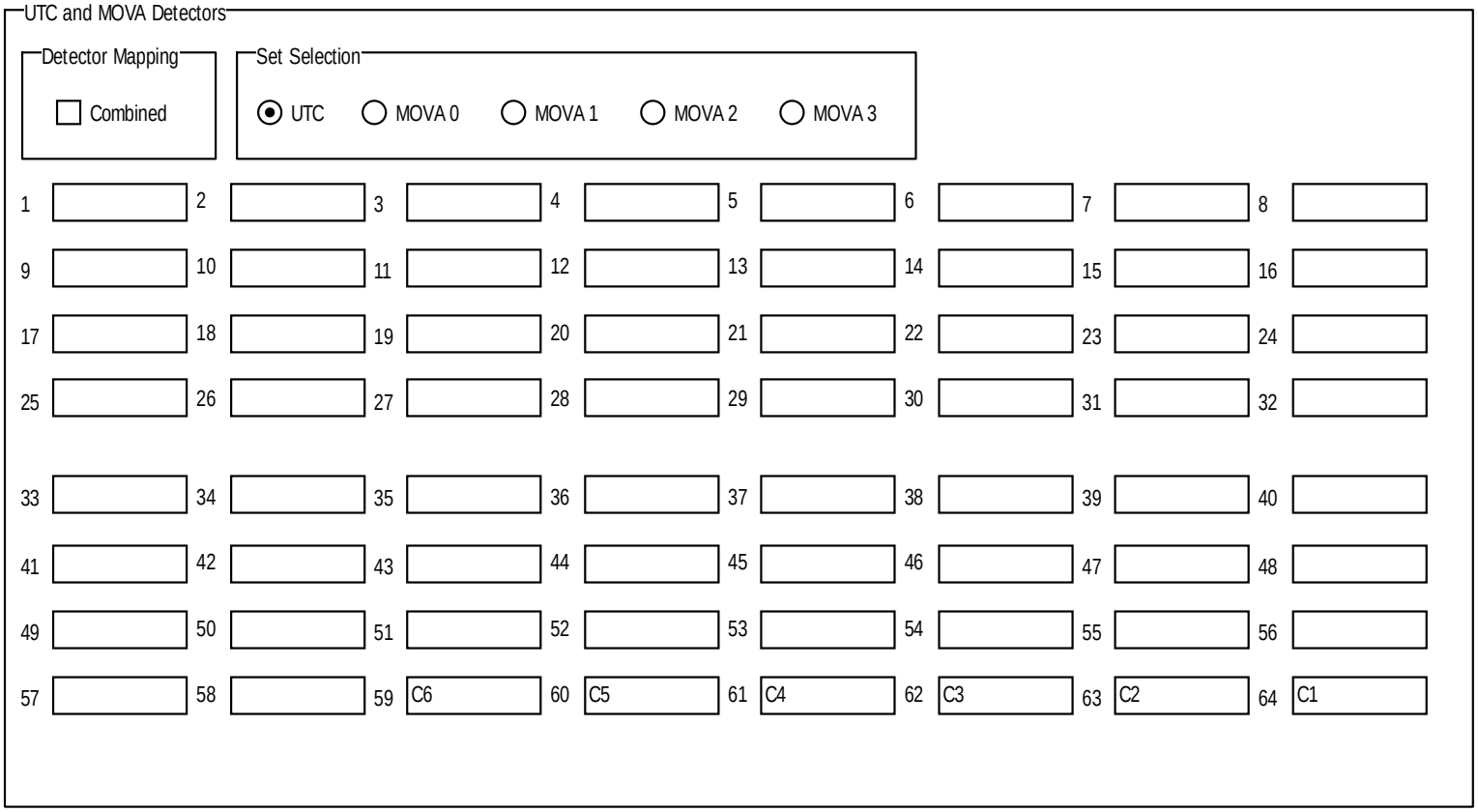
RR Button Selected:
☐ G1/G2 ☑ RR/CRB

Report as UTC Mode ☐

| | |
|---|---|
| MOVA Control Timer (x10) | 12 |
| MOVA Deactivate Timer | 2.0 |
| MOVA Release Timer | 1 |

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# UTC and MOVA Detectors



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
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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
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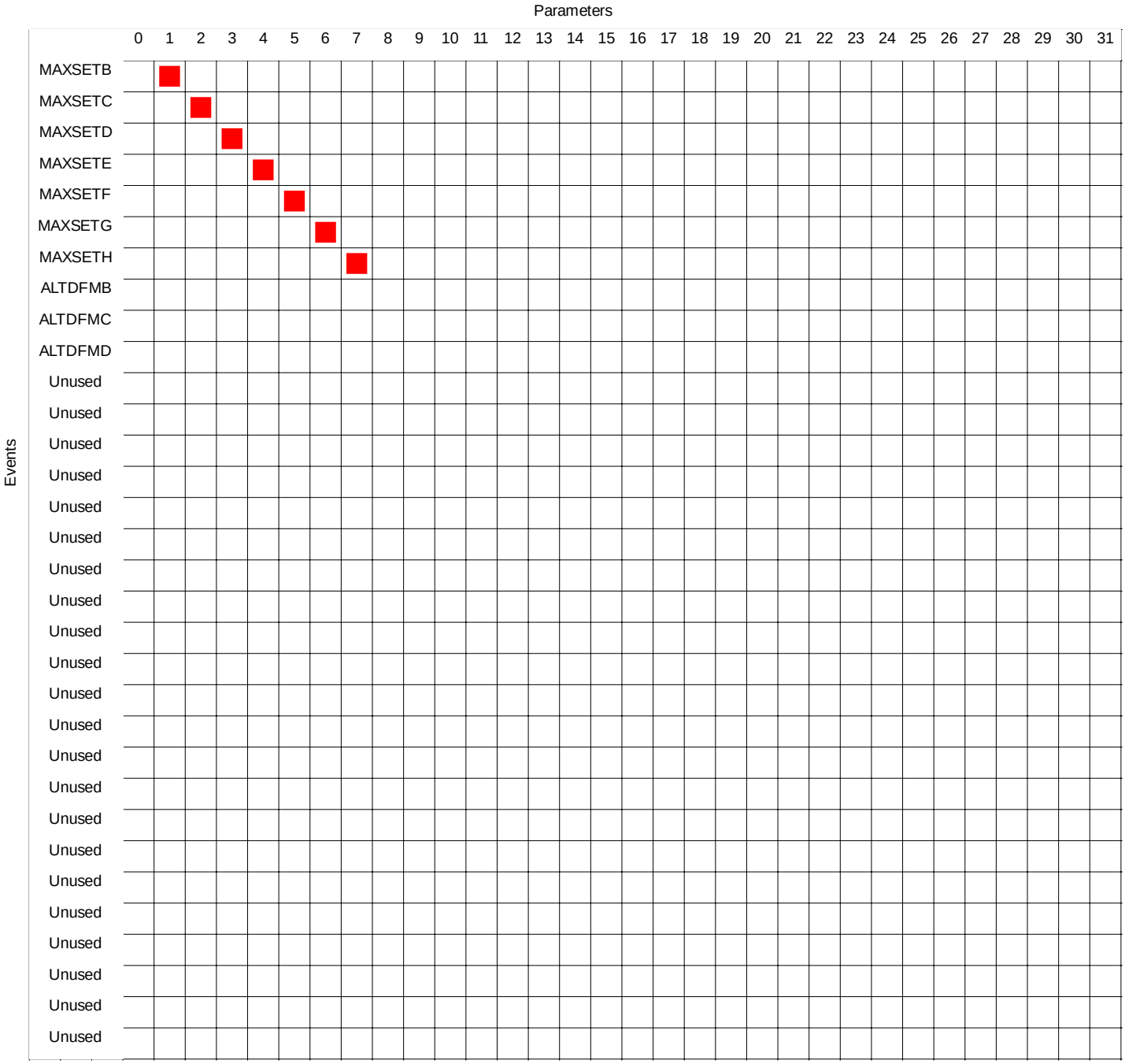
# MTC - Time Switch Parameters Array



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
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# 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
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# 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
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# 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 | | | | | | | | | | | | |

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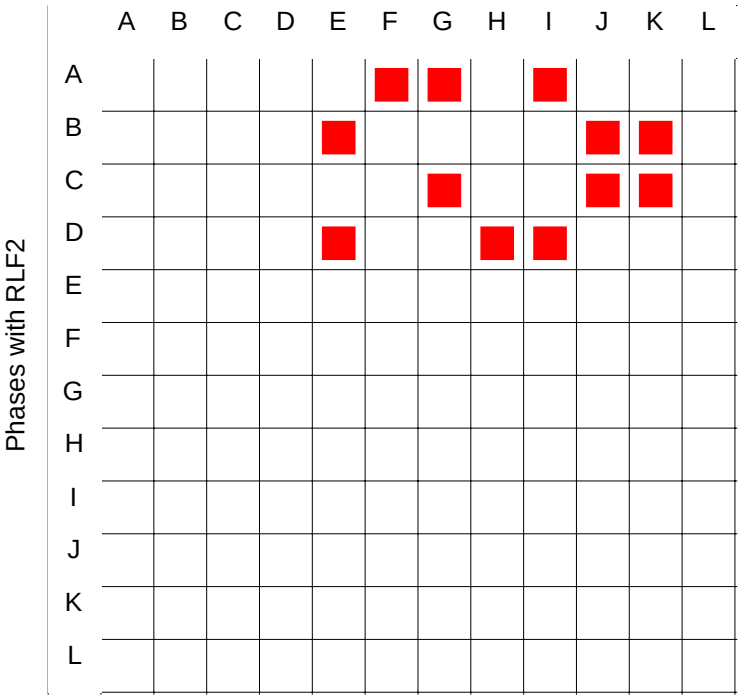
# RLM Phase Inhibits

Phases Inhibited/Blacked-Out



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
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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 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

Works Order : 460873498
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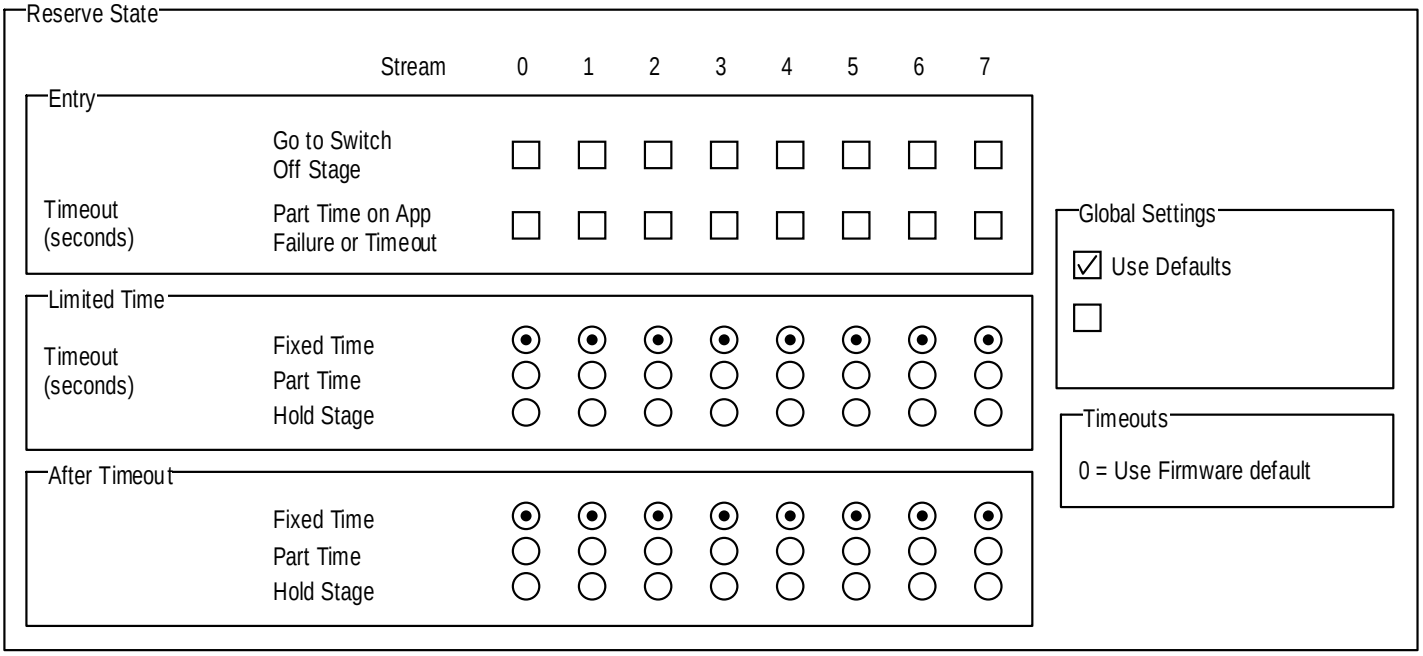
# Reserve State



Works Order : 460873498
EM Number : E83060
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# 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
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Special Conditioning

```
(MODE0 EQL<2>).NOT VRDMNDE=PRVST4          ;IF NO DEMAND FOR E IN VA, PREVENT STAGE4
```

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Special Conditioning

```
; MOVA LINKING
;-------------


; OUTPUTS TO BARDILLS ROUNDABOUT CONTROLLER
; ----------------------------------------


   PHASEB=TOTB                          ; OUTPUT WHILST PHASE B IS AT RIGHT OR WAY


  IFT PHASEB.EXTAB.NOT(1SCRT14) THN
     TRUE:=+TOTBX
          *=1SCRT14
   END


   NOT(FROMB)=.1SCRT14

   EXTAB=.TOTBX


                                        ; OUTPUT WHILST PHASE B IS AT RIGHT OF WAY AND
                                        ; EXTENTIONS ACTIVE



; MOVA LINKING
;-------------

; MOVA DET 64 (CFE0) BARDILLS PHASE D PULSE
; MOVA DET 63 (CFE63) BARDILLS PHASE D HOLD (CFE1=0 FOR PHASE D EXTENSIONS, CFE1=1 WITHOUT EXT)
; MOVA DET 62 (CFE62) BARDILLS PHASE F PULSE
; MOVA DET 61 (CFE61) BARDILLS PHASE F HOLD (CFE2=0 FOR PHASE F EXTENSIONS, CFE2=1 WITHOUT EXT)
; MOVA DET 60 (CFE60) BARDILLS PHASE I PULSE
; MOVA DET 59 (CFE59) BARDILLS PHASE I HOLD (CFE3=0 FOR PHASE I EXTENSIONS, CFE3=1 WITHOUT EXT)

; PHASE D INPUTS FROM BARDILL ROUNDABOUT
;---------------------------------------

; PULSE
; =====

   IFT BARDD.NOT(SCRT4).NOT(CNDTMA19) THN                    ; WHEN INPUT ACTIVE RUN PULSE DELAY TIMER
        RUN<3>
   END

   IFT CNDTER3 THN                                           ; WHEN PULSE DELAY TIMER EXPIRES RUN PULSE TIMER
        RUN<4>
   END

  BARDD=SCRT4                                                ; SET FLAG WHILST INPUT IS ACTIVE

  CNDTMA4.CFE0=+MOVA0DET64                                   ; PULSE MOVADET 64 WHILST PULSE TIMER ACTIVE
                                                             ; CFE0=1 REQUIRED TO SET MOVA DETECTOR
    IFT CNDTER3 THN
    RUN<19>
    END


; HOLD
```

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Special Conditioning

```
; ====

   IFT NOT(CFE1) THN                                    ; IF CFE1=0 THEN USE BARDX AS MOVA LINKING
      BARDDX=SCRT15                                     ; INPUT. IF CFE1=1 THEN USE BARDD AS INPUT
   ELS
      BARDD=SCRT15
   END


  IFT (SCRT15.NOT(SCRT5)).NOT(CNDTMA20) THN             ; WHEN INPUT ACTIVE RUN HOLD DELAY TIMER
        RUN<5>
  END

   IFT CNDTER5 THN                                      ; WHEN HOLD DELAY TIMER EXPIRES SET FLAG
        TRUE=1SCRT1
   END


   SCRT15.1SCRT1.NOT(1SCRT3)=+1SCRT2

    IFT CNDTER5 THN                                     ; START PREVENT TIMER AFTER FLAG IS SET
    RUN<20>
    END



   IFT (NOT(SCRT15)).1SCRT2.(NOT(CNDTMA6)) THN          ; WHEN INPUT TERMINATES RUN CANCEL DELAY
        RUN<6>
   END

   NOT(CNDTER6+CNDTER7)=.1SCRT2                         ; RESET INPUT FLAG WHEN DELAY TIMER EXPIRES

   CNDTER7=+1SCRT3

   1SCRT2.CFE63=+MOVA0DET63                             ; SET MOVA DET 63 IF CFE63=1


   IFT CNDTER5 THN                                      ; START OVERRIDE TIMER AFTER FLAG IS SET
        RUN<7>
   END


   NOT(CNDTMA7)=.1SCRT3

   IFT NOT(SCRT15) THN
        FALSE=1SCRT1
   END

   SCRT15=SCRT5


; PHASE F INPUTS FROM BARDILL ROUNDABOUT
;---------------------------------------

; PULSE
; =====

   IFT BARDF.NOT(SCRT6).NOT(CNDTMA21) THN               ; WHEN INPUT ACTIVE RUN PULSE DELAY TIMER
        RUN<8>
   END
```

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Special Conditioning

```
   IFT CNDTER8 THN                                          ; WHEN PULSE DELAY TIMER EXPIRES RUN PULSE TIMER
        RUN<9>
   END

  BARDF=SCRT6                                               ; SET FLAG WHILST INPUT IS ACTIVE

  CNDTMA9.CFE62=+MOVA0DET62                                 ; PULSE MOVADET 62 WHILST PULSE TIMER ACTIVE

   IFT CNDTER8 THN
    RUN<21>
    END


                                                            ; CFE62=1 REQUIRED TO SET MOVA DETECTOR
; HOLD
; ====

   IFT NOT(CFE2) THN                                        ; IF CFE2=0 THEN USE BARDX AS MOVA LINKING
      BARDFX=SCRT14                                         ; INPUT. IF CFE2=1 THEN USE BARDD AS INPUT
   ELS
      BARDF=SCRT14
   END


  IFT (SCRT14.NOT(SCRT7)).NOT(CNDTMA22) THN                  ; WHEN INPUT ACTIVE RUN HOLD DELAY TIMER
        RUN<10>
  END

   IFT CNDTER10 THN                                         ; WHEN HOLD DELAY TIMER EXPIRES SET FLAG
        TRUE=1SCRT4
   END


   SCRT14.1SCRT4.NOT(1SCRT6)=+1SCRT5


   IFT (NOT(SCRT14)).1SCRT5.(NOT(CNDTMA11)) THN             ; WHEN INPUT TERMINATES RUN CANCEL DELAY
        RUN<11>
   END

   NOT(CNDTER11+CNDTER12)=.1SCRT5                           ; RESET INPUT FLAG WHEN DELAY TIMER EXPIRES

   CNDTER12=+1SCRT6

   1SCRT5.CFE61=+MOVA0DET61                                 ; SET MOVA DET 61 IF CFE61=1

  IFT CNDTER10 THN                                          ; START PREVENT TIMER AFTER FLAG IS SET
    RUN<22>
    END


   IFT CNDTER10 THN                                         ; START OVERRIDE TIMER AFTER FLAG IS SET
        RUN<12>
   END


   NOT(CNDTMA12)=.1SCRT6

   IFT NOT(SCRT14) THN
        FALSE=1SCRT4
   END
```

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Special Conditioning

```
   SCRT14=SCRT7

; PHASE I INPUTS FROM BARDILL ROUNDABOUT
;--------------------------------------

; PULSE
; =====

   IFT BARDI.NOT(SCRT8).NOT(CNDTMA23) THN                  ; WHEN INPUT ACTIVE RUN PULSE DELAY TIMER
        RUN<13>
   END

   IFT CNDTER13 THN                                        ; WHEN PULSE DELAY TIMER EXPIRES RUN PULSE TIMER
        RUN<14>
   END

  BARDI=SCRT8                                              ; SET FLAG WHILST INPUT IS ACTIVE

  CNDTMA14.CFE60=+MOVA0DET60                               ; PULSE MOVADET 60 WHILST PULSE TIMER ACTIVE
                                                           ; CFE60=1 REQUIRED TO SET MOVA DETECTOR
 IFT CNDTER13 THN
    RUN<23>
    END

; HOLD
; ====

   IFT NOT(CFE3) THN                                       ; IF CFE3=0 THEN USE BARDX AS MOVA LINKING
      BARDIX=SCRT13                                        ; INPUT. IF CFE3=1 THEN USE BARDD AS INPUT
   ELS
      BARDI=SCRT13
   END


  IFT (SCRT13.NOT(SCRT9)).NOT(CNDTMA24) THN                ; WHEN INPUT ACTIVE RUN HOLD DELAY TIMER
        RUN<15>
  END

   IFT CNDTER15 THN                                        ; WHEN HOLD DELAY TIMER EXPIRES SET FLAG
        TRUE=1SCRT7
   END


   SCRT13.1SCRT7.NOT(1SCRT9)=+1SCRT8


   IFT (NOT(SCRT13)).1SCRT8.(NOT(CNDTMA16)) THN            ; WHEN INPUT TERMINATES RUN CANCEL DELAY
        RUN<16>
   END

   NOT(CNDTER16+CNDTER17)=.1SCRT8                          ; RESET INPUT FLAG WHEN DELAY TIMER EXPIRES

   CNDTER17=+1SCRT9

   1SCRT8.CFE59=+MOVA0DET59                                ; SET MOVA DET 59 IF CFE59=1

 IFT CNDTER15 THN                                          ; START PREVENT TIMER AFTER FLAG IS SET
    RUN<24>
    END
```

Works Order : 460873498
EM Number : E83060
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

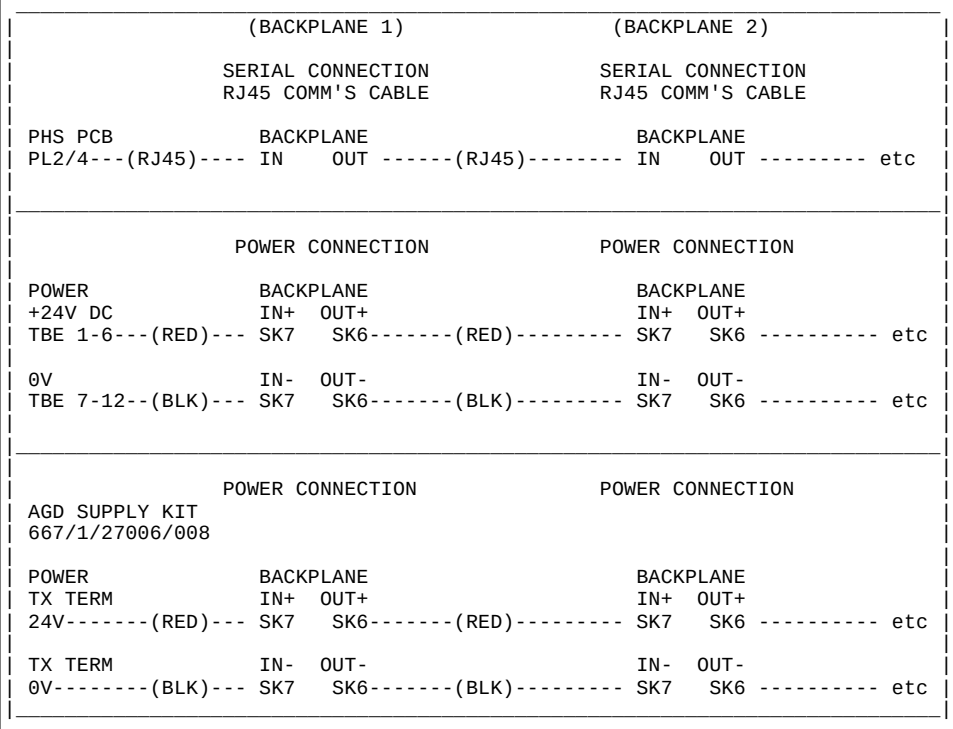
Two green outputs are provided for each of the pedestrian phases. The second output is for the tactile supply ONLY.

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 |

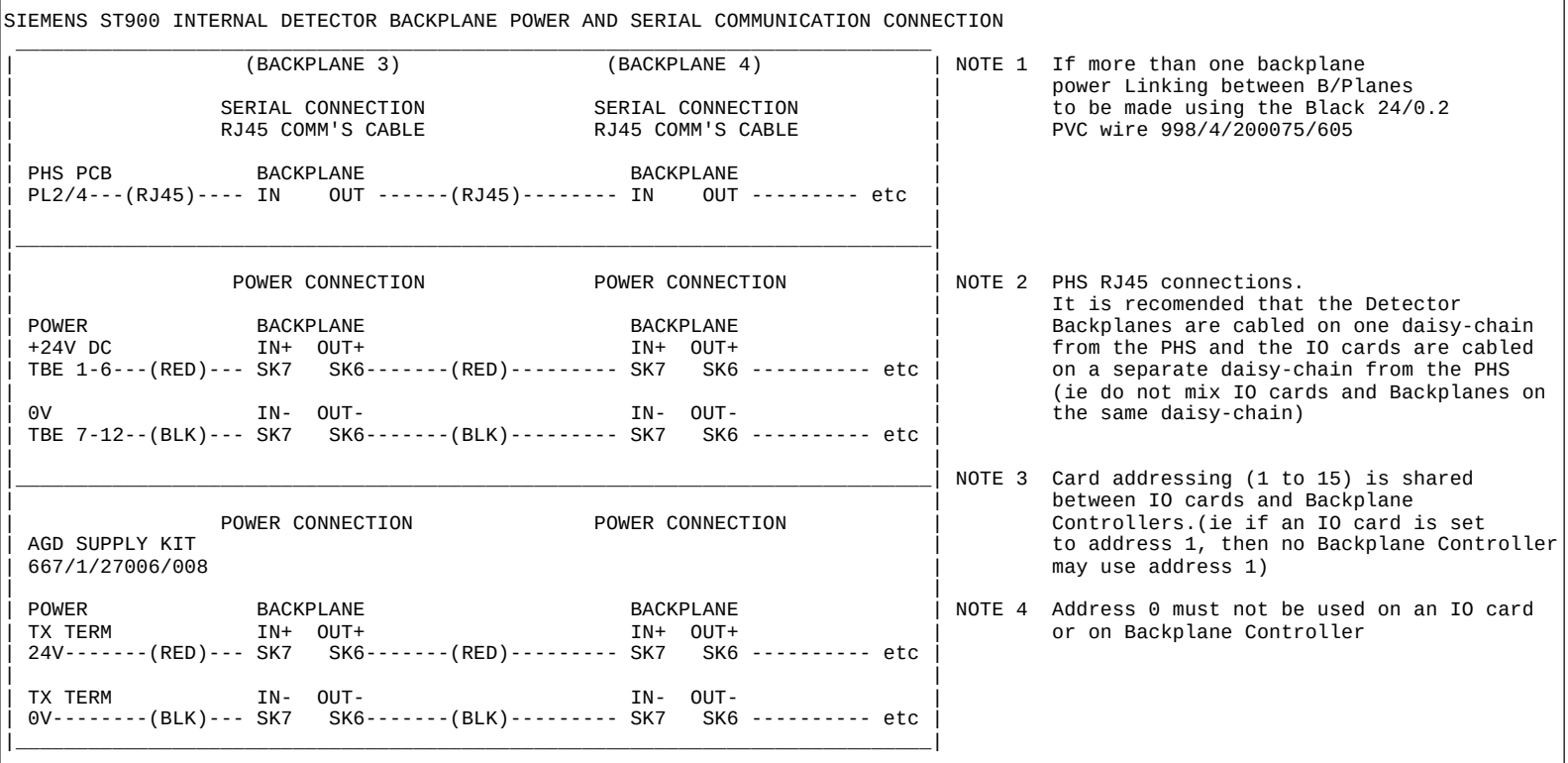
| DET CARD "D" No. | DET CARD "D" LOOP ID | DET CARD "D" TERMINATIONS | DET CARD "D" PANEL |
|---|---|---|---|
| 1 | D6X | 2LT1/D1L & D1R | UPPER |
| 2 | D7X | 2LT1/D2L & D2R | UPPER |
| 3 | D8X | 2LT1/D3L & D3R | UPPER |
| 4 | D28STOP | 2LT1/D4L & D4R | UPPER |

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. | DET CARD "A" LOOP ID | DET CARD "A" TERMINATIONS | DET CARD "A" PANEL |
|---|---|---|---|
| 1 | C1 | 2LT2/A1L & A1R | UPPER |
| 2 | C2 | 2L21/A2L & A2R | UPPER |
| 3 | C3 | 2LT2/A3L & A3R | UPPER |
| 4 | C4 | 2LT2/A4L & A4R | UPPER |

| DET CARD "B" No. | DET CARD "B" LOOP ID | DET CARD "B" TERMINATIONS | DET CARD "B" PANEL |
|---|---|---|---|
| 1 | C5 | 2LT2/B1L & B1R | UPPER |
| 2 | C6 | 2LT2/B2L & B2R | UPPER |
| 3 | Not In Use | 2LT2/B3L & B3R | UPPER |
| 4 | Not In Use | 2LT2/B4L & B4R | UPPER |

| DET CARD "C" No. | DET CARD "C" LOOP ID | DET CARD "C" TERMINATIONS | DET CARD "C" PANEL |
|---|---|---|---|
| 1 | Not In Use | 2LT2/C1L & C1R | UPPER |
| 2 | Not In Use | 2LT2/C2L & C2R | UPPER |
| 3 | Not In Use | 2LT2/C3L & C3R | UPPER |
| 4 | Not In Use | 2LT2/C4L & C4R | UPPER |

| DET CARD "D" No. | DET CARD "D" LOOP ID | DET CARD "D" TERMINATIONS | DET CARD "D" PANEL |
|---|---|---|---|
| 1 | Not In Use | 2LT2/D1L & D1R | UPPER |
| 2 | Not In Use | 2LT2/D2L & D2R | UPPER |
| 3 | Not In Use | 2LT2/D3L & D3R | UPPER |
| 4 | Not In Use | 2LT2/D4L & D4R | UPPER |

N.B. L=L.H. TERMINAL R=R.H. TERMINAL

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Special Instructions

T900 SERIAL I/O BOARD - INPUT PORTS

| | | | INPUT NAME | | INPUT NAME | | | |
|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | Phase E Pedestrian input (West Side) | | Phase H On-crossing Detector 1 | 12 | 12 | 12 |
| 1 | 1 | 1 | Phase E Pedestrian input (East Side) | | Phase H On-crossing Detector 2 | 13 | 13 | 13 |
| 2 | 2 | 2 | Phase E Kerbside Detector (West Side) | | Phase I push buttons poles 1 and 2 | 14 | 14 | 14 |
| 3 | 3 | 3 | Phase E Kerbside Detector (East Side) | | Phase I push buttons poles 3 and 4 | 15 | 15 | 15 |
| 4 | 4 | 4 | Phase E On-crossing Detector 1 | | Phase J push buttons poles 5 and 10 | 16 | 16 | 16 |
| 5 | 5 | 5 | Phase E On-crossing Detector 2 | | Phase J push buttons poles 6 and 9 | 17 | 17 | 17 |
| 6 | 6 | 6 | Phase F push buttons poles 16 and 17 | | Phase J push buttons poles 7 and 8 | 18 | 18 | 18 |
| 7 | 7 | 7 | Phase F push buttons poles 18 and 19 | | Phase J On-crossing Detector 1 | 19 | 19 | 19 |
| 8 | 8 | 8 | Phase G push buttons poles 20 and 21 | | Phase J On-crossing Detector 2 | 20 | 20 | 20 |
| 9 | 9 | 9 | Phase G push buttons poles 22 and 23 | | | 21 | 21 | 21 |
| 10 | 10 | 10 | Phase H push buttons poles 24 and 25 | | | 22 | 22 | 22 |
| 11 | 11 | 11 | Phase H push buttons poles 26 and 27 | | | 23 | 23 | 23 |

SERIAL I/O BOARD No:-001

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | | 0 Volts - INPUT COMMON | | 0 Volts - INPUT COMMON | | | |
| | | | 0 Volts - INPUT COMMON | | 0 Volts - INPUT COMMON | | | |
| | | | 0 Volts - INPUT COMMON | | 0 Volts - INPUT COMMON | | | |
| | | | 0 Volts - INPUT COMMON | | 0 Volts - INPUT COMMON | | | |
| | | | 0 Volts - INPUT COMMON | | 0 Volts - INPUT COMMON | | | |
| | | | 0 Volts - INPUT COMMON | | 0 Volts - INPUT COMMON | | | |
| | | | 0 Volts - INPUT COMMON | | 0 Volts - INPUT COMMON | | | |
| | | | 0 Volts - INPUT COMMON | | 0 Volts - INPUT COMMON | | | |

BOARD ADDRESS 003

SPECIAL NOTE:-
**********
Unless otherwise indicated ALL above ground detectors (MVD, kerbside & on crossing, etc) MUST be wired as open circuit for vehicle/pedestrian presence.

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Special Instructions

T900 SERIAL I/O BOARD - OUTPUT PORTS

SERIAL I/O BOARD No:-001

| N/C | C | N/O | OUTPUT NAME | OUTPUT NAME | N/O | C | N/C |
|---|---|---|---|---|---|---|---|
| | X | | O/P 0 | O/P 8 | | X | |
| | X | | O/P 0 | O/P 8 | | X | |
| | X | | O/P 1 | O/P 9 | | X | |
| | X | | O/P 1 | O/P 9 | | X | |
| | X | | O/P 2 | O/P 10 | | X | |
| | X | | O/P 2 | O/P 10 | | X | |
| | X | | O/P 3 | O/P 11 | | X | |
| | X | | O/P 3 | O/P 11 | | X | |

FOR OUTPUT NAMES USE ONLY THE TERMINALS MARKED - "X"

| N/C | C | N/O | OUTPUT NAME | OUTPUT NAME | N/O | C | N/C |
|---|---|---|---|---|---|---|---|
| | X | | O/P 4 | O/P 12 | | X | |
| | X | | O/P 4 | O/P 12 | | X | |
| | X | | O/P 5 | O/P 13 | | X | |
| | X | | O/P 5 | O/P 13 | | X | |
| | X | | O/P 6 | O/P 14 | | X | |
| | X | | O/P 6 | O/P 14 | | X | |
| | X | | O/P 7 | O/P 15 | | X | |
| | X | | O/P 7 | O/P 15 | | X | |

BOARD ADDRESS 003

N.B. THE 24/0 BOARD HAS NO OUTPUT RELAYS FITTED. THE 24/4 BOARD ONLY HAS OUTPUT RELAYS 0-3 FITTED

THE 24/16 BOARD ONLY HAS OUTPUT RELAYS 0-15 FITTED

T900 SERIAL I/O BOARD - INPUT PORTS

| | | | INPUT NAME | INPUT NAME | | | |
|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | BARDD (*) | | 12 | 12 | 12 |

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Special Instructions

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 1 | 1 | BARDDX (*) | | | | | | | | | 13 | 13 | 13 |
| 2 | 2 | 2 | BARDF (*) | | | | | | | | | 14 | 14 | 14 |
| 3 | 3 | 3 | BARDFX (*) | | | | | | | | | 15 | 15 | 15 |
| 4 | 4 | 4 | BARDI (*) | | | | | | | | | 16 | 16 | 16 |
| 5 | 5 | 5 | BARDIX (*) | | | | | | | | | 17 | 17 | 17 |
| 6 | 6 | 6 | | | | | | | | | | 18 | 18 | 18 |
| 7 | 7 | 7 | | | | | | | | | | 19 | 19 | 19 |
| 8 | 8 | 8 | | | | | | | | | | 20 | 20 | 20 |
| 9 | 9 | 9 | | | | | | | | | | 21 | 21 | 21 |
| 10 | 10 | 10 | | | | | | | | | | 22 | 22 | 22 |
| 11 | 11 | 11 | | | | | | | | | | 23 | 23 | 23 |

SERIAL I/O BOARD No:-001

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | | 0 Volts - INPUT COMMON | | | | | | | | | 0 Volts - INPUT COMMON | | |
| | | | 0 Volts - INPUT COMMON | | | | | | | | | 0 Volts - INPUT COMMON | | |
| | | | 0 Volts - INPUT COMMON | | | | | | | | | 0 Volts - INPUT COMMON | | |
| | | | 0 Volts - INPUT COMMON | | | | | | | | | 0 Volts - INPUT COMMON | | |
| | | | 0 Volts - INPUT COMMON | | | | | | | | | 0 Volts - INPUT COMMON | | |
| | | | 0 Volts - INPUT COMMON | | | | | | | | | 0 Volts - INPUT COMMON | | |
| | | | 0 Volts - INPUT COMMON | | | | | | | | | 0 Volts - INPUT COMMON | | |
| | | | 0 Volts - INPUT COMMON | | | | | | | | | 0 Volts - INPUT COMMON | | |
| | | | 0 Volts - INPUT COMMON | | | | | | | | | 0 Volts - INPUT COMMON | | |

BOARD ADDRESS 003

SPECIAL NOTE:-
**********

Unless otherwise indicated ALL above ground detectors (MVD, kerbside & on crossing, etc) MUST be wired as open circuit for vehicle/pedestrian presence.

(*) BARDD - input phase Bardills roundabout whilst phase D is at right of way
(*) BARDDX - input phase Bardills roundabout whilst phase D is at right of way and extension active
(*) BARDF - input phase Bardills roundabout whilst phase F is at right of way
(*) BARDFX - input phase Bardills roundabout whilst phase F is at right of way and extension active
(*) BARDI - input phase Bardills roundabout whilst phase I is at right of way
(*) BARDIX - input phase Bardills roundabout whilst phase I is at right of way and extension active

Works Order : 460873498
EM Number : E83060
Engineer : NICK RULE / S KAVANAGH
Intersection : TOTON LANE PARK AND RIDE TOTON

# Special Instructions

T900 SERIAL I/O BOARD - OUTPUT PORTS

SERIAL I/O BOARD No:-001

| N/C | C | N/O | OUTPUT NAME | | OUTPUT NAME | N/O | C | N/C |
|---|---|---|---|---|---|---|---|---|
| | X | | TOTB (*) | | O/P 8 | | X | |
| | X | | | | O/P 8 | | X | |
| | X | | TOTBX (*) | | O/P 9 | | X | |
| | X | | | | O/P 9 | | X | |
| | X | | O/P 2 | | O/P 10 | | X | |
| | X | | O/P 2 | | O/P 10 | | X | |
| | X | | O/P 3 | | O/P 11 | | X | |
| | X | | O/P 3 | | O/P 11 | | X | |

FOR OUTPUT NAMES USE ONLY THE TERMINALS MARKED - "X"

| N/C | C | N/O | OUTPUT NAME | | OUTPUT NAME | N/O | C | N/C |
|---|---|---|---|---|---|---|---|---|
| | X | | O/P 4 | | O/P 12 | | X | |
| | X | | O/P 4 | | O/P 12 | | X | |
| | X | | O/P 5 | | O/P 13 | | X | |
| | X | | O/P 5 | | O/P 13 | | X | |
| | X | | O/P 6 | | O/P 14 | | X | |
| | X | | O/P 6 | | O/P 14 | | X | |
| | X | | O/P 7 | | O/P 15 | | X | |
| | X | | O/P 7 | | O/P 15 | | X | |

BOARD ADDRESS 003

N.B. THE 24/0 BOARD HAS NO OUTPUT RELAYS FITTED. THE 24/4 BOARD ONLY HAS OUTPUT RELAYS 0-3 FITTED

THE 24/16 BOARD ONLY HAS OUTPUT RELAYS 0-15 FITTED

(*)TOTB output to Bardills roundabout whilst phase B is at right of way
(*)TOTBX output to Bardills roundabout whilst phase B is at right if way and extensions active

E83060

| Card Type | Rack Posn | Addr. | Port | Type | Line | Term Posn |
|---|---|---|---|---|---|---|
| Intelligent Backplane 16/0 | Rack | 01 | 0 | I | 000 - 007 | 2 LT1 |
| Intelligent Backplane 16/0 | Rack | 01 | 1 | I | 008 - 015 | 2 LT1 |
| Intelligent Backplane 16/0 | Rack | 02 | 2 | I | 016 - 023 | 2 LT2 |
| Intelligent Backplane 16/0 | Rack | 02 | 3 | I | 024 - 031 | 2 LT2 |
| Serial IO 24/16 | 1 I/O1 | 03 | 4 | I | 032 - 039 | 1 I/O1 |

Works Order : 460873498
EM Number : E83060
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 |

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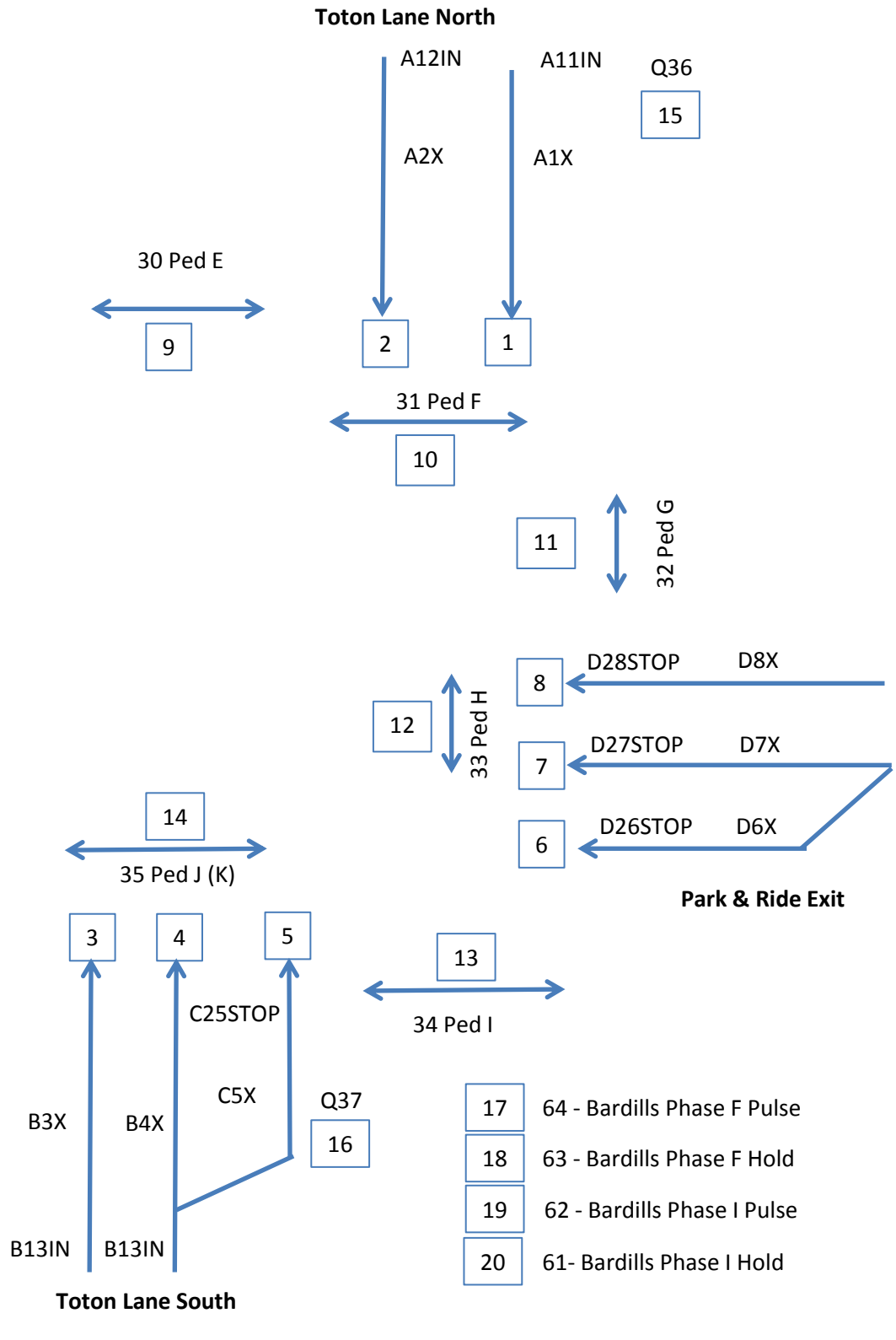
# MOVA LINK/LANE DIAGRAM

| | | | |
|---|---|---|---|
| Document Reference | 300811-120-SPN-D200-MML-B16-002-00009 | Revision | P2 |
| Area | B16 | Location | Toton Lane Park & Ride |
| Prepared by | A Gordon | Checked By | T Hargreaves |
| Date | 28 November 2013 | Date | 29 November 2013 |



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Administration

**General Specifications**

Customer Name: A-ONE+ For MAC Area 7

Intersection/ General Description: A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

Controller: (•) New ( ) Modification

Area Specifications/ Customer Drawings:

Specification Section:

Contract/Tender Ref:

Quotation No.:

Works Order No.:

Customer Order No.:

Controller/ Serial Number:

S.T.S. /EM Number: EPR151 Issue: 3

Equipment Installation by:

Slot Cutting by:

Civil Works by:

Customer's Engineer: STUART BENISTON

Telephone Number: 01623 886607

**Signal Company Use Only**

Signal Engineer: P M ROUSE

(IF Prom Label as >) Prom Number: 16700 Prom Variant: 151

Configuration Check Value: 5A 94 5B 13

**Controller Options**

Hardware: ST900 ELV Firmware Type and Issue: PB801 ISS 8 Other Options

**ST900/ST750 Series Cabinet Options**

Cabinet/Rack: Rack Kit Type Options: (•) UK-Std ( ) Non-UK ( ) Small Non-UK ( )

Cabinet/Rack Variant: Automatic Cuckoo Options: None Gemini Fitted: ☑

Mains Supply: 230 Volts 50 Hz

Peak Lamp Current: 1 Amps

Average Lamp Power: 1 Watts

Total Average Power: 1 Watts

Dimming Voltage: 27.5

Low Inrush Tra: ☐

Answer Issue: 0 Date Created: 08/10/11

Edit Issue: 24

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Streams, Stages, Phases Control

**Select Object to Add/Delete/Insert**

**Streams**

( ) Current Number of Streams: 4

**Phases**

Current Total Number of Phases: 10

( ) Number of Real Phases: 10

( ) Number of Dummy Phases: 0

**Stages**

( ) Current Number of stages (inc. ALL-RED stages): 12

**Switched Signs**

( ) Number of Switched Signs: 0

**Action**

Add At | Delete At

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Facilities/Modes Enabled and Mode Priority Levels

**Facilities**

- [x] Manual Control
- [ ] Manual Step On Mode
- [x] CLF (Base Time)
- [ ] CLF (non-Base Time)
- [x] UTC Facility
- [ ] Hurry Call Mode
- [ ] Priority
- [ ] Emergency Vehicles
- [ ] Part Time
- [x] Master Time Clock
- [x] RED Lamp Monitoring
- [x] Lamp Monitoring
- [ ] Linked Fixed Time
- [x] FT To Current MAX
- [ ] Speed Measurement
- [ ] Download To Level 3
- [ ] London IMU
- [ ] Extend All Red
- [ ] 
- [ ] Ripple Change
- [ ] Non-UK
- [x] Pelican/Puffin/Toucan Facilities
- [ ] Standalone Manual
- [ ] Holiday Clock
- [ ] Fail to Part Time
- [x] Serial MOVA
- [x] 
- [ ] Free-Standing OTU
- [ ] Integral OTU

8 Starting Intergreen

**Mode Priority**

| PRIORITY | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Part Time | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Emergency Vehicle | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Hurry Call | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Selected Man Cntrl | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| UTC | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Manual Step On | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Selected FT or VA or CLF | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Cableless Link (CLF) | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Priority Vehicle | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Vehicle Actuated | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ |
| Fixed Time | ○ | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ |

**Configuration Complexity**

○ Low ○ Medium ○ High ◉ Maximum

standardPB801.8df
Default PROM data file

**Correspondence Monitoring to inc.**

- [x] Reds
- [x] Ambers
- [ ] Switched Signs
- [ ] Ignore Reds and Ambers during Fail to Part Time

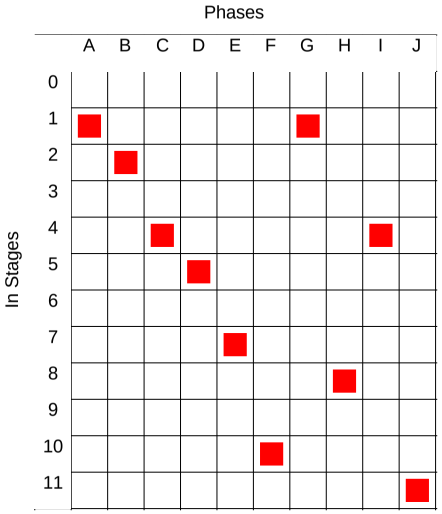
**Flash Rate (ms)**

400 Off 400 On



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Phases in Stages



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

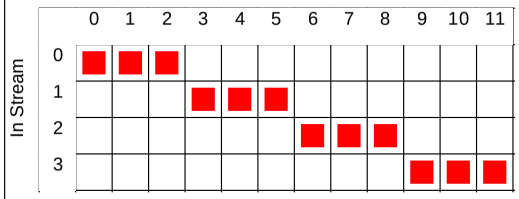
# Stages in Streams

Stream Data

| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| Phase or Stage to revert to in absence of demands/extensions | 1 | 4 | 7 | 10 | | | | |
| Startup Stage | 1 | 4 | 7 | 10 | | | | |
| Part-Time switch off stage | | | | | | | | |
| Standalone Pedestrian | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

NB : For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

Stages






Works Order :
EM Number : EPR151
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Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○ Manual Output Allocation ☑

| Phase | Title | Type | App. Type | Term. Type | Assoc. Phase | No. of Drive Outputs "R" | "A" | "G" |
|---|---|---|---|---|---|---|---|---|
| A | EAST CIRC | 0 - UK Traffic | 0 | 0 - I | | 1 | 1 | 1 |
| B | A52 W/B | 0 - UK Traffic | 0 | 0 - I | | 2 | 2 | 2 |
| C | SOUTH CIRC | 0 - UK Traffic | 0 | 0 - I | | 1 | 1 | 1 |
| D | WOODSIDE ROAD N/B | 0 - UK Traffic | 0 | 0 - I | | 2 | 2 | 2 |
| E | A52 E/B EXIT | 0 - UK Traffic | 0 | 0 - I | | 1 | 1 | 1 |
| F | WOODSIDE ROAD S/B EXIT | 0 - UK Traffic | 0 | 0 - I | | 1 | 1 | 1 |
| G | PED ACROSS A52 W/B | 3 - UK Near Side Pedestrian | 0 | 0 - I | | 1 | 1 | 2 |
| H | PED ACROSS A52 EXIT E/B EXIT | 3 - UK Near Side Pedestrian | 0 | 0 - I | | 1 | 1 | 2 |
| I | PED ACROSS WOODSIDE ROAD N/B | 3 - UK Near Side Pedestrian | 0 | 0 - I | | 1 | 1 | 2 |
| J | PED ACROSS WOODSIDE ROAD S/B EXIT | 3 - UK Near Side Pedestrian | 0 | 0 - I | | 1 | 1 | 2 |

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order :
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# Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ 2 ○ 3 ○ ○ ○ ○ ○

Initialise

☑ Amber Conflict Monitoring

To Phase

| From Phase | A | B | C | D | E | F | G | H | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| A | ■ | Co | | | | | o | | | |
| B | Co | ■ | | | | | Co | | | |
| C | | | ■ | Co | | | | | o | |
| D | | | Co | ■ | | | | | Co | |
| E | | | | | ■ | | | Co | | |
| F | | | | | | ■ | | | | Co |
| G | o | Co | | | | | ■ | | | |
| H | | | | | Co | | | ■ | | |
| I | | | o | Co | | | | | ■ | |
| J | | | | | | Co | | | | ■ |



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

◉ Phases A to P ○

| Phase | Min Green | Min Ped Clr | Extensions | Maximums A | B | C | D | E | F | G | H | Pre-timed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 7 | 0 | 0.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| B | 7 | 0 | 0.0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| C | 7 | 0 | 0.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| D | 7 | 0 | 0.0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| E | 7 | 0 | 0.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| F | 7 | 0 | 0.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| G | 5 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| H | 5 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| I | 5 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| J | 5 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |

NB: For Standalone Streams see Help for use of Max. Sets.

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ 2 ○ 3 ○ ○ ○ ○ ○

NB: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below

To Phase

| From Phase | A | B | C | D | E | F | G | H | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| A | | 5 | | | | | | | | |
| B | 6 | | | | | | 5 | | | |
| C | | | | 5 | | | | | | |
| D | | | 6 | | | | | | 5 | |
| E | | | | | | | | 5 | | |
| F | | | | | | | | | | 5 |
| G | | 0 | | | | | | | | |
| H | | | | | 0 | | | | | |
| I | | | | 0 | | | | | | |
| J | | | | | | 0 | | | | |



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Handset Intergreen Limits

HIGH 30

Copy Intergreen Values

To Phase

| From Phase | A | B | C | D | E | F | G | H | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| A | | 5 | | | | | | | | |
| B | 6 | | | | | | 5 | | | |
| C | | | | 5 | | | | | | |
| D | | | 6 | | | | | | 5 | |
| E | | | | | | | | 5 | | |
| F | | | | | | | | | | 5 |
| G | | | | | | | | | | |
| H | | | | | | | | | | |
| I | | | | | | | | | | |
| J | | | | | | | | | | |

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

| Phase | Min. Green Min. | Min. Green Max. | Phase | Min. Green Min. | Min. Green Max. |
|---|---|---|---|---|---|
| A | 7 | 255 | Q | | |
| B | 7 | 255 | R | | |
| C | 7 | 255 | S | | |
| D | 7 | 255 | T | | |
| E | 7 | 255 | U | | |
| F | 7 | 255 | V | | |
| G | 5 | 255 | W | | |
| H | 5 | 255 | X | | |
| I | 5 | 255 | Y | | |
| J | 5 | 255 | Z | | |
| K | | | A2 | | |
| L | | | B2 | | |
| M | | | C2 | | |
| N | | | D2 | | |
| O | | | E2 | | |
| P | | | F2 | | |

Max. Green: Min. 7 Max. 255

Vehicle Extension: Min. 0.0 Max. 10.0

Phase Delay: Min. 0 Max. 30

Starting I/G: Min. 8 Max. 15

Min Ped Clr (PBT): Min. 1 Max. 5

Traffic Phase Leaving: Min. 3.0 Max. 3.0

Traffic Phase Red/Amber: Min. 2 Max. 2



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Phase - VA Demand and Extend Definitions

VA Demand and Extend Definitions

(•) Phases A to P ( )

Demands

For Unlatched demands preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

| Phase | | | | |
|---|---|---|---|---|
| A | | | | |
| B | BX4 | BX5 | BX6 | |
| C | | | | |
| D | DX35 | DX36 | DX37 | |
| E | | | | |
| F | | | | |
| G | PBUG7 | PBUG8 | PBUG9 | PBUG10 |
| H | PBUH1 | PBUH2 | PBUH3 | PBUH4 |
| I | PBUI19 | PBUI20 | PBUI21 | PBUI22 |
| J | PBUJ13 | PBUJ14 | PBUJ15 | PBUJ16 |

Extensions

| | | | |
|---|---|---|---|
| | | | |
| BX4 | BX5 | BX6 | |
| | | | |
| DX35 | DX36 | DX37 | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Phase Internal/Revertive Demands

## Phase Internal/Revertive Demands

### Start-up Vehicle Responsive Demands

| A | B | C | D | E | F | G | H | I | J | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Demands Inserted When Leaving Manual and Fixed Time Modes

| A | B | C | D | E | F | G | H | I | J | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Unlatched Demands that Start Max Timers

| A | B | C | D | E | F | G | H | I | J | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Revertive Phase Demands

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | B | C | D | E | F | | | | | | | | | | |

| Q | R | S | T | U | V | W | X | Y | Z | A2 | B2 | C2 | D2 | E2 | F2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Phase - OnCrossing and Kerbside Detector Definitions

## On Crossing and Kerbside Input Definitions

◉ Phases A to P ○

| Phase | On Crossing | | | | Kerbside | | | |
|---|---|---|---|---|---|---|---|---|
| A | | | | | | | | |
| B | | | | | | | | |
| C | | | | | | | | |
| D | | | | | | | | |
| E | | | | | | | | |
| F | | | | | | | | |
| G | ONCG7 | ONCG10 | | | | | | |
| H | ONCH2 | ONCH4 | | | KERBH1 | KERBH3 | | |
| I | ONCI19 | ONCI22 | | | | | | |
| J | ONCJ14 | ONCJ15 | | | KERBJ13 | KERBJ16 | | |

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Stream - Pelican/Puffin/Toucan Times

## Stream - Pelican/Puffin/Toucan Times

### Pedestrian Enable VA Mode (PEV)

Streams

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|

### Pedestrian All Red Times (Vehicle to Pedestrian)

| Streams | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| (PARn 0) VA Gap Change | | | | | | | | |
| (PAR n 1) VA Max Change | | | | | | | | |
| (PAR n 2) FVP Change | | | | | | | | |
| (PAR n 3) UTC Change | | | | | | | | |
| (PAR n 4) Local Link Change | | | | | | | | |

### Handset Range Limits

| | Min | Max |
|---|---|---|
| (PARn 0) VA Gap Change | | |
| (PAR n 1) VA Max Change | | |
| (PAR n 2) FVP Change | 0 | 0 |
| (PAR n 3) UTC Change | | |
| (PAR n 4) Local Link Change | | |

### Pelican Intergreen times

| | | |
|---|---|---|
| (PIT n 0) Veh Red/Ped Flash Green | 0 | 0 |
| (PIT n 1) Veh Flash Amber/Ped Flash Green | 0 | 0 |
| (PIT n 2) Veh Flash Amber/Ped red | 0 | 0 |
| (PIT n 3) Veh Flash Amber/Ped Red Quiescent | 0 | 0 |



Works Order :
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# Phase - Pelican Puffin and Toucan Times

## Phase - Pelican Puffin and Toucan Times

Phases A to P

| Phase | PDD Ped Dem Del | PDX Demand Hold | CMX Ped Clearance Maximum | CDY 0 Clearance Delay Gap Chng | CDY 1 Clearance Delay Max Chng | CRD Clearance Minimum Red |
|---|---|---|---|---|---|---|
| A | 0 | 0.0 | 0 | 0 | 0 | 0 |
| B | 0 | 0.0 | 0 | 0 | 0 | 0 |
| C | 0 | 0.0 | 0 | 0 | 0 | 0 |
| D | 0 | 0.0 | 0 | 0 | 0 | 0 |
| E | 0 | 0.0 | 0 | 0 | 0 | 0 |
| F | 0 | 0.0 | 0 | 0 | 0 | 0 |
| G | 0 | 0.0 | 7 | 0 | 0 | 0 |
| H | 0 | 2.0 | 5 | 0 | 0 | 0 |
| I | 0 | 0.0 | 7 | 0 | 0 | 0 |
| J | 0 | 2.0 | 5 | 0 | 0 | 0 |

### Handset Range Limits

| | MIN | MAX |
|---|---|---|
| Pedestrian Demand delay PDD | 0 | 4 |
| Pedestrian Demand Hold PDX | 0.0 | 5.0 |
| Pedestrian Clearance CMX | 0 | 20 |
| Pedestrian Clearance Delays CDY 0 and CDY1 | 0 | 3 |
| Pedestrian Clearance Delay (Red) CRI | 0 | 0 |

Works Order :
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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

Local Link

PV1

Link Delay Time
LKD

Link Window Time
LKW

Link Override Time
LKO

Kerbside Mat Test Output



Works Order :
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# Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Pelican, Puffin, Toucan Pushbutton and Kerbside Detector Pair Associations

| | Phase | Demand | KBS |
|---|---|---|---|
| 0 | H | PBUH1 | KERBH1 |
| 1 | H | PBUH2 | KERBH1 |
| 2 | H | PBUH3 | KERBH3 |
| 3 | H | PBUH4 | KERBH3 |
| 4 | J | PBUJ13 | KERBJ13 |
| 5 | J | PBUJ14 | KERBJ13 |
| 6 | J | PBUJ15 | KERBJ16 |
| 7 | J | PBUJ16 | KERBJ16 |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |

| | 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 :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Stage Internal Demands / Ped. Window Times

## Stage Internal Demands / Ped. Window Times

### Start-up Vehicle Responsive Demands

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Demands Inserted When Leaving Manual and Fixed Time Modes

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Unlatched Demands that Start Maximum Timers

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Window Times

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Fixed Time

## Fixed Time

### Stage Moves & Times (Not Fixed Time to Current Max)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Current Stage | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |

### Phases Demanded and Extended under Fixed Time to Current Max.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Extend | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

| | Q | R | S | T | U | V | W | X | Y | Z | A2 | B2 | C2 | D2 | E2 | F2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Extend | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# CLF - Plan(s)

CLF - Plan(s)

Plan No. 0

Copy from

Plan Specifics

Influence Set 0

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 45

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 21 | 1 | 2 | 16 | 39 | 2 | 8 |
| 1 | 40 | 1 | 1 | 17 | 41 | 1 | 7 |
| 2 | 10 | 1 | 5 | 18 | 26 | 2 | 11 |
| 3 | 27 | 1 | 4 | 19 | 28 | 1 | 10 |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# CLF - Plan(s)

CLF - Plan(s)

Plan No. 1

Copy from

Plan Specifics

Influence Set 1

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 29 | 1 | 2 | 16 | 51 | 2 | 8 |
| 1 | 48 | 1 | 1 | 17 | 53 | 1 | 7 |
| 2 | 18 | 1 | 5 | 18 | 34 | 2 | 11 |
| 3 | 35 | 1 | 4 | 19 | 36 | 1 | 10 |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# CLF - Plan(s)

CLF - Plan(s)

Plan No. 2

Copy from

Plan Specifics

Influence Set 2

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 29 | 1 | 2 | 16 | 51 | 2 | 8 |
| 1 | 52 | 1 | 1 | 17 | 53 | 1 | 7 |
| 2 | 17 | 1 | 5 | 18 | 34 | 2 | 11 |
| 3 | 35 | 1 | 4 | 19 | 36 | 1 | 10 |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# CLF - Plan(s)

CLF - Plan(s)

Plan No. 3

Copy from

Plan Specifics

Influence Set 3

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 30 | 1 | 2 | 16 | 52 | 2 | 8 |
| 1 | 53 | 1 | 1 | 17 | 54 | 1 | 7 |
| 2 | 13 | 1 | 5 | 18 | 35 | 2 | 11 |
| 3 | 36 | 1 | 4 | 19 | 37 | 1 | 10 |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# CLF - Base Time

## CLF - Base Time

Controller Base Date: XX/XX/XX

Controller Base Time: 02:00:00

### Plan Offset

| | Minutes | Seconds | | Minutes | Seconds |
|---|---|---|---|---|---|
| Plan 0 | 0 | 0 | Plan 8 | 0 | 0 |
| Plan 1 | 0 | 0 | Plan 9 | 0 | 0 |
| Plan 2 | 0 | 0 | Plan 10 | 0 | 0 |
| Plan 3 | 0 | 0 | Plan 11 | 0 | 0 |
| Plan 4 | 0 | 0 | Plan 12 | 0 | 0 |
| Plan 5 | 0 | 0 | Plan 13 | 0 | 0 |
| Plan 6 | 0 | 0 | Plan 14 | 0 | 0 |
| Plan 7 | 0 | 0 | Plan 15 | 0 | 0 |

### Handset Range Limits

| | Minutes | Seconds |
|---|---|---|
| Min | 0 | 0 |
| Max | 255 | 59 |

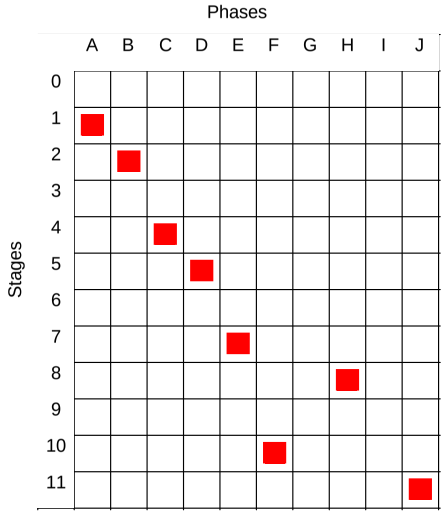


Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# UTC General Data

UTC General Data

Type of UTC

○ 106 ◉ 316

Integral OTU Address

4 Number of Control Words

4 Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Priority Mode

☐ Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time ( UTC TS input )

| Day | Time |
|---|---|
| Time Only | 23:00:00 |

Clock Confirm Time ( UTC RT output )

| Day | Time |
|---|---|
| Time Only | 23:00:02 |



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

| | Bit 1 | Bit 2 | Bit 3 | Bit 4 | Bit 5 | Bit 6 | Bit 7 | Bit 8 |
|---|---|---|---|---|---|---|---|---|
| Word 1 | #F1 | #F2 | #F4 | #F5 | #F7 | #F8 | #F10 | #F11 |
| Word 2 | D1 | D2 | D4 | D5 | D7 | D8 | D10 | D11 |
| Word 3 | SO | TS | | | | | | |
| Word 4 | | | | | | | MOVATO0 | MOVATO1 |

Reply Words

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Word 1 | G1 | G2 | G4 | G5 | G7 | G8 | G10 | G11 |
| Word 2 | DF | | DC | LF1 | LF2 | EXITQ | | |
| Word 3 | RT | CF | | | | | | |
| Word 4 | | | | | | | | CRB1 |
| Word 5 | | | | | | | | |
| Word 6 | | | | | | | | |
| Word 7 | | | | | | | | |
| Word 8 | | | | | | | | |
| Word 9 | | | | | | | | |
| Word 10 | | | | | | | | |
| Word 11 | | | | | | | | |
| Word 12 | | | | | | | | |
| Word 13 | | | | | | | | |
| Word 14 | | | | | | | | |

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

Demands

For Unlatched demands preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

Phases A to P ○

Extensions

| Phase | Demands | | | | Extensions |
|---|---|---|---|---|---|
| A | #D1 | | | | D1 |
| B | #D2 | | | | D2 |
| C | #D4 | | | | D4 |
| D | #D5 | | | | D5 |
| E | #D7 | | | | D7 |
| F | #D10 | | | | D10 |
| G | | | | | |
| H | #D8 | | | | D8 |
| I | | | | | |
| J | #D11 | | | | D11 |



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# UTC Stage and Modes Data Definitions

UTC Stage and Modes Data Definitions

| Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit | Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit |
|---|---|---|---|---|---|---|---|
| 0 | | | | 16 | | | |
| 1 | #F1 | *SCRT1 | | 17 | | | |
| 2 | #F2 | *SCRT2 | | 18 | | | |
| 3 | | | | 19 | | | |
| 4 | #F4 | *SCRT4 | | 20 | | | |
| 5 | #F5 | *SCRT5 | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | #F7 | G7 | | 23 | | | |
| 8 | #F8 | G8 | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | #F10 | G10 | | 26 | | | |
| 11 | #F11 | G11 | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

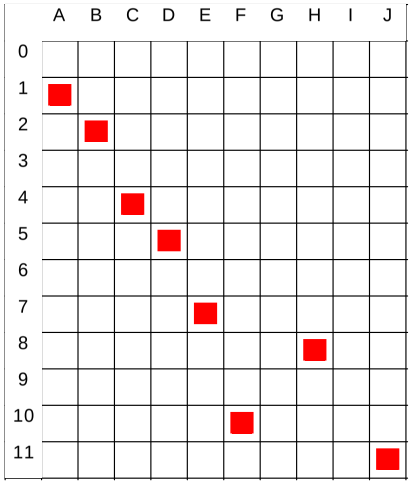
# UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages






Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Serial MOVA

Serial MOVA

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | BIN1 | 2 | BIN2 | 3 | BIN3 | 4 | BX4 | 5 | BX5 | 6 | BX6 | 7 | BSL7 | 8 | BSL8 |
| 9 | BSL9 | 10 | | 11 | | 12 | | 13 | | 14 | WWAITH | 15 | WWAITJ | 16 | |
| 17 | | 18 | | 19 | | 20 | | 21 | | 22 | | 23 | | 24 | |
| 25 | | 26 | | 27 | | 28 | | 29 | | 30 | | 31 | | 32 | |
| 33 | DIN33 | 34 | DIN34 | 35 | DX35 | 36 | DX36 | 37 | DX37 | 38 | DSL38 | 39 | DSL39 | 40 | DSL40 |
| 41 | | 42 | | 43 | | 44 | | 45 | | 46 | | 47 | | 48 | |
| 49 | | 50 | | 51 | | 52 | | 53 | | 54 | | 55 | | 56 | |
| 57 | | 58 | | 59 | | 60 | | 61 | | 62 | | 63 | | 64 | WCRBACT |

Note - only 32 detectors available on MOVA 4.0

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# MTC - Time Switch Parameters

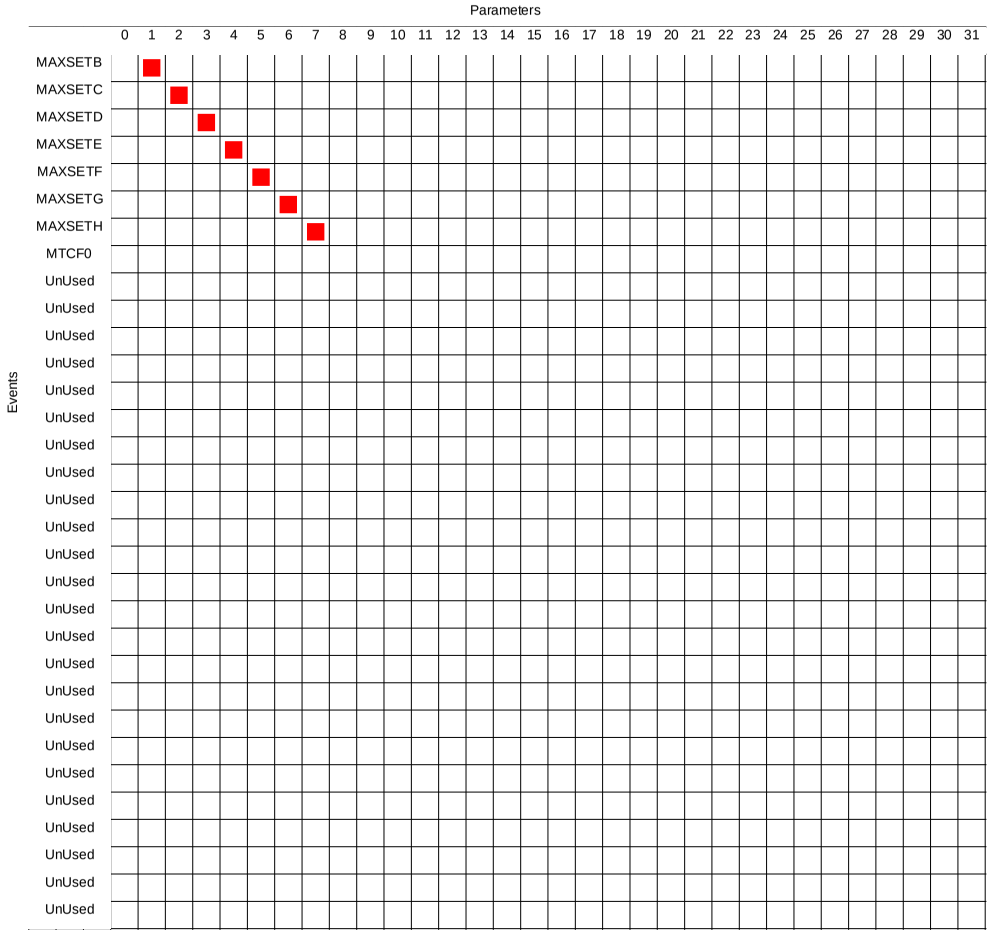
MTC - Time Switch Parameters

| | Type | Event | | Type | Event |
|---|---|---|---|---|---|
| 0 | Alternate Max | MAXSETB | 16 | No Action | |
| 1 | Alternate Max | MAXSETC | 17 | No Action | |
| 2 | Alternate Max | MAXSETD | 18 | No Action | |
| 3 | Alternate Max | MAXSETE | 19 | No Action | |
| 4 | Alternate Max | MAXSETF | 20 | No Action | |
| 5 | Alternate Max | MAXSETG | 21 | No Action | |
| 6 | Alternate Max | MAXSETH | 22 | No Action | |
| 7 | Conditioning | MTCF0 | 23 | No Action | |
| 8 | No Action | | 24 | No Action | |
| 9 | No Action | | 25 | No Action | |
| 10 | No Action | | 26 | No Action | |
| 11 | No Action | | 27 | No Action | |
| 12 | No Action | | 28 | No Action | |
| 13 | No Action | | 29 | No Action | |
| 14 | No Action | | 30 | No Action | |
| 15 | No Action | | 31 | No Action | |



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# MTC - Time Switch Parameters Array



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Master Time Clock - Day Type

Master Time Clock - Day Type

| No. | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|---|---|---|---|---|---|---|---|
| 0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ |
| 1 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ |
| 2 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 3 | ☐ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 4 | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ | ☐ |
| 5 | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ |
| 6 | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ |
| 7 | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| 8 | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ |
| 9 | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ |
| 10 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 11 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 12 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 13 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 14 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 15 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Master Time Clock - Time Table

Master Time Clock - Time Table

View Time Table settings: (•) 0-15 ( ) 16-31 ( ) 32-47 ( ) 48-63

| Number | Day Type | Time | Introduce Function Required | Function Number | Plan/ Parameter |
|---|---|---|---|---|---|
| 0 | 9 | 07:00:00 | INTRODUCE CLF PLAN 1 | 1 | 1 |
| 1 | 9 | 09:30:00 | INTRODUCE CLF PLAN 2 | 1 | 2 |
| 2 | 9 | 15:30:00 | INTRODUCE CLF PLAN 3 | 1 | 3 |
| 3 | 0 | 08:00:00 | INTRODUCE CLF PLAN 2 | 1 | 2 |
| 4 | 1 | 08:00:00 | INTRODUCE CLF PLAN 2 | 1 | 2 |
| 5 | 7 | 19:00:00 | INTRODUCE CLF PLAN 0 | 1 | 0 |
| 6 | 9 | 15:30:00 | INTRODUCE MOVA PLAN 1 | 4 | 7 |
| 7 | 9 | 19:00:00 | INTRODUCE MOVA PLAN 0 | 3 | 7 |
| 8 | 0 | | | 0 | 0 |
| 9 | 0 | | | 0 | 0 |
| 10 | 0 | | | 0 | 0 |
| 11 | 0 | | | 0 | 0 |
| 12 | 0 | | | 0 | 0 |
| 13 | 0 | | | 0 | 0 |
| 14 | 0 | | | 0 | 0 |
| 15 | 0 | | | 0 | 0 |

Function Numbers:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter ( Combination of event switches

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# LMU - General

## LMU - General

### Lamp Monitoring - LMU Voltage

○ ◉ 48
○ ○

### Red Lamp Monitoring

Max Red Bulb Wattage

First Red Lamp Fault Speed: 0

☐ RLF2 Cancels RLM additional Intergreens

☐ RLF2 Only Cleared by RFL = 1

☐ RLF1 Only Cleared by RFL = 1

#### RLM Additional Intergreen Handset Limits

| Minimum | Maximum |
|---|---|
| 2 | 10 |

#### Streams with Phase BlackOut on RLF2

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ ☐ ☐ ☐



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Integral Onboard LMU Sensors

## Integral LMU On-board Sensors for ELV Controllers

| Number of LS cards fitted | HPU Connection |
|---|---|
| 2 | 1 |

### Sensor Configuration For LSLS 1 (Rack)

| Phase | Aspect | Sensor # | Sensor Type | Load Type | | Phase | Aspect | Sensor # | Sensor Type | Load Type | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | Red | 1 | As Seq. | 1: STC Helios ELV | ○ | D | Green | 4 | As Seq. | 1: STC Helios ELV | ○ |
| A | Amber | 1 | As Seq. | 1: STC Helios ELV | ○ | D | Green | 4 | As Seq. | 1: STC Helios ELV | ○ |
| A | Green | 1 | As Seq. | 1: STC Helios ELV | ○ | E | Red | 5 | As Seq. | 1: STC Helios ELV | ○ |
| B | Red | 2 | As Seq. | 1: STC Helios ELV | ○ | E | Amber | 5 | As Seq. | 1: STC Helios ELV | ○ |
| B | Red | 2 | As Seq. | 1: STC Helios ELV | ○ | E | Green | 5 | As Seq. | 1: STC Helios ELV | ○ |
| B | Amber | 2 | As Seq. | 1: STC Helios ELV | ○ | F | Red | 6 | As Seq. | 1: STC Helios ELV | ○ |
| B | Amber | 2 | As Seq. | 1: STC Helios ELV | ○ | F | Amber | 6 | As Seq. | 1: STC Helios ELV | ○ |
| B | Green | 2 | As Seq. | 1: STC Helios ELV | ○ | F | Green | 6 | As Seq. | 1: STC Helios ELV | ○ |
| B | Green | 2 | As Seq. | 1: STC Helios ELV | ○ | G | Red | 7 | R,G | 3: STC LED Nearside In | ○ |
| C | Red | 3 | As Seq. | 1: STC Helios ELV | ○ | G | Amber | 8 | Wait | 2: STC LED Demand Inc | ○ |
| C | Amber | 3 | As Seq. | 1: STC Helios ELV | ○ | G | Green | 7 | R,G | 3: STC LED Nearside In | ○ |
| C | Green | 3 | As Seq. | 1: STC Helios ELV | ○ | G | Green | 7 | R,G | 3: STC LED Nearside In | ○ |
| D | Red | 4 | As Seq. | 1: STC Helios ELV | ○ | H | Red | 9 | R,G | 3: STC LED Nearside In | ○ |
| D | Red | 4 | As Seq. | 1: STC Helios ELV | ○ | H | Amber | 10 | Wait | 2: STC LED Demand Inc | ○ |
| D | Amber | 4 | As Seq. | 1: STC Helios ELV | ○ | H | Green | 9 | R,G | 3: STC LED Nearside In | ○ |
| D | Amber | 4 | As Seq. | 1: STC Helios ELV | ○ | H | Green | N/A | N/A | N/A | ○ |

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure

Works Order :
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Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Integral Onboard LMU Sensors

Integral LMU On-board Sensors for ELV Controllers

| Number of LS cards fitted | HPU Connection |
|---|---|
| 2 | 1 |

Sensor Configuration For LSLS 2 (Rack)

| Phase | Aspect | Sensor # | Sensor Type | Load Type | | Phase | Aspect | Sensor # | Sensor Type | Load Type | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| I | Red | 11 | R,G | 3: STC LED Nearside In | ○ | N/A | N/A | | N/A | N/A | ○ |
| I | Amber | 12 | Wait | 2: STC LED Demand In | ○ | N/A | N/A | | N/A | N/A | ○ |
| I | Green | 11 | R,G | 3: STC LED Nearside In | ○ | N/A | N/A | | N/A | N/A | ○ |
| I | Green | N/A | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| J | Red | 13 | R,G | 3: STC LED Nearside In | ○ | N/A | N/A | | N/A | N/A | ○ |
| J | Amber | 14 | Wait | 2: STC LED Demand In | ○ | N/A | N/A | | N/A | N/A | ○ |
| J | Green | 13 | R,G | 3: STC LED Nearside In | ○ | N/A | N/A | | N/A | N/A | ○ |
| J | Green | N/A | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure



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# Integral External LMU Sensors

Integral LMU External Sensors for Reg Signs (ELV Controllers)

External Sensors (1)

| Sensor | Load Type |
|---|---|
| 48 | 4: STC ELV Regulatory Sign |
| 47 | 4: STC ELV Regulatory Sign |
| 46 | 4: STC ELV Regulatory Sign |
| 45 | 4: STC ELV Regulatory Sign |

External Sensors (4)

| Sensor | Load Type |
|---|---|

External Sensors (2)

| Sensor | Load Type |
|---|---|
| 44 | 4: STC ELV Regulatory Sign |
| 43 | 4: STC ELV Regulatory Sign |
| 42 | 4: STC ELV Regulatory Sign |
| 41 | 4: STC ELV Regulatory Sign |

External Sensors (5)

| Sensor | Load Type |
|---|---|

External Sensors (3)

| Sensor | Load Type |
|---|---|

External Sensors (6)

| Sensor | Load Type |
|---|---|

Note: Sensors which have been used as Onboard sensors will not be available h

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# RLM Additional Intergreens

Phases Delayed

Phases with RLF1

| | A | B | C | D | E | F | G | H | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| A | | | | | | | | | | |
| B | | | | | | | 2 | | | |
| C | | | | | | | | | | |
| D | | | | | | | | | 2 | |
| E | | | | | | | | 2 | | |
| F | | | | | | | | | | 2 |
| G | | | | | | | | | | |
| H | | | | | | | | | | |
| I | | | | | | | | | | |
| J | | | | | | | | | | |



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# RLM Phase Inhibits

Phases Inhibited/Blacked-out

Phases with RLF2

| | A | B | C | D | E | F | G | H | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| A | | | | | | | | | | |
| B | | | | | | | ■ | | | |
| C | | | | | | | | | | |
| D | | | | | | | | | ■ | |
| E | | | | | | | | ■ | | |
| F | | | | | | | | | | ■ |
| G | | | | | | | | | | |
| H | | | | | | | | | | |
| I | | | | | | | | | | |
| J | | | | | | | | | | |

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# Manual Panel

**Manual Panel**

**Stage Buttons and LEDs**

| Button No. | Title | Called Stage for Stream 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | ALL RED | 0 | 3 | 7 | 10 | | | | |
| 1 | EAST CIRC _SOUTH CIRC | 1 | 4 | 7 | 10 | | | | |
| 2 | A52 W/B_SOUTH CIRC | 2 | 4 | 7 | 10 | | | | |
| 3 | A52 W/B_SOUTH CIRC + EXIT PEDS | 2 | 4 | 8 | 11 | | | | |
| 4 | EAST CIRC _WOODSIDE ROAD N/B | 1 | 5 | 7 | 10 | | | | |
| 5 | EAST CIRC _WOODSIDE ROAD N/B + EXIT PEDS | 1 | 5 | 8 | 11 | | | | |
| 6 | A52 W/B_WOODSIDE ROAD N/B | 2 | 5 | 7 | 10 | | | | |
| 7 | | | | | | | | | |

**General LEDs**

| | AUX 1 | AUX 2 | AUX 3 | AUX 4 (Hurry Call) | AUX 5 (Higher Priority) |
|---|---|---|---|---|---|
| Conditioned | ☑ | ☑ | ☑ | ☑ | ☑ |

**General Buttons**

| | None | SW1 | SW2 | SW3 |
|---|---|---|---|---|
| Momentary | | ☐ | ☐ | ☐ |
| Dim Override | ◉ | ○ | ○ | ○ |
| RR | ◉ | ○ | ○ | ○ |

**Manual Signals On**

- ○ Immediate Signals On
- ◉ As Start-Up

**Manual Mode Enable**

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

Note 1:
For this to operate Special Conditioning is required.

**Mode Select Switches Disabled**

☑ VA ☑ Fixed Time ☐ CLF



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# Special Conditioning

```
; LAMPS OFF REPLY TO THE OMU (LAMPS OFF RELAY MUST BE FITTED TO ENABLE THIS TO WORK)
; ================================================================================

LMPON.SWLMPS.NOT(FLF17)=LAMPSON                          ; IF LAMPS ARE SWITCHED OFF OR FAIL SEND REPLY BY
                                                         ; USING AN I/O OUTPUT CALLED "LAMPSON"


CFE0:=CONDFLASH0                                         ; CFE SOFTWARE SWITCHES ALLOW STREAMS TO BE TURNED OFF
    *=ESPTX0                                             ; IF ANY STREAM IS SWITCHED OFF BY SETTING A CFE ACTIVE
CFE1:=CONDFLASH1                                         ; THIS SENDS AN OUTPUT TO THE UTMC UNIT VIA THE SERIAL
    *=ESPTX1                                             ; LINK CABLE
CFE2:=CONDFLASH2
    *=ESPTX2
CFE3:=CONDFLASH3
    *=ESPTX3



IFT (MODE0 EQL<8>) THN
    RUN<90>
END
IFT CNDTER90 THN
    RUN<91>
END
IFT CNDTER91 THN
    RUN<90>
END
IFT (MODE0 EQL<6>).MOVATO0.(MODE1 EQL<6>).MOVATO1.WMOVA THN
    TRUE=MIL05
ELS
    FALSE=MIL05
    IFT (((MODE0 EQL<6>).MOVATO0)+((MODE1 EQL<6>).MOVATO1)+WMOVA) THN
        CNDTMA90=MIL05
    END
END
IFT (MODE0 EQL<8>) THN
    RUN<88>
END
IFT CNDTER88 THN
    RUN<89>
END
IFT CNDTER89 THN
    RUN<88>
END
IFT (MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1).WUTC THN
    TRUE=MIL17
ELS
    FALSE=MIL17
    IFT (((MODE0 EQL<6>).NOT(MOVATO0)+((MODE1 EQL<6>).NOT(MOVATO1)+WUTC))) THN
        CNDTMA90=MIL17
    END
END


WPHSB=MIL22                                              ; AUX1 LED Link Active from West Controller Phase B
WPHSD=MIL23                                              ; AUX2 LED Link Active from West Controller Phase D



; EXTRA DETECTION
; ===============

(BSL7+BSL8+BSL9)=+LCPHB                                  ; LOOPS TO DEMAND AND EXTEND USING IPX VALUES
BSL7_ext:=+EXOB
        *=+EXCB
```

# Special Conditioning

```
BSL8_ext:=+EXOB
        *=+EXCB
BSL9_ext:=+EXOB
        *=+EXCB

(DSL38+DSL39+DSL40)=+LCPHD                          ; LOOPS TO DEMAND AND EXTEND USING IPX VALUES
DSL38_ext:=+EXOD
         *=+EXCD
DSL39_ext:=+EXOD
         *=+EXCD
DSL40_ext:=+EXOD
         *=+EXCD



; LINKED INPUT
; ============

WWAITH=+UCST5                                       ; WAIT CONFIRM FROM WEST CONTROLLER DEMANDS STAGE 5



; UTC STAGE REPLIES
; =================

IFT (MOVATO0+(SCRT1+SCRT2)) THN                     ; IF MOVA HAS BEEN REQUESTED TO TAKE CONTROL
    NOT(STAGE1)=G1                                  ; OR G1/G2 REPLY IS NOT PRESENT
    NOT(STAGE2)=G2
ELS
    FALSE:=G1
         *=G2
END


; UTC / MOVA CONTROL
; ==================

MOVATO0:.F1=+UCST1
       *.F2=+UCST2

IFT (MOVATO1+(SCRT4+SCRT5)) THN                     ; IF MOVA HAS BEEN REQUESTED TO TAKE CONTROL
    NOT(STAGE4)=G4                                  ; OR G4/G5 REPLY IS NOT PRESENT
    NOT(STAGE5)=G5
ELS
    FALSE:=G4
         *=G5
END


; UTC / MOVA CONTROL
; ==================

MOVATO1:.F4=+UCST4                                  ; ENSURE MOVA HOLDS CURRENT STAGE DUE TO TYPE 316 UTC
       *.F5=+UCST5
MOVATO0.F1.STAGE1:=+EXOA
                  *=+EXCA
MOVATO0.F2.STAGE2:=+EXOB
                  *=+EXCB
MOVATO1.F4.STAGE4:=+EXOC
                  *=+EXCC
MOVATO1.F5.STAGE5:=+EXOD
                  *=+EXCD


; DIM CONFIRM REPLY BIT.
; ======================
```



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# Special Conditioning

```
NOT(NOT(SO).NOT(SOLBRGHT))=DC                       ; SOLAR DIM OR DIM OVERRIDE REPLIES DC.



; CONTROLLER REPLIES
; ==================

NOT(SYSLED)=CF                                      ; ANY FAULT IN LOG REPLIES CF
NOT(LMPANY0+LMPANY1+LMPANY2+LMPANY3)=LF1            ; ANY LAMP FAILURE REPLY LF1
NOT(LMP1RED0+LMP1RED1+LMP1RED2+LMP1RED3)=LF2        ; FIRST RED LAMP FAILURE REPLY LF2
NOT(1SCRT20)=EXITQ                                  ; REPLY TO UTC WHEN QUEUE DETECTED


; UTC D-BIT UNLATCHED STAGE DEMANDS AND EXTENSIONS
; ================================================

D1:=+UCST1                                          ; D1 DEMANDS STAGE 1 AND
  *=+EXOA                                           ; EXTENDS EXCLUSIVE PHASES.
D1=+EXCA

D2:=+UCST2                                          ; D2 DEMANDS STAGE 2 AND
  *=+EXOB                                           ; EXTENDS AN EXCLUSIVE PHASE.
D2=+EXCB

D4:=+UCST4                                          ; D4 DEMANDS STAGE 4 AND
  *=+EXOC                                           ; EXTENDS AN EXCLUSIVE PHASE.
D4=+EXCC

D5:=+UCST5                                          ; D5 DEMANDS STAGE 5 AND
  *=+EXOD                                           ; EXTENDS AN EXCLUSIVE PHASE.
D5=+EXCD

D7:=+UCST7                                          ; D7 DEMANDS STAGE 7 AND
  *=+EXOE                                           ; EXTENDS AN EXCLUSIVE PHASE.
D7=+EXCE

D8:=+UCST8                                          ; D8 DEMANDS STAGE 8.
  *=+EXOH                                           ; EXTENDS AN EXCLUSIVE PHASE.
D8=+EXCH
D10:=+UCST10                                        ; D10 DEMANDS STAGE 10 AND
   *=+EXOF                                          ; EXTENDS AN EXCLUSIVE PHASE.
D10=+EXCF

D11:=+UCST11                                        ; D11 DEMANDS STAGE 11.
   *=+EXOJ                                          ; EXTENDS AN EXCLUSIVE PHASE.
D11=+EXCJ



; MODES DISABLED BY CERTAIN CONDITIONS
; ====================================
NOT(DSRACC):=MNCONT                                 ; HANDSET NOT PLUGGED IN DISABLES
           *=MSCONT                                 ; MANUAL MODE.
(SSVA+SSFIX).(F1+F2+F4+F5)=VACONT                   ; FORCE BIT AND IN VA SWITCH
                                                    ; POSITION DISABLES VA MODE.
SSFIX.NOT(DSRACC)::=FTCONT                          ; NO HANDSET AND IN FIXED TIME
                   *=SSCONT                         ; SWITCH POSITION DISABLES FT MODE.
                   *=1SCRT253                       ; FIXED TIME MODE DISABLE FLAG


; CLF DISABLED
; ============

(MOVATO0+MOVATO1+(MODE0 EQL<4>))=ROUGH0                     ; MOVA OR MANUAL MODE
```

# Special Conditioning

```
(MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1)=ROUGH1    ; UTC MODE
(ROUGH0+ROUGH1):=DISCLF2
               *=DISCLF3



; MOVA CONFIRMS
; =============

PRSLMPAG.NOT(LMUINHG)=MOVADET10                         ; WAIT REPIES TO MOVA
PRSLMPAH.NOT(LMUINHH)=MOVADET11
PRSLMPAI.NOT(LMUINHI)=MOVADET12
PRSLMPAJ.NOT(LMUINHJ)=MOVADET13



; EXIT LOOP INPUTS TO MOVA
; ========================

IFT CCTO0.(CCTO1+CCTO2) THN                             ; SET MOVADET63 AFTER THE CALL DELAY
    TRUE=1SCRT20
END
IFT 1SCRT20.NOT(CCTO0+CCTO1+CCTO2) THN                  ; AND SET OUTPUT TO LINKED CONTROLLER
    FALSE=1SCRT20
END
1SCRT20:=MOVADET63
       *=EEXITQ



; INPUTS TO MOVA
; ==============

EXITQ41=MOVADET41
(EXITQ42A+EXITQ42B)=MOVADET42
(EXITQ43A+EXITQ43B)=MOVADET43



; PED TERMINATION
; ===============
LMPON.PHASED.NOT(MING)=1AUXCMDG4
LMPON.WPHSBGRN.NOT(MINI)=1AUXCMDI4



; MOVA CRB CONTROL STREAM 0
; =========================

IFT (PRSLMPRA+PRSLMPAA+PRSLMPGA) THN                                ; MIN LAMPS OFF TIMER
    RUN<94>
END
IFT NOT(MODE0 EQL<6>).NOT(CNDTMA95).SSNRM THN                       ; NOT IN MOVA MODE AND IN NORMAL RUN TIMER
    RUN<95>
END
IFT CNDTER95+((PRVMOD0 EQL<6>).NOT(MODE0 EQL<6>)) THN
    LOD<10> 2SCRTCH31
    TRUE=2SCRT239
END                                                                 ; START A 2 SEC INTERNAL TIMER FOR CRB TOGGLE
NOT(2SCRTST31 EQL<0>)=.2SCRT239
IFT (2SCRTST31 GRT<0>) THN
    DEC 2SCRTCH31
END
(SSNRM+SSFIX+SSVA).(NOT(2SCRT239)+(MODE0 EQL<6>)).CNDTMA94.NOT(EEXITQ):=MOVACRB  ; WHEN TIMER TERMINATES TOGGLE CRB
                                                                     *=ECRBACT  ; OUTPUT TO LINKED CONTROLLER
```



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# Special Conditioning

```
; MOVA CRB CONTROL STREAM 1
; =========================

IFT (PRSLMPRC+PRSLMPAC+PRSLMPGC) THN                                ; MIN LAMPS OFF TIMER
    RUN<92>
END
IFT NOT(MODE1 EQL<6>).NOT(CNDTMA93).SSNRM THN                       ; NOT IN MOVA MODE AND IN NORMAL RUN TIMER
    RUN<93>
END
IFT CNDTER93+((PRVMOD1 EQL<6>).NOT(MODE1 EQL<6>)) THN
    LOD<10> 2SCRTCH30
    TRUE=2SCRT238
END                                                                 ; START A 2 SEC INTERNAL TIMER FOR CRB TOGGLE
NOT(2SCRTST30 EQL<0>)=.2SCRT238
IFT (2SCRTST30 GRT<0>) THN
    DEC 2SCRTCH30
END
(SSNRM+SSFIX+SSVA).(NOT(2SCRT238)+(MODE1 EQL<6>)).CNDTMA92.NOT(EEXITQ)=CRB1   ; WHEN TIMER TERMINATES TOGGLE CRB
```

# Special Conditioning

```
; Link Outputs

; EPHSB    : Send output to West Controller when Phase A to leaving amber until Phase B leaving amber
; EPHSD    : Send output to West Controller when Phase C to leaving amber until Phase D leaving amber

IFT TERMA THN
    TRUE=1SCRT0
END
IFT TERMB THN
    FALSE=1SCRT0
END
NOT(CFE0).1SCRT0=EPHSB

IFT TERMC THN
    TRUE=1SCRT1
END
IFT TERMD THN
    FALSE=1SCRT1
END
NOT(CFE1).1SCRT1=EPHSD

NOT(CFE0).LMPON.PHASEB=EPHSBGRN
PRSLMPAH.NOT(LMUINHH)=EWAITH
PRSLMPAJ.NOT(LMUINHJ)=EWAITJ

(MODE0 EQL<6>).MOVATO0.(MODE1 EQL<6>).MOVATO1=EMOVA
(MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1)=EUTC
; TIME SYNC OUTPUT
; ================

IFT (RTCTOD EQL<22>).(RTCMIN EQL<59>).(RTCSEC EQL<58>) THN         ; FIRST REAL TIME PULSE AT 22:59:58
    TRUE=TSYNC
ELS
    IFT (RTCTOD EQL<23>).(RTCMIN EQL<00>).(RTCSEC EQL<00>) THN     ; SECOND REAL TIME PULSE AT 23:00:00
        TRUE=TSYNC
    ELS
        FALSE=TSYNC
    END
END



; PHASE B END OF SAT FLAGS
; ========================

(ESPRX7.ESPRX8.ESPRX9)=EPHSBSAT                                    ; SEND OUTPUT TO LINKED CONTROLLER WHEN END
                                                                   ; OF SAT FLAGS ARE RECEIVED FROM THE UG405 UNIT
```



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# Special Conditioning

```
; PED LINK PHASE H
; ================
IFT WPHSD.NOT(1SCRT5) THN                                          ; WHEN INPUT GO'S ACTIVE RUN DELAY TIMER.
    RUN<0>
END
IFT CNDTER0 THN                                                    ; DELAY TIMER ENDS RUN THE RELEASE TIMER.
    RUN<1>
END
(MODE2 EQL<2>).LMPON.NOT(CNDTMA1+CNDTER2)./ROUGH1=PRVST8           ; IF RELEASE TIMER ACTIVE OR OVERRIDE TIMER EXPIRES OR
WPHSD=1SCRT5                                                       ; OR LAMPS OFF THEN LIFT LINK.
IFT PRVST8.NOT(1SCRT7) THN                                         ; RUN THE OVERRIDE TIMER WHEN PREVENT IS ACTIVE.
    RUN<2>
END
PRVST8=1SCRT7
PRSLMPAH.NOT(LMUINHH)=EWAITH                                       ; SEND OUUTPUT TO LINKED CONTROLLER TO CREATE A
                                                                   ; PHASE TERMINATION
```

# Special Conditioning

```
; PED LINK PHASE J
; ================

IFT TERMA THN                                          ; WHEN "A" LOSES RIGHT OF WAY RUN DELAY TIMER.
    RUN<3>
END
IFT CNDTER3 THN                                        ; WHEN DELAY TIMER ENDS RUN THE RELEASE TIMER.
    RUN<4>
END
(MODE3 EQL<2>).LMPON.NOT(CNDTMA4+1SCRT11)./ROUGH1=PRVST11  ; IF RELEASE TIMER ACTIVE OR OVERRIDE TIMER EXPIRES OR
                                                       ; LAMPS OFF THEN LIFT LINK.

IFT NOT(PRVST11)+ATOROW THN                            ; RUN THE OVERRIDE TIMER FROM LAST TIME LINK LIFTED.
    RUN<5>
END
CNDTER5=+1SCRT11
NOT(ATOROW)=.1SCRT11
PRSLMPAJ.NOT(LMUINHJ):=EWAITJ                          ; SEND OUUTPUT TO LINKED CONTROLLER TO CREATE A
                      *=+UCST2                         ; PHASE TERMINATION
```



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# Special Conditioning

```
; INPUTS TO EAST STREAM 0
; =======================

WPHSD=MOVADET32                                        ; INPUT ACTIVE SETS MOVADET32

IFT WPHSD.NOT(CNDTMA32).NOT(1SCRT15) THN               ; INPUT ACTIVE STARTS DELAY TIMER
    RUN<32>
END
WPHSD=1SCRT15                                          ; BIT SET TO STOP REPULSE
IFT CNDTER32 THN                                       ; DELAY TIMER EXPIRED STARTS O/P TIMER
    RUN<33>
END
CNDTMA33=MOVADET31                                     ; O/P TIMER ACTIVE SETS MOVADET31

WPHSB=MOVADET30                                        ; INPUT ACTVIVE SETS MOVADET30

IFT TERMC.MTCF0 THN                                    ; PHASE C LOSING RIGHT OF WAY AND MTCF0 ACTIVE
    RUN<34>                                            ; STARTS TIMER
ELS
    IFT TERMC.NOT(MTCF0) THN                           ; PHASE C LOSING RIGHT OF WAY AND MTCF0 NOT ACTIVE
        RUN<35>                                        ; STARTS TIMER
    END
END
 1SCRT1.NOT(ESPTX4.ESPTX5.ESPTX6)=1SCRT16              ; PHASE C LOSING RIGHT OF WAY AND END OF SAT FLAG ACTIVE
                                                       ; SETS FLAG
(1SCRT1.(CNDTMA34+CNDTMA35).NOT(CFE29)+ $              ; TIMER ACTIVE SETS MOVADET29 IF CFE29=0
(1SCRT16.CFE29))=MOVADET29
                                                       ; FLAG ACTIVE SETS MOVADET29 IF CFE29=1


; INPUTS TO EAST STREAM 1
; =======================

IFT TERMA THN                                          ; PHASE A LOSING RIGHT OF WAY SETS FLAG
    TRUE=1SCRT17
END
IFT TERMB THN                                          ; PHASE B LOSING RIGHT OF WAY CLEARS FLAG
    FALSE=1SCRT17
END
1SCRT17=MOVADET61                                      ; FLAG ACTIVE SETS MOVADET61

IFT TERMA THN                                          ; PHASE A LOSING RIGHT OF WAY STARTS TIMER
    RUN<37>
END
IFT CNDTER37 THN                                       ; TIMER EXPIRED STARTS O/P TIMER
    RUN<38>
END
CNDTMA38=MOVADET60                                     ; TIMER ACTIVE SETS MOVADET60

WPHSD=MOVADET59                                        ; INPUT ACTIVE SETS MOVADET59

IFT WPHSB.MTCF0.NOT(1SCRT18) THN                       ; INPUT ACTIVE AND MTCF0 ACTIVE STARTS TIMER
    RUN<39>
ELS
    IFT WPHSB.NOT(MTCF0).NOT(1SCRT18) THN              ; INPUT ACTIVE AND MTCF0 NOT ACTIVE STARTS TIMER
        RUN<40>
    END
END
WPHSB=1SCRT18                                          ; BIT SET TO STOP REPULSE

WPHSB.NOT(WPHSBSAT)=1SCRT19                            ; BOTH INPUTS ACTIVE SETS FLAG

(WPHSB.(CNDTMA39+CNDTMA40).NOT(CFE58)+ $               ; TIMER ACTIVE SETS MOVADET58 IF CFE58=0
(1SCRT19.CFE58))=MOVADET58
                                                       ; FLAG ACTIVE SETS MOVADET58 IF CFE58=1
```

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

| No | Value | Min | Max | 200ms | Description | No | Value | Min | Max | 200ms | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 6 | 0 | 255 | ☐ | Ped.H open window-Phs.C close | 16 | | 0 | 255 | ☐ | |
| 1 | 2 | 0 | 255 | ☐ | Ped.H window time | 17 | | 0 | 255 | ☐ | |
| 2 | 70 | 0 | 255 | ☐ | Ped.H inhibit override | 18 | | 0 | 255 | ☐ | |
| 3 | 5 | 0 | 255 | ☐ | Ped.J open window-Phs.A close | 19 | | 0 | 255 | ☐ | |
| 4 | 2 | 0 | 255 | ☐ | Ped.J window time | 20 | | 0 | 255 | ☐ | |
| 5 | 70 | 0 | 255 | ☐ | Ped.J inhibit override | 21 | | 0 | 255 | ☐ | |
| 6 | | 0 | 255 | ☐ | | 22 | | 0 | 255 | ☐ | |
| 7 | | 0 | 255 | ☐ | | 23 | | 0 | 255 | ☐ | |
| 8 | | 0 | 255 | ☐ | | 24 | | 0 | 255 | ☐ | |
| 9 | | 0 | 255 | ☐ | | 25 | | 0 | 255 | ☐ | |
| 10 | | 0 | 255 | ☐ | | 26 | | 0 | 255 | ☐ | |
| 11 | | 0 | 255 | ☐ | | 27 | | 0 | 255 | ☐ | |
| 12 | | 0 | 255 | ☐ | | 28 | | 0 | 255 | ☐ | |
| 13 | | 0 | 255 | ☐ | | 29 | | 0 | 255 | ☐ | |
| 14 | | 0 | 255 | ☐ | | 30 | | 0 | 255 | ☐ | |
| 15 | | 0 | 255 | ☐ | | 31 | | 0 | 255 | ☐ | |



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

| No | Value | Min | Max | 200ms | Description | No | Value | Min | Max | 200ms | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 32 | 4.4 | 0.0 | 31.8 | ☑ | East Strm 0 Pulse Delay Det.31 | 48 | | 0 | 255 | ☐ | |
| 33 | 2.0 | 0.0 | 31.8 | ☑ | East Strm 0 Pulse O/P Det.31 | 49 | | 0 | 255 | ☐ | |
| 34 | 10.4 | 0.0 | 31.8 | ☑ | East Strm 0 Hold Det.29 (PLAN 0) | 50 | | 0 | 255 | ☐ | |
| 35 | 15.4 | 0.0 | 31.8 | ☑ | East Strm 0 Hold Det.29 (PLAN 1) | 51 | | 0 | 255 | ☐ | |
| 36 | | 0 | 255 | ☐ | | 52 | | 0 | 255 | ☐ | |
| 37 | 4.4 | 0.0 | 31.8 | ☑ | East Strm 1 Pulse Delay Det.60 | 53 | | 0 | 255 | ☐ | |
| 38 | 2.0 | 0.0 | 31.8 | ☑ | East Strm 1 Pulse O/P Det.60 | 54 | | 0 | 255 | ☐ | |
| 39 | 20.4 | 0.0 | 31.8 | ☑ | East Strm 1 Hold Det.58 (PLAN 0) | 55 | | 0 | 255 | ☐ | |
| 40 | 16.4 | 0.0 | 31.8 | ☑ | East Strm 1 Hold Det.58 (PLAN 1) | 56 | | 0 | 255 | ☐ | |
| 41 | | 0 | 255 | ☐ | | 57 | | 0 | 255 | ☐ | |
| 42 | | 0 | 255 | ☐ | | 58 | | 0 | 255 | ☐ | |
| 43 | | 0 | 255 | ☐ | | 59 | | 0 | 255 | ☐ | |
| 44 | | 0 | 255 | ☐ | | 60 | | 0 | 255 | ☐ | |
| 45 | | 0 | 255 | ☐ | | 61 | | 0 | 255 | ☐ | |
| 46 | | 0 | 255 | ☐ | | 62 | | 0 | 255 | ☐ | |
| 47 | | 0 | 255 | ☐ | | 63 | | 0 | 255 | ☐ | |

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

| No | Value | Min | Max | 200ms | Description | No | Value | Min | Max | 200ms | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 | | 0 | 255 | ☐ | | 80 | | 0 | 255 | ☐ | |
| 65 | | 0 | 255 | ☐ | | 81 | | 0 | 255 | ☐ | |
| 66 | | 0 | 255 | ☐ | | 82 | | 0 | 255 | ☐ | |
| 67 | | 0 | 255 | ☐ | | 83 | | 0 | 255 | ☐ | |
| 68 | | 0 | 255 | ☐ | | 84 | | 0 | 255 | ☐ | |
| 69 | | 0 | 255 | ☐ | | 85 | | 0 | 255 | ☐ | |
| 70 | | 0 | 255 | ☐ | | 86 | | 0 | 255 | ☐ | |
| 71 | | 0 | 255 | ☐ | | 87 | | 0 | 255 | ☐ | |
| 72 | | 0 | 255 | ☐ | | 88 | 1 | 1 | 1 | ☐ | UTC ON FLASH |
| 73 | | 0 | 255 | ☐ | | 89 | 1 | 1 | 1 | ☐ | UTC OFF FLASH |
| 74 | | 0 | 255 | ☐ | | 90 | 1 | 1 | 1 | ☐ | MOVA ON FLASH |
| 75 | | 0 | 255 | ☐ | | 91 | 1 | 1 | 1 | ☐ | MOVA OFF FLASH |
| 76 | | 0 | 255 | ☐ | | 92 | 1 | 1 | 5 | ☐ | MIN LAMPS OFF STREAM 1 |
| 77 | | 0 | 255 | ☐ | | 93 | 120 | 0 | 255 | ☐ | MOVA CRB TOGGLE STREAM 1 |
| 78 | | 0 | 255 | ☐ | | 94 | 1 | 1 | 5 | ☐ | MIN LAMPS OFF STREAM 0 |
| 79 | | 0 | 255 | ☐ | | 95 | 120 | 0 | 255 | ☐ | MOVA CRB TOGGLE STREAM 0 |



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Special Instructions

EPR151

| Card Type | Rack Posn | Addr. | Port | Type | Line | Term Posn |
|---|---|---|---|---|---|---|
| Intelligent Backplane 16/0 | Rack | 01 | 0 | I | 000 - 007 | 2 LT1 |
| Intelligent Backplane 16/0 | Rack | 01 | 1 | I | 008 - 015 | 2 LT1 |
| Intelligent Backplane 16/0 | Rack | 02 | 2 | I | 016 - 023 | 2 LT2 |
| Intelligent Backplane 16/0 | Rack | 02 | 3 | I | 024 - 031 | 2 LT2 |
| Serial IO 24/16 | 1 I/O1 | 03 | 4 | I | 032 - 039 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 5 | I | 040 - 047 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 6 | I | 048 - 055 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 7 | O | 056 - 063 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 8 | O | 064 - 071 | 1 I/O1 |
| Serial IO 24/4 | 1 I/O2 | 04 | 9 | I | 072 - 079 | 1 I/O2 |
| Serial IO 24/4 | 1 I/O2 | 04 | 10 | I | 080 - 087 | 1 I/O2 |
| Serial IO 24/4 | 1 I/O2 | 04 | 11 | I | 088 - 095 | 1 I/O2 |
| Serial IO 24/4 | 1 I/O2 | 04 | 12 | O | 096 - 099 | 1 I/O2 |
| CPU | A | | | | | |

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

| ITEM | DRAWING NUMBER | DESCRIPTION | QTY | TOT | REMARKS |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | 667/1/32900/020 | ST900 ELV Cabinet UK 20A 1 LSLS - Grey | | | |
| 3 | 667/1/32900/040 | ST900 ELV Cabinet UK 40A 1 LSLS - Grey | | | |
| 4 | 667/1/32900/021 | ST900 ELV Cabinet UK 20A 1 LSLS - Black | | | |
| 5 | 667/1/32900/041 | ST900 ELV Cabinet UK 40A 1 LSLS - Black | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | 667/1/32943/001 | ELV Lamp switch (LSLS) kit | 1 | | |
| 10 | 667/1/32960/001 | ELV Lamp switch (LSLS) backplane kit | 1 | | |
| 11 | 667/1/32995/002 | ST900 I/O card kit (4 outputs) | 1 | | |
| 12 | 667/1/32995/001 | ST900 I/O card kit (16 outputs) | 1 | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | 667/1/27004/000 | Integral TC12 OTU kit | | | |
| 17 | 667/1/27005/000 | SDE Facility kit | | | |
| 18 | 667/1/32910/000 | ST900 Intelligent detector backplane kit | 2 | | |
| 19 | 667/1/33002/000 | ELV detector 6U rack expansion kit | 1 | | |
| 20 | 667/1/33074/000 | ST900 ELV 24 V detector supply Kit (6A) | | | |
| 21 | 667/1/20690/001 | 19" Detector Rack | | | |
| 22 | | | | | |
| 23 | 667/1/32985/000 | ELV 20A to 40A upgrade kit | | | |
| 24 | | | | | |
| 25 | | | | | |
| 26 | 667/1/33070/000 | ELV Regulatory Sign expansion kit | | | |
| 27 | 667/1/32950/000 | ELV Audible supply kit | | | |
| 28 | 667/1/33009/000 | ST900 300mA RCD kit | | | |
| 29 | | | | | |
| 30 | 667/1/32900/001 | Expansion cabinet kit - Black | | | |
| 31 | 667/1/32900/000 | Expansion cabinet kit - Grey | | | |
| 32 | 667/1/33072/000 | Cabinet mounted cut-out connection kit | | | |
| 33 | | | | | |
| 34 | | | | | |
| 35 | | | | | |
| 36 | 667/1/27056/001 | Manual Panel Full kit | 1 | | |
| 37 | 667/1/27110/000 | Manual Panel RS232 kit | | | |
| 38 | | | | | |
| 39 | | | | | |
| 40 | 667/1/16700/151 | Configuration Eprom (Issue 3. 0) | 1 | | |

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

| ITEM | DRAWING NUMBER | DESCRIPTION | QTY | TOT | REMARKS |
|---|---|---|---|---|---|
| 41 | | | | | |
| 42 | 667/1/32900/920 | ST900 ELV cuckoo Kit - T200 | | | |
| 43 | 667/1/32900/921 | ST900 ELV cuckoo Kit - T400 | | | |
| 44 | 667/1/32900/922 | ST900 ELV cuckoo Kit - T800 | | | |
| 45 | 667/1/32900/923 | ST900 ELV cuckoo Kit - Microsense | | | |
| 46 | 667/1/32900/925 | ST900 ELV cuckoo Kit - Peek | | | |
| 47 | | | | | |
| 48 | | | | | |
| 49 | | | | | |
| 50 | | | | | |
| 51 | | | | | |
| 52 | 667/1/33073/000 | ST900 Isolator locking kit | | | |
| 53 | 667/2/20234/000 | Screw Lock Key | | | |
| 54 | | | | | |
| 55 | | | | | |
| 56 | 667/1/27104/000 | ST800 / ST900 DFM Lens Kit | | | |
| 57 | 667/1/21150/002 | ST800 / ST900 Gas Plinth | | | |
| 58 | 667/2/27096/000 | ST800 / ST900 Mounting Stool | | | |
| 59 | | | | | |
| 60 | | | | | |
| 61 | | | | | |
| 62 | 667/1/26271/000 | Telephone Kit (Lightning protection) | | | |
| 63 | 667/1/27118/000 | Surge Arrester (Lightning protection) | | | |
| 64 | | | | | |
| 65 | | | | | |
| 66 | | | | | |
| 67 | 667/1/32900/120 | ST900 ELV Cabinet Export 20A 1 LSLS - Grey | | | |
| 68 | 667/1/32900/140 | ST900 ELV Cabinet Export 40A 1 LSLS - Grey | | | |
| 69 | 667/1/32900/121 | ST900 ELV Cabinet Export 20A 1 LSLS - Black | | | |
| 70 | 667/1/32900/141 | ST900 ELV Cabinet Export 40A 1 LSLS - Black | | | |
| 71 | | | | | |
| 72 | | | | | |
| 73 | 667/1/32900/900 | ST900 ELV export rack Kit | | | |
| 74 | 667/1/32945/000 | ST900 ELV additional LSLS rack wiring kit | 1 | | |
| 75 | | | | | |
| 76 | 667/1/27007/000 | IRM Facility | | | |
| 77 | | | | | |
| 78 | | | | | |
| 79 | | | | | |
| 80 | | | | | |

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Special Instructions

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT1 = DETECTOR BACKPLANE ADDRESS: 01

LOOP DESIGNATION AND CONNECTIONS

| DET CARD A | | DET CARD B | | DET CARD C | | DET CARD D | |
|---|---|---|---|---|---|---|---|
| No. | LOOP ID | No. | LOOP ID | No. | LOOP ID | No. | LOOP ID |
| 1 | BIN1 | 1 | BX4 | 1 | BSL7 | 1 | DIN33 |
| 2 | BIN2 | 2 | BX5 | 2 | BSL8 | 2 | DIN34 |
| 3 | BIN3 | 3 | BX6 | 3 | BSL9 | 3 | SPARE4 |
| 4 | SPARE1 | 4 | SPARE2 | 4 | SPARE3 | 4 | SPARE5 |

[Template - Internal Detectors.txt Issue 1.0]

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT2= DETECTOR BACKPLANE ADDRESS: 02

LOOP DESIGNATION AND CONNECTIONS

| DET CARD A | | DET CARD B | | DET CARD C | | DET CARD D | |
|---|---|---|---|---|---|---|---|
| No. | LOOP ID | No. | LOOP ID | No. | LOOP ID | No. | LOOP ID |
| 1 | DX35 | 1 | DSL38 | 1 | EXITQ42A | 1 | |
| 2 | DX36 | 2 | DSL39 | 2 | EXITQ42B | 2 | |
| 3 | DX37 | 3 | DSL40 | 3 | EXITQ43A | 3 | |
| 4 | SPARE6 | 4 | EXITQ41 | 4 | EXITQ43B | 4 | |

[Template - Internal Detectors.txt Issue 1.0]



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Call Cancel

Call Cancel

| Unit No. | Input Name | Call Delay | Cancel Delay | Phase Demanded (Unlatched Demand) |
|---|---|---|---|---|
| 0 | EXITQ41 | 20 | 10 | |
| 1 | EXITQ42A | 15 | 10 | |
| 2 | EXITQ42B | 15 | 10 | |
| 3 | EXITQ43A | 250 | 0 | |
| 4 | EXITQ43B | 250 | 0 | |
| 5 | | 0 | 0 | |
| 6 | | 0 | 0 | |
| 7 | | 0 | 0 | |

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type — Port: 0 — ○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address — Intelligent Backplane 16/0 Card Address: 1

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By: Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Term No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 0 | 0 | I | BIN1 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A1 |
| ○ | 1 | 1 | I | BIN2 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A2 |
| ○ | 2 | 2 | I | BIN3 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A3 |
| ○ | 3 | 3 | I | SPARE1 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A4 |
| ○ | 4 | 4 | I | BX4 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B1 |
| ○ | 5 | 5 | I | BX5 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B2 |
| ○ | 6 | 6 | I | BX6 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B3 |
| ○ | 7 | 7 | I | SPARE2 | ☑ | ☑ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type — Port: 1 — ○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address — Intelligent Backplane 16/0 Card Address: 1

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By: Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Term No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 8 | 0 | I | BSL7 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C1 |
| ○ | 9 | 1 | I | BSL8 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C2 |
| ○ | 10 | 2 | I | BSL9 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C3 |
| ○ | 11 | 3 | I | SPARE3 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C4 |
| ○ | 12 | 4 | I | DIN33 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D1 |
| ○ | 13 | 5 | I | DIN34 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D2 |
| ○ | 14 | 6 | I | SPARE4 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D3 |
| ○ | 15 | 7 | I | SPARE5 | ☑ | ☑ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type — Port: 2 — ○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address — Intelligent Backplane 16/0, Card Address: 2

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By: Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Term No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 16 | 0 | I | DX35 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A1 |
| ○ | 17 | 1 | I | DX36 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A2 |
| ○ | 18 | 2 | I | DX37 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A3 |
| ○ | 19 | 3 | I | SPARE6 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A4 |
| ○ | 20 | 4 | I | DSL38 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | B1 |
| ○ | 21 | 5 | I | DSL39 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | B2 |
| ○ | 22 | 6 | I | DSL40 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | B3 |
| ○ | 23 | 7 | I | EXITQ41 | ☑ | ☑ | ☐ | | ☐ | I | 0 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | 2 LT2 | B4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type — Port: 3 — ○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address — Intelligent Backplane 16/0, Card Address: 2

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By: Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Term No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 24 | 0 | I | EXITQ42A | ☑ | ☑ | ☐ | ☐ | ☐ | I | 0 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | 2 LT2 | C1 |
| ○ | 25 | 1 | I | EXITQ42B | ☑ | ☑ | ☐ | ☐ | ☐ | I | 0 | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | 2 LT2 | C2 |
| ○ | 26 | 2 | I | EXITQ43A | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | 2 LT2 | C3 |
| ○ | 27 | 3 | I | EXITQ43B | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | 2 LT2 | C4 |
| ○ | 28 | 4 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | D1 |
| ○ | 29 | 5 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | D2 |
| ○ | 30 | 6 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | D3 |
| ○ | 31 | 7 | I | | ☐ | ☐ | ☐ | | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | D4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 4

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 32 | 0 | I | PBUG7 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 0 |
| ○ | 33 | 1 | I | PBUG8 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 1 |
| ○ | 34 | 2 | I | PBUG9 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 2 |
| ○ | 35 | 3 | I | PBUG10 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 3 |
| ○ | 36 | 4 | I | ONCG7 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 4 |
| ○ | 37 | 5 | I | ONCG10 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 5 |
| ○ | 38 | 6 | I | PBUH1 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 6 |
| ○ | 39 | 7 | I | PBUH2 | ☑ | ☐ | ☐ | | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 7 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 5

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 40 | 0 | I | PBUH3 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 8 |
| ○ | 41 | 1 | I | PBUH4 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 9 |
| ○ | 42 | 2 | I | KERBH1 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 2 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 10 |
| ○ | 43 | 3 | I | KERBH3 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 2 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 11 |
| ○ | 44 | 4 | I | ONCH2 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 12 |
| ○ | 45 | 5 | I | ONCH4 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 13 |
| ○ | 46 | 6 | I | PBUI19 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 14 |
| ○ | 47 | 7 | I | PBUI20 | ☑ | ☐ | ☐ | | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 15 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 6

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 48 | 0 | I | PBUI21 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 16 |
| ○ | 49 | 1 | I | PBUI22 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 17 |
| ○ | 50 | 2 | I | ONCI19 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 18 |
| ○ | 51 | 3 | I | ONCI22 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 19 |
| ○ | 52 | 4 | I | PBUJ13 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 20 |
| ○ | 53 | 5 | I | PBUJ14 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 21 |
| ○ | 54 | 6 | I | PBUJ15 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 22 |
| ○ | 55 | 7 | I | PBUJ16 | ☑ | ☐ | ☐ | | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 23 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 7

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 56 | 0 | O | EMOVA | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 0 |
| ○ | 57 | 1 | O | EUTC | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 1 |
| ○ | 58 | 2 | O | EPHSB | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 2 |
| ○ | 59 | 3 | O | EPHSD | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 3 |
| ○ | 60 | 4 | O | EPHSBGRN | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 4 |
| ○ | 61 | 5 | O | EWAITH | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 5 |
| ○ | 62 | 6 | O | EWAITJ | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 6 |
| ○ | 63 | 7 | O | EEXITQ | ☑ | ☐ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 7 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 8

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 64 | 0 | O | ECRBACT | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 8 |
| ○ | 65 | 1 | O | TSYNC | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 9 |
| ○ | 66 | 2 | O | EPHSBSAT | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 10 |
| ○ | 67 | 3 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 11 |
| ○ | 68 | 4 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 12 |
| ○ | 69 | 5 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 13 |
| ○ | 70 | 6 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 14 |
| ○ | 71 | 7 | O | LAMPSON | ☑ | ☐ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 15 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 9

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 4

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 72 | 0 | I | KERBJ13 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 2 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 0 |
| ○ | 73 | 1 | I | KERBJ16 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 2 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 1 |
| ○ | 74 | 2 | I | ONCJ14 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 2 |
| ○ | 75 | 3 | I | ONCJ15 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 3 |
| ○ | 76 | 4 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 4 |
| ○ | 77 | 5 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 5 |
| ○ | 78 | 6 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 6 |
| ○ | 79 | 7 | I | | ☐ | ☐ | ☐ | | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 7 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 10

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 4

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 80 | 0 | I | WMOVA | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 8 |
| ○ | 81 | 1 | I | WUTC | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 9 |
| ○ | 82 | 2 | I | WPHSB | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 10 |
| ○ | 83 | 3 | I | WPHSD | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 11 |
| ○ | 84 | 4 | I | WPHSBGRN | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 12 |
| ○ | 85 | 5 | I | WWAITH | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 13 |
| ○ | 86 | 6 | I | WWAITJ | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 14 |
| ○ | 87 | 7 | I | WCRBACT | ☑ | ☐ | ☐ | | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 15 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 11

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 4

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 88 | 0 | I | WPHSBSAT | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 16 |
| ○ | 89 | 1 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 17 |
| ○ | 90 | 2 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 18 |
| ○ | 91 | 3 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 19 |
| ○ | 92 | 4 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 20 |
| ○ | 93 | 5 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 21 |
| ○ | 94 | 6 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 22 |
| ○ | 95 | 7 | I | | ☐ | ☐ | ☐ | | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 23 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Aspect Drives - ELV Controllers

## Aspect Drives for ELV Controllers

☐ Card Reversed

HPU Connection 1

### Aspect Drive Configuration For LSLS 1 of 2 cards (Rack)

| Output | Phase | Aspect | Use | Output | Phase | Aspect | Use |
|---|---|---|---|---|---|---|---|
| 32 | A | Red | Phase | 16 | D | Green | Phase |
| 31 | A | Amber | Phase | 15 | D | Green | Phase |
| 30 | A | Green | Phase | 14 | E | Red | Phase |
| 29 | B | Red | Phase | 13 | E | Amber | Phase |
| 28 | B | Red | Phase | 12 | E | Green | Phase |
| 27 | B | Amber | Phase | 11 | F | Red | Phase |
| 26 | B | Amber | Phase | 10 | F | Amber | Phase |
| 25 | B | Green | Phase | 9 | F | Green | Phase |
| 24 | B | Green | Phase | 8 | G | Red | Phase |
| 23 | C | Red | Phase | 7 | G | Amber | Phase |
| 22 | C | Amber | Phase | 6 | G | Green | Phase |
| 21 | C | Green | Phase | 5 | G | Green | Phase |
| 20 | D | Red | Phase | 4 | H | Red | Phase |
| 19 | D | Red | Phase | 3 | H | Amber | Phase |
| 18 | D | Amber | Phase | 2 | H | Green | Phase |
| 17 | D | Amber | Phase | 1 | H | Green | Phase |



Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# Aspect Drives - ELV Controllers

## Aspect Drives for ELV Controllers

☐ Card Reversed

HPU Connection 1

### Aspect Drive Configuration For LSLS 2 of 2 cards (Rack)

| Output | Phase | Aspect | Use | Output | Phase | Aspect | Use |
|---|---|---|---|---|---|---|---|
| 32 | I | Red | Phase | 16 | N/A | N/A | N/A |
| 31 | I | Amber | Phase | 15 | N/A | N/A | N/A |
| 30 | I | Green | Phase | 14 | N/A | N/A | N/A |
| 29 | I | Green | Phase | 13 | N/A | N/A | N/A |
| 28 | J | Red | Phase | 12 | N/A | N/A | N/A |
| 27 | J | Amber | Phase | 11 | N/A | N/A | N/A |
| 26 | J | Green | Phase | 10 | N/A | N/A | N/A |
| 25 | J | Green | Phase | 9 | N/A | N/A | N/A |
| 24 | N/A | N/A | N/A | 8 | N/A | N/A | N/A |
| 23 | N/A | N/A | N/A | 7 | N/A | N/A | N/A |
| 22 | N/A | N/A | N/A | 6 | N/A | N/A | N/A |
| 21 | N/A | N/A | N/A | 5 | N/A | N/A | N/A |
| 20 | N/A | N/A | N/A | 4 | N/A | N/A | N/A |
| 19 | N/A | N/A | N/A | 3 | N/A | N/A | N/A |
| 18 | N/A | N/A | N/A | 2 | N/A | N/A | N/A |
| 17 | N/A | N/A | N/A | 1 | N/A | N/A | N/A |

Works Order :
EM Number : EPR151
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT EASTSIDE SCN's J20621, P20622, J20623, P20624

# I/O - Group DFM Timings

I/O - Group DFM Timings

| Input Group | State | SET A | SET B | SET C | SET D |
|---|---|---|---|---|---|
| Group 0 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 1 | Active (Mins) | 60 | 60 | 60 | 60 |
| | InActive (Hrs) | | | | |
| Group 2 | Active (Mins) | 60 | 60 | 60 | 60 |
| | InActive (Hrs) | 72 | 72 | 72 | 72 |
| Group 3 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 4 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 5 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 6 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 7 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (

Handset Limiting Values

| State | Min | Max |
|---|---|---|
| Active (Mins) | 0 | 254 |
| InActive (Hrs) | 0 | 254 |



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Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Administration

## General Specifications

Customer Name: A-ONE+ For MAC Area 7

Intersection/ General Description: A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

Controller: (•) New ( ) Modification

Area Specifications/ Customer Drawings:

Specification Section:

Contract/Tender Ref:

Quotation No.:

Works Order No.:

Customer Order No.:

Controller/ Serial Number:

S.T.S. /EM Number: EPR152 Issue: 3

Equipment Installation by:

Slot Cutting by:

Civil Works by:

Customer's Engineer: STUART BENISTON

Telephone Number: 01623 886607

## Signal Company Use Only

Signal Engineer: P M ROUSE

(IF Prom Label as >) Prom Number: 16700 Prom Variant: 152

Configuration Check Value: A5 47 7B 4B

### Controller Options

Hardware: ST900 ELV Firmware Type and Issue: PB801 ISS 8 Other Options

### ST900/ST750 Series Cabinet Options

Cabinet/Rack: Rack Kit Type Options: (•) UK-Std ( ) Non-UK ( ) Small Non-UK ( )

Cabinet/Rack Variant: Automatic Cuckoo Options: None Gemini Fitted: ☑

Mains Supply: 230 Volts 50 Hz

Peak Lamp Current: 1 Amps

Average Lamp Power: 1 Watts

Total Average Power: 1 Watts

Dimming Voltage: 27.5

Low Inrush Tra: ☐

Answer Issue: 0 Date Created: 08/10/11

Edit Issue: 19

Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller



Works Order :
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# Streams, Stages, Phases Control

## Select Object to Add/Delete/Insert

( ) Streams — Current Number of Streams: 4

( ) Phases — Current Total Number of Phases: 10
(•) Number of Real Phases: 10
( ) Number of Dummy Phases: 0

( ) Stages — Current Number of stages (inc. ALL-RED stages): 12

( ) Switched Signs — Number of Switched Signs: 0

### Action

Add At | Delete At

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Facilities/Modes Enabled and Mode Priority Levels

**Facilities**

- [x] Manual Control
- [ ] Manual Step On Mode
- [x] CLF (Base Time)
- [ ] CLF (non-Base Time)
- [x] UTC Facility
- [ ] Hurry Call Mode
- [ ] Priority
- [ ] Emergency Vehicles
- [ ] Part Time
- [x] Master Time Clock
- [x] RED Lamp Monitoring
- [x] Lamp Monitoring
- [ ] Linked Fixed Time
- [x] FT To Current MAX
- [ ] Speed Measurement
- [ ] Download To Level 3
- [ ] London IMU
- [ ] Extend All Red
- [ ]
- [ ] Ripple Change
- [ ] Non-UK
- [x] Pelican/Puffin/Toucan Facilities
- [ ] Standalone Manual
- [ ] Holiday Clock
- [ ] Fail to Part Time
- [x] Serial MOVA
- [x]
- [ ] Free-Standing OTU
- [ ] Integral OTU

8 Starting Intergreen

**Mode Priority**

| PRIORITY | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Part Time | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Emergency Vehicle | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Hurry Call | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Selected Man Cntrl | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| UTC | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Manual Step On | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Selected FT or VA or CLF | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Cableless Link (CLF) | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Priority Vehicle | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ | ○ |
| Vehicle Actuated | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ | ○ |
| Fixed Time | ○ | ○ | ○ | ○ | ○ | ◉ | ○ | ○ | ○ | ○ | ○ |

**Configuration Complexity**

○ Low ○ Medium ○ High ◉ Maximum

standardPB801.8df
Default PROM data file

**Correspondence Monitoring to inc.**

- [x] Reds
- [x] Ambers
- [ ] Switched Signs
- [ ] Ignore Reds and Ambers during Fail to Part Time

**Flash Rate (ms)**

400 Off 400 On



Works Order :
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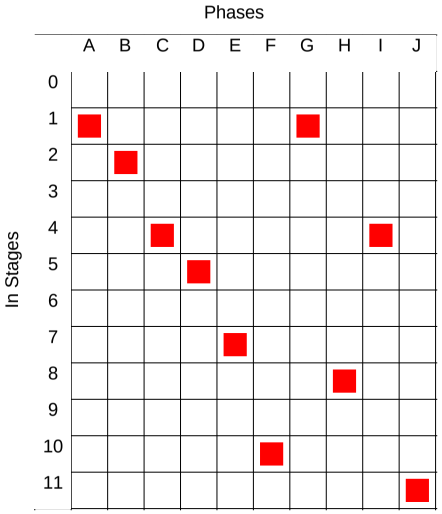
# Phases in Stages



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

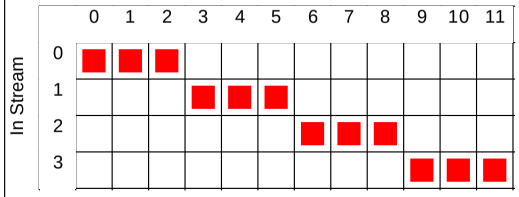
# Stages in Streams

Stream Data

| | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| Phase or Stage to revert to in absence of demands/extensions | 1 | 4 | 7 | 10 | | | | |
| Startup Stage | 1 | 4 | 7 | 10 | | | | |
| Part-Time switch off stage | | | | | | | | |
| Standalone Pedestrian | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

NB : For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

Stages






Works Order :
EM Number : EPR152
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○ Manual Output Allocation ☑

| Phase | Title | Type | App. Type | Term. Type | Assoc. Phase | No. of Drive Outputs "R" | "A" | "G" |
|---|---|---|---|---|---|---|---|---|
| A | WEST CIRC | 0 - UK Traffic | 0 | 0 - I | | 1 | 1 | 1 |
| B | A52 E/B | 0 - UK Traffic | 0 | 0 - I | | 2 | 2 | 2 |
| C | NORTH CIRC | 0 - UK Traffic | 0 | 0 - I | | 1 | 1 | 1 |
| D | WOLLATON VALE S/B | 0 - UK Traffic | 0 | 0 - I | | 2 | 2 | 2 |
| E | A52 W/B EXIT | 0 - UK Traffic | 0 | 0 - I | | 1 | 1 | 1 |
| F | WOLLATON VALE N/B EXIT | 0 - UK Traffic | 0 | 0 - I | | 1 | 1 | 1 |
| G | PED ACROSS A52 E/B | 3 - UK Near Side Pedestrian | 0 | 0 - I | | 1 | 1 | 2 |
| H | PED ACROSS A52 EXIT W/B EXIT | 3 - UK Near Side Pedestrian | 0 | 0 - I | | 1 | 1 | 2 |
| I | PED ACROSS WOLLATON VALE S/B | 3 - UK Near Side Pedestrian | 0 | 0 - I | | 1 | 1 | 2 |
| J | PED ACROSS WOLLATON VALE N/B EXIT | 3 - UK Near Side Pedestrian | 0 | 0 - I | | 1 | 1 | 2 |

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The H/W Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ 2 ○ 3 ○ ○ ○ ○ ○

Initialise

☑ Amber Conflict Monitoring

To Phase

| From Phase | A | B | C | D | E | F | G | H | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| A | ■ | Co | | | | | o | | | |
| B | Co | ■ | | | | | Co | | | |
| C | | | ■ | Co | | | | | o | |
| D | | | Co | ■ | | | | | Co | |
| E | | | | | ■ | | | Co | | |
| F | | | | | | ■ | | | | Co |
| G | o | Co | | | | | ■ | | | |
| H | | | | | Co | | | ■ | | |
| I | | | o | Co | | | | | ■ | |
| J | | | | | | Co | | | | ■ |

Last Modified 05/06/13, Issue 3.0.19 Form Ref: 2.2

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

◉ Phases A to P ○

| Phase | Min Green | Min Ped Clr | Extensions | Maximums A | B | C | D | E | F | G | H | Pre-timed |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | 7 | 0 | 0.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| B | 7 | 0 | 0.0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| C | 7 | 0 | 0.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| D | 7 | 0 | 0.0 | 20 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| E | 7 | 0 | 0.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| F | 7 | 0 | 0.0 | 7 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| G | 5 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| H | 5 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| I | 5 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| J | 5 | 2 | 0.0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |
| | | | | | | | | | | | | ☐ |

NB: For Standalone Streams see Help for use of Max. Sets.

Last Modified 05/06/13, Issue 3.0.19 Form Ref: 2.3.1

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ 1 ○ 2 ○ 3 ○ ○ ○ ○ ○

NB: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below

To Phase

| From Phase | A | B | C | D | E | F | G | H | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| A | | 5 | | | | | | | | |
| B | 6 | | | | | | 5 | | | |
| C | | | | 5 | | | | | | |
| D | | | 6 | | | | | | 5 | |
| E | | | | | | | | 5 | | |
| F | | | | | | | | | | 5 |
| G | | 0 | | | | | | | | |
| H | | | | | 0 | | | | | |
| I | | | | 0 | | | | | | |
| J | | | | | | 0 | | | | |



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Handset Intergreen Limits

HIGH 30

Copy Intergreen Values

To Phase

| From Phase | A | B | C | D | E | F | G | H | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| A | | 5 | | | | | | | | |
| B | 6 | | | | | | 5 | | | |
| C | | | | 5 | | | | | | |
| D | | | 6 | | | | | | 5 | |
| E | | | | | | | | 5 | | |
| F | | | | | | | | | | 5 |
| G | | | | | | | | | | |
| H | | | | | | | | | | |
| I | | | | | | | | | | |
| J | | | | | | | | | | |

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

| Phase | Min. Green Min. | Min. Green Max. | Phase | Min. Green Min. | Min. Green Max. |
|---|---|---|---|---|---|
| A | 7 | 255 | Q | | |
| B | 7 | 255 | R | | |
| C | 7 | 255 | S | | |
| D | 7 | 255 | T | | |
| E | 7 | 255 | U | | |
| F | 7 | 255 | V | | |
| G | 5 | 255 | W | | |
| H | 5 | 255 | X | | |
| I | 5 | 255 | Y | | |
| J | 5 | 255 | Z | | |
| K | | | A2 | | |
| L | | | B2 | | |
| M | | | C2 | | |
| N | | | D2 | | |
| O | | | E2 | | |
| P | | | F2 | | |

Max. Green: Min. 7 Max. 255

Vehicle Extension: Min. 0.0 Max. 10.0

Phase Delay: Min. 0 Max. 30

Starting I/G: Min. 8 Max. 15

Min Ped Clr (PBT): Min. 1 Max. 5

Traffic Phase Leaving: Min. 3.0 Max. 3.0

Traffic Phase Red/Amber: Min. 2 Max. 2



Works Order :
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Phase - VA Demand and Extend Definitions

VA Demand and Extend Definitions

(•) Phases A to P ( )

Demands

For Unlatched demands preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

| Phase | | | | |
|---|---|---|---|---|
| A | | | | |
| B | BX4 | BX5 | BX6 | |
| C | | | | |
| D | DX35 | DX36 | DX37 | |
| E | | | | |
| F | | | | |
| G | PBUG28 | PBUG29 | PBUG33 | PBUG34 |
| H | PBUH24 | PBUH25 | PBUH26 | PBUH27 |
| I | PBUI40 | PBUI41 | PBUI45 | PBUI46 |
| J | PBUJ36 | PBUJ37 | PBUJ38 | PBUJ39 |

Extensions

| | | | |
|---|---|---|---|
| | | | |
| BX4 | BX5 | BX6 | |
| | | | |
| DX35 | DX36 | DX37 | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

| A | B | C | D | E | F | G | H | I | J | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Demands Inserted When Leaving Manual and Fixed Time Modes

| A | B | C | D | E | F | G | H | I | J | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Unlatched Demands that Start Max Timers

| A | B | C | D | E | F | G | H | I | J | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Revertive Phase Demands

| A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | B | C | D | E | F | | | | | | | | | | |

| Q | R | S | T | U | V | W | X | Y | Z | A2 | B2 | C2 | D2 | E2 | F2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Phase - OnCrossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

◉ Phases A to P ○

| Phase | On Crossing | | | | Kerbside | | | |
|---|---|---|---|---|---|---|---|---|
| A | | | | | | | | |
| B | | | | | | | | |
| C | | | | | | | | |
| D | | | | | | | | |
| E | | | | | | | | |
| F | | | | | | | | |
| G | ONCG29 | ONCG34 | | | | | | |
| H | ONCH25 | ONCH26 | | | KERBH24 | KERBH27 | | |
| I | ONCI41 | ONCI46 | | | | | | |
| J | ONCJ37 | ONCJ39 | | | KERBJ36 | KERBJ38 | | |

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times

Pedestrian Enable VA Mode (PEV)

Streams

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|

Pedestrian All Red Times (Vehicle to Pedestrian)

| Streams | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|
| (PARn 0) VA Gap Change | | | | | | | | |
| (PAR n 1) VA Max Change | | | | | | | | |
| (PAR n 2) FVP Change | | | | | | | | |
| (PAR n 3) UTC Change | | | | | | | | |
| (PAR n 4) Local Link Change | | | | | | | | |

Handset Range Limits

| | Min | Max |
|---|---|---|
| (PARn 0) VA Gap Change | | |
| (PAR n 1) VA Max Change | | |
| (PAR n 2) FVP Change | 0 | 0 |
| (PAR n 3) UTC Change | | |
| (PAR n 4) Local Link Change | | |

Pelican Intergreen times

| | | |
|---|---|---|
| (PIT n 0) Veh Red/Ped Flash Green | 0 | 0 |
| (PIT n 1) Veh Flash Amber/Ped Flash Green | 0 | 0 |
| (PIT n 2) Veh Flash Amber/Ped red | 0 | 0 |
| (PIT n 3) Veh Flash Amber/Ped Red Quiescent | 0 | 0 |



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Phase - Pelican Puffin and Toucan Times

Phase - Pelican Puffin and Toucan Times

Phases A to P

| Phase | PDD Ped Dem Del | PDX Demand Hold | CMX Ped Clearance Maximum | CDY 0 Clearance Delay Gap Chng | CDY 1 Clearance Delay Max Chng | CRD Clearance Minimum Red |
|---|---|---|---|---|---|---|
| A | 0 | 0.0 | 0 | 0 | 0 | 0 |
| B | 0 | 0.0 | 0 | 0 | 0 | 0 |
| C | 0 | 0.0 | 0 | 0 | 0 | 0 |
| D | 0 | 0.0 | 0 | 0 | 0 | 0 |
| E | 0 | 0.0 | 0 | 0 | 0 | 0 |
| F | 0 | 0.0 | 0 | 0 | 0 | 0 |
| G | 0 | 0.0 | 7 | 0 | 0 | 0 |
| H | 0 | 2.0 | 7 | 0 | 0 | 0 |
| I | 0 | 0.0 | 7 | 0 | 0 | 0 |
| J | 0 | 2.0 | 5 | 0 | 0 | 0 |

Handset Range Limits

| | MIN | MAX |
|---|---|---|
| Pedestrian Demand delay PDD | 0 | 4 |
| Pedestrian Demand Hold PDX | 0.0 | 5.0 |
| Pedestrian Clearance CMX | 0 | 20 |
| Pedestrian Clearance Delays CDY 0 and CDY1 | 0 | 3 |
| Pedestrian Clearance Delay (Red) CRI | 0 | 0 |

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# IO and Link - Pelican/Puffin/Toucan Times

I/O and Link - Pelican/Puffin/Toucan Times

Streams 0 1 2 3 4 5 6 7

Computer Control

PV

Window Time
UIE

Local Link

PV1

Link Delay Time
LKD

Link Window Time
LKW

Link Override Time
LKO

Kerbside Mat Test Output



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Pelican, Puffin, Toucan Pushbutton and Kerbside Detector Pair Associations

| | Phase | Demand | KBS |
|---|---|---|---|
| 0 | H | PBUH24 | KERBH24 |
| 1 | H | PBUH25 | KERBH24 |
| 2 | H | PBUH26 | KERBH27 |
| 3 | H | PBUH27 | KERBH27 |
| 4 | J | PBUJ36 | KERBJ36 |
| 5 | J | PBUJ37 | KERBJ36 |
| 6 | J | PBUJ38 | KERBJ38 |
| 7 | J | PBUJ39 | KERBJ38 |
| 8 | | | |
| 9 | | | |
| 10 | | | |
| 11 | | | |
| 12 | | | |
| 13 | | | |
| 14 | | | |
| 15 | | | |
| 16 | | | |
| 17 | | | |
| 18 | | | |
| 19 | | | |
| 20 | | | |
| 21 | | | |
| 22 | | | |
| 23 | | | |
| 24 | | | |
| 25 | | | |
| 26 | | | |
| 27 | | | |
| 28 | | | |
| 29 | | | |
| 30 | | | |
| 31 | | | |
| 32 | | | |
| 33 | | | |
| 34 | | | |
| 35 | | | |
| 36 | | | |
| 37 | | | |
| 38 | | | |
| 39 | | | |
| 40 | | | |
| 41 | | | |
| 42 | | | |
| 43 | | | |
| 44 | | | |
| 45 | | | |
| 46 | | | |
| 47 | | | |
| 48 | | | |
| 49 | | | |
| 50 | | | |
| 51 | | | |
| 52 | | | |
| 53 | | | |
| 54 | | | |
| 55 | | | |
| 56 | | | |
| 57 | | | |
| 58 | | | |
| 59 | | | |
| 60 | | | |
| 61 | | | |
| 62 | | | |
| 63 | | | |

Note: Any association pushed off the screen will have any previous association blanked

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Stage Internal Demands / Ped. Window Times

## Stage Internal Demands / Ped. Window Times

### Start-up Vehicle Responsive Demands

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Demands Inserted When Leaving Manual and Fixed Time Modes

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Unlatched Demands that Start Maximum Timers

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ |
| ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

### Window Times

| 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | | | | |
| 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Fixed Time

## Fixed Time

### Stage Moves & Times (Not Fixed Time to Current Max)

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Current Stage | 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 8 | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 16 | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |
| Current Stage | 24 | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| Next Stage | | | | | | | | |
| Time | | | | | | | | |

### Phases Demanded and Extended under Fixed Time to Current Max.

| | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Extend | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

| | Q | R | S | T | U | V | W | X | Y | Z | A2 | B2 | C2 | D2 | E2 | F2 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Demand | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| Extend | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# CLF - Plan(s)

CLF - Plan(s)

Plan No. 0

Copy from

Plan Specifics

Influence Set 0

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 45

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 40 | 1 | 2 | 16 | 16 | 2 | 8 |
| 1 | 16 | 1 | 1 | 17 | 18 | 1 | 7 |
| 2 | 33 | 1 | 5 | 18 | 44 | 2 | 11 |
| 3 | 1 | 1 | 4 | 19 | 1 | 1 | 10 |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# CLF - Plan(s)

CLF - Plan(s)

Plan No. 1

Copy from

Plan Specifics

Influence Set 1

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 55 | 1 | 2 | 16 | 24 | 2 | 8 |
| 1 | 23 | 1 | 1 | 17 | 26 | 1 | 7 |
| 2 | 42 | 1 | 5 | 18 | 59 | 2 | 11 |
| 3 | 1 | 1 | 4 | 19 | 1 | 1 | 10 |
| 4 | | | | 20 | 59 | 2 | 8 |
| 5 | | | | 21 | 1 | 1 | 7 |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# CLF - Plan(s)

CLF - Plan(s)

Plan No. 2

Copy from

Plan Specifics

Influence Set 2

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 55 | 1 | 2 | 16 | 23 | 2 | 8 |
| 1 | 23 | 1 | 1 | 17 | 25 | 1 | 7 |
| 2 | 45 | 1 | 5 | 18 | 59 | 2 | 11 |
| 3 | 1 | 1 | 4 | 19 | 1 | 1 | 10 |
| 4 | | | | 20 | 2 | 2 | 8 |
| 5 | | | | 21 | 4 | 1 | 7 |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# CLF - Plan(s)

CLF - Plan(s)

Plan No. 3

Copy from

Plan Specifics

Influence Set 3

Copy from

Entry Point (secs) 255

Exit Point (secs) 255

Cycle Time (secs) 60

Group Offset Handset Range

Min. 0

Max. 255

Group/Influence

| Group No. | Group Offset | Group Influence | Related Stage | Group No. | Group Offset | Group Influence | Related Stage |
|---|---|---|---|---|---|---|---|
| 0 | 55 | 1 | 2 | 16 | 19 | 2 | 8 |
| 1 | 19 | 1 | 1 | 17 | 21 | 1 | 7 |
| 2 | 46 | 1 | 5 | 18 | 59 | 2 | 11 |
| 3 | 1 | 1 | 4 | 19 | 1 | 1 | 10 |
| 4 | | | | 20 | | | |
| 5 | | | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | | | | 23 | | | |
| 8 | | | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | | | | 26 | | | |
| 11 | | | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

CLF Influences
0 = Go To VA
1 = Immediate move
2 = Demand depender
3 = Hold
4 = Prevent Except To
5 = Add Immediate move
6 = Add Demand Dependent Move
7 = Ignore
8 = Stand Alone Inhibited
9 = Stand Alone Ped Allowed

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# CLF - Base Time

CLF - Base Time

Controller Base Date: XX/XX/XX

Controller Base Time: 02:00:00

Plan Offset

| | Minutes | Seconds | | Minutes | Seconds |
|---|---|---|---|---|---|
| Plan 0 | 0 | 0 | Plan 8 | 0 | 0 |
| Plan 1 | 0 | 0 | Plan 9 | 0 | 0 |
| Plan 2 | 0 | 0 | Plan 10 | 0 | 0 |
| Plan 3 | 0 | 0 | Plan 11 | 0 | 0 |
| Plan 4 | 0 | 0 | Plan 12 | 0 | 0 |
| Plan 5 | 0 | 0 | Plan 13 | 0 | 0 |
| Plan 6 | 0 | 0 | Plan 14 | 0 | 0 |
| Plan 7 | 0 | 0 | Plan 15 | 0 | 0 |

Handset Range Limits

| | Minutes | Seconds |
|---|---|---|
| Min | 0 | 0 |
| Max | 255 | 59 |

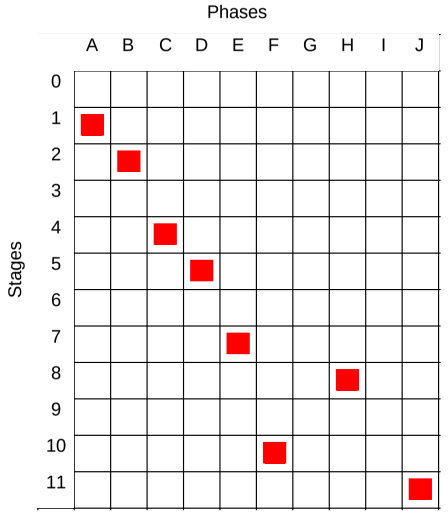


Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# CLF - Demand Dependent Moves

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# UTC General Data

UTC General Data

Type of UTC

○ 106 ◉ 316

Integral OTU Address

4 Number of Control Words

4 Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Priority Mode

*SCRT10 Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time ( UTC TS input )

| Day | Time |
|---|---|
| Time Only | 23:00:00 |

Clock Confirm Time ( UTC RT output )

| Day | Time |
|---|---|
| Time Only | 23:00:02 |



Works Order :
EM Number : EPR152
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

| | Bit 1 | Bit 2 | Bit 3 | Bit 4 | Bit 5 | Bit 6 | Bit 7 | Bit 8 |
|---|---|---|---|---|---|---|---|---|
| Word 1 | #F1 | #F2 | #F4 | #F5 | #F7 | #F8 | #F10 | #F11 |
| Word 2 | D1 | D2 | D4 | D5 | D7 | D8 | D10 | D11 |
| Word 3 | SO | UTCTS | | | | | | |
| Word 4 | | | | | | | MOVATO0 | MOVATO1 |

Reply Words

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| Word 1 | G1 | G2 | G4 | G5 | G7 | G8 | G10 | G11 |
| Word 2 | DF | | DC | LF1 | LF2 | | | |
| Word 3 | RT | CF | | | | | | |
| Word 4 | | | | | | | | CRB1 |
| Word 5 | | | | | | | | |
| Word 6 | | | | | | | | |
| Word 7 | | | | | | | | |
| Word 8 | | | | | | | | |
| Word 9 | | | | | | | | |
| Word 10 | | | | | | | | |
| Word 11 | | | | | | | | |
| Word 12 | | | | | | | | |
| Word 13 | | | | | | | | |
| Word 14 | | | | | | | | |

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# UTC Phase Demand and Extend Definitions

## UTC Demand and Extend Definitions

(●) Phases A to P ( ) Phases Q to Z

### Demands

For Unlatched demands preceed the name with a #.
Conditioning MUST be used to specify unlatched demands.

| Phase | | | | |
|---|---|---|---|---|
| A | #D1 | | | |
| B | #D2 | | | |
| C | #D4 | | | |
| D | #D5 | | | |
| E | #D7 | | | |
| F | #D10 | | | |
| G | | | | |
| H | #D8 | | | |
| I | | | | |
| J | #D11 | | | |

### Extensions

| | | | |
|---|---|---|---|
| D1 | | | |
| D2 | | | |
| D4 | | | |
| D5 | | | |
| D7 | | | |
| D10 | | | |
| | | | |
| D8 | | | |
| | | | |
| D11 | | | |



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# UTC Stage and Modes Data Definitions

## UTC Stage and Modes Data Definitions

| Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit | Stage | Force Bit | Green Confirm Bit | Demand Confirm Bit |
|---|---|---|---|---|---|---|---|
| 0 | | | | 16 | | | |
| 1 | #F1 | *SCRT1 | | 17 | | | |
| 2 | #F2 | *SCRT2 | | 18 | | | |
| 3 | | | | 19 | | | |
| 4 | #F4 | *SCRT4 | | 20 | | | |
| 5 | #F5 | *SCRT5 | | 21 | | | |
| 6 | | | | 22 | | | |
| 7 | #F7 | G7 | | 23 | | | |
| 8 | #F8 | G8 | | 24 | | | |
| 9 | | | | 25 | | | |
| 10 | #F10 | G10 | | 26 | | | |
| 11 | #F11 | G11 | | 27 | | | |
| 12 | | | | 28 | | | |
| 13 | | | | 29 | | | |
| 14 | | | | 30 | | | |
| 15 | | | | 31 | | | |

### Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☐ RR ☐

Manual Mode Selected:
☐ G1/G2 ☐ RR ☐

No Lamp Power, or Lamps Off due to RLM
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☐ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

If UTC Reply Confirms are required for a Controller Fault (CF) OR for separate MC and RR replies, Conditioning must be used.

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

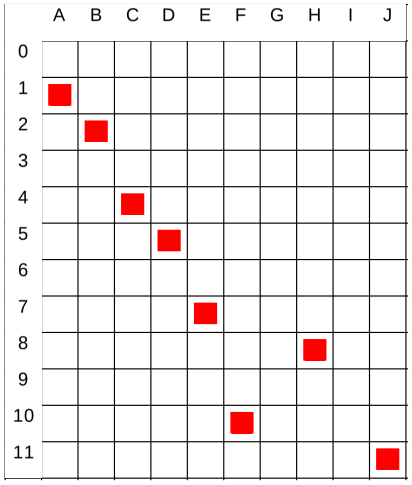
# UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages






Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Serial MOVA

Serial MOVA

| | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | BIN1 | 2 | BIN2 | 3 | BIN3 | 4 | BX4 | 5 | BX5 | 6 | BX6 | 7 | BSL7 | 8 | BSL8 |
| 9 | BSL9 | 10 | | 11 | | 12 | | 13 | | 14 | EWAITH | 15 | EWAITJ | 16 | |
| 17 | | 18 | | 19 | | 20 | | 21 | | 22 | | 23 | | 24 | |
| 25 | | 26 | | 27 | | 28 | | 29 | | 30 | | 31 | | 32 | |
| 33 | DIN33 | 34 | DIN34 | 35 | DX35 | 36 | DX36 | 37 | DX37 | 38 | DSL38 | 39 | DSL39 | 40 | DSL40 |
| 41 | | 42 | | 43 | | 44 | | 45 | | 46 | | 47 | | 48 | |
| 49 | | 50 | | 51 | | 52 | | 53 | | 54 | | 55 | | 56 | |
| 57 | | 58 | | 59 | | 60 | | 61 | | 62 | | 63 | EEXITQ | 64 | ECRBACT |

Note - only 32 detectors available on MOVA 4.0

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# MTC - Time Switch Parameters

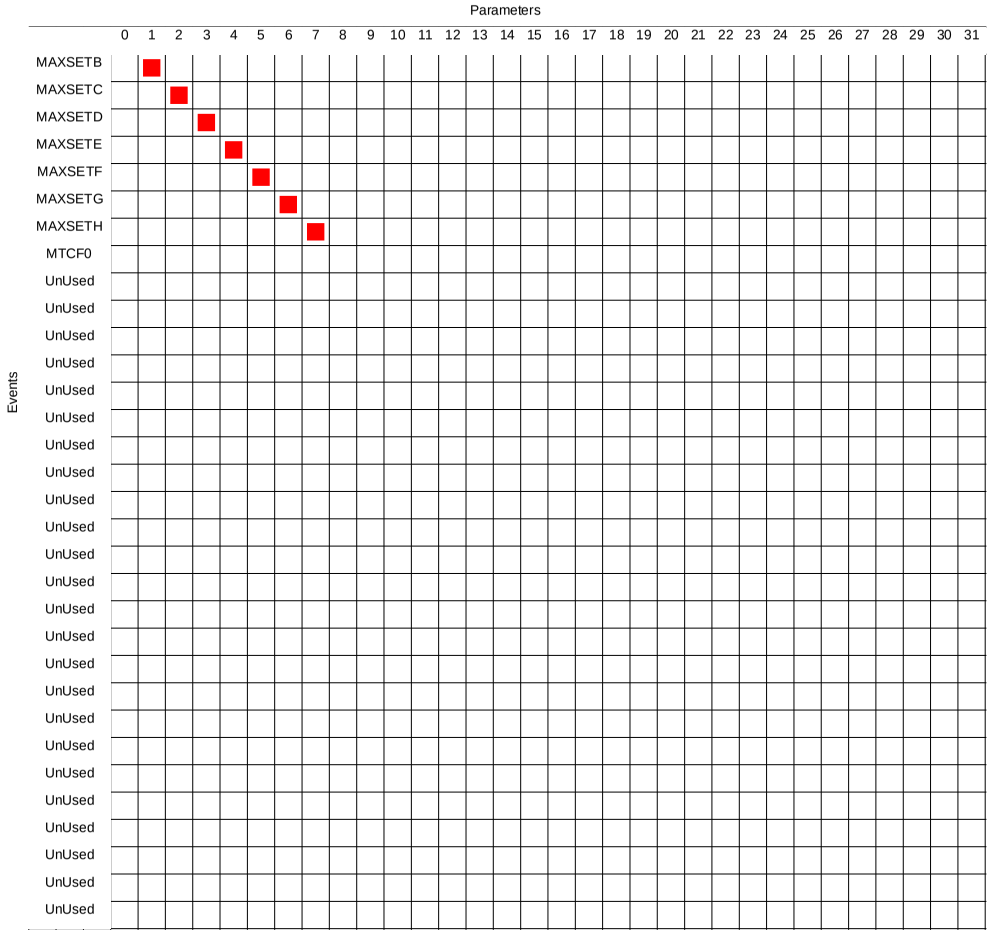
MTC - Time Switch Parameters

| | Type | Event | | Type | Event |
|---|---|---|---|---|---|
| 0 | Alternate Max | MAXSETB | 16 | No Action | |
| 1 | Alternate Max | MAXSETC | 17 | No Action | |
| 2 | Alternate Max | MAXSETD | 18 | No Action | |
| 3 | Alternate Max | MAXSETE | 19 | No Action | |
| 4 | Alternate Max | MAXSETF | 20 | No Action | |
| 5 | Alternate Max | MAXSETG | 21 | No Action | |
| 6 | Alternate Max | MAXSETH | 22 | No Action | |
| 7 | Conditioning | MTCF0 | 23 | No Action | |
| 8 | No Action | | 24 | No Action | |
| 9 | No Action | | 25 | No Action | |
| 10 | No Action | | 26 | No Action | |
| 11 | No Action | | 27 | No Action | |
| 12 | No Action | | 28 | No Action | |
| 13 | No Action | | 29 | No Action | |
| 14 | No Action | | 30 | No Action | |
| 15 | No Action | | 31 | No Action | |



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# MTC - Time Switch Parameters Array



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Master Time Clock - Day Type

Master Time Clock - Day Type

| No. | Mon | Tue | Wed | Thu | Fri | Sat | Sun |
|---|---|---|---|---|---|---|---|
| 0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ |
| 1 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☑ |
| 2 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 3 | ☐ | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 4 | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ | ☐ |
| 5 | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ | ☐ |
| 6 | ☐ | ☐ | ☐ | ☐ | ☑ | ☐ | ☐ |
| 7 | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ |
| 8 | ☑ | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ |
| 9 | ☑ | ☑ | ☑ | ☑ | ☑ | ☐ | ☐ |
| 10 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 11 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 12 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 13 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 14 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |
| 15 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ |



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Master Time Clock - Time Table

Master Time Clock - Time Table

View Time Table settings: (•) 0-15 ( ) 16-31 ( ) 32-47 ( ) 48-63

| Number | Day Type | Time | Introduce Function Required | Function Number | Plan/ Parameter |
|---|---|---|---|---|---|
| 0 | 9 | 07:00:00 | INTRODUCE CLF PLAN 1 | 1 | 1 |
| 1 | 9 | 09:30:00 | INTRODUCE CLF PLAN 2 | 1 | 2 |
| 2 | 9 | 15:30:00 | INTRODUCE CLF PLAN 3 | 1 | 3 |
| 3 | 0 | 08:00:00 | INTRODUCE CLF PLAN 2 | 1 | 2 |
| 4 | 1 | 08:00:00 | INTRODUCE CLF PLAN 2 | 1 | 2 |
| 5 | 7 | 19:00:00 | INTRODUCE CLF PLAN 0 | 1 | 0 |
| 6 | 9 | 15:30:00 | INTRODUCE MOVA PLAN 1 | 4 | 7 |
| 7 | 9 | 19:00:00 | INTRODUCE MOVA PLAN 0 | 3 | 7 |
| 8 | 0 | | | 0 | 0 |
| 9 | 0 | | | 0 | 0 |
| 10 | 0 | | | 0 | 0 |
| 11 | 0 | | | 0 | 0 |
| 12 | 0 | | | 0 | 0 |
| 13 | 0 | | | 0 | 0 |
| 14 | 0 | | | 0 | 0 |
| 15 | 0 | | | 0 | 0 |

Function Numbers:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter ( Combination of event switches

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# LMU - General

**LMU - General**

**Lamp Monitoring - LMU Voltage**

○ ◉ 48
○ ○

**Red Lamp Monitoring**

Max Red Bulb Wattage

First Red Lamp Fault Speed: 0

☐ RLF2 Cancels RLM additional Intergreens

☐ RLF2 Only Cleared by RFL = 1

☐ RLF1 Only Cleared by RFL = 1

**RLM Additional Intergreen Handset Limits**

| Minimum | Maximum |
|---|---|
| 2 | 10 |

**Streams with Phase BlackOut on RLF2**

☐ 0 ☐ 1 ☐ 2 ☐ 3 ☐ ☐ ☐ ☐



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Integral Onboard LMU Sensors

**Integral LMU On-board Sensors for ELV Controllers**

| Number of LS cards fitted | HPU Connection |
|---|---|
| 2 | 1 |

**Sensor Configuration For LSLS 1 (Rack)**

| Phase | Aspect | Sensor # | Sensor Type | Load Type | | Phase | Aspect | Sensor # | Sensor Type | Load Type | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| A | Red | 1 | As Seq. | 1: STC Helios ELV | ○ | D | Green | 4 | As Seq. | 1: STC Helios ELV | ○ |
| A | Amber | 1 | As Seq. | 1: STC Helios ELV | ○ | D | Green | 4 | As Seq. | 1: STC Helios ELV | ○ |
| A | Green | 1 | As Seq. | 1: STC Helios ELV | ○ | E | Red | 5 | As Seq. | 1: STC Helios ELV | ○ |
| B | Red | 2 | As Seq. | 1: STC Helios ELV | ○ | E | Amber | 5 | As Seq. | 1: STC Helios ELV | ○ |
| B | Red | 2 | As Seq. | 1: STC Helios ELV | ○ | E | Green | 5 | As Seq. | 1: STC Helios ELV | ○ |
| B | Amber | 2 | As Seq. | 1: STC Helios ELV | ○ | F | Red | 6 | As Seq. | 1: STC Helios ELV | ○ |
| B | Amber | 2 | As Seq. | 1: STC Helios ELV | ○ | F | Amber | 6 | As Seq. | 1: STC Helios ELV | ○ |
| B | Green | 2 | As Seq. | 1: STC Helios ELV | ○ | F | Green | 6 | As Seq. | 1: STC Helios ELV | ○ |
| B | Green | 2 | As Seq. | 1: STC Helios ELV | ○ | G | Red | 7 | R,G | 3: STC LED Nearside In | ○ |
| C | Red | 3 | As Seq. | 1: STC Helios ELV | ○ | G | Amber | 8 | Wait | 2: STC LED Demand Inc | ○ |
| C | Amber | 3 | As Seq. | 1: STC Helios ELV | ○ | G | Green | 7 | R,G | 3: STC LED Nearside In | ○ |
| C | Green | 3 | As Seq. | 1: STC Helios ELV | ○ | G | Green | 7 | R,G | 3: STC LED Nearside In | ○ |
| D | Red | 4 | As Seq. | 1: STC Helios ELV | ○ | H | Red | 9 | R,G | 3: STC LED Nearside In | ○ |
| D | Red | 4 | As Seq. | 1: STC Helios ELV | ○ | H | Amber | 10 | Wait | 2: STC LED Demand Inc | ○ |
| D | Amber | 4 | As Seq. | 1: STC Helios ELV | ○ | H | Green | 9 | R,G | 3: STC LED Nearside In | ○ |
| D | Amber | 4 | As Seq. | 1: STC Helios ELV | ○ | H | Green | N/A | N/A | N/A | ○ |

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Integral Onboard LMU Sensors

Integral LMU On-board Sensors for ELV Controllers

| Number of LS cards fitted | HPU Connection |
|---|---|
| 2 | 1 |

Sensor Configuration For LSLS 2 (Rack)

| Phase | Aspect | Sensor # | Sensor Type | Load Type | | Phase | Aspect | Sensor # | Sensor Type | Load Type | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| I | Red | 11 | R,G | 3: STC LED Nearside In | ○ | N/A | N/A | | N/A | N/A | ○ |
| I | Amber | 12 | Wait | 2: STC LED Demand In | ○ | N/A | N/A | | N/A | N/A | ○ |
| I | Green | 11 | R,G | 3: STC LED Nearside In | ○ | N/A | N/A | | N/A | N/A | ○ |
| I | Green | N/A | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| J | Red | 13 | R,G | 3: STC LED Nearside In | ○ | N/A | N/A | | N/A | N/A | ○ |
| J | Amber | 14 | Wait | 2: STC LED Demand In | ○ | N/A | N/A | | N/A | N/A | ○ |
| J | Green | 13 | R,G | 3: STC LED Nearside In | ○ | N/A | N/A | | N/A | N/A | ○ |
| J | Green | N/A | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |
| N/A | N/A | | N/A | N/A | ○ | N/A | N/A | | N/A | N/A | ○ |

Note : A (*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Integral External LMU Sensors

Integral LMU External Sensors for Reg Signs (ELV Controllers)

External Sensors (1)

| Sensor | Load Type |
|---|---|
| 48 | 4: STC ELV Regulatory Sign |
| 47 | 4: STC ELV Regulatory Sign |
| 46 | 4: STC ELV Regulatory Sign |
| 45 | 4: STC ELV Regulatory Sign |

External Sensors (4)

| Sensor | Load Type |
|---|---|

External Sensors (2)

| Sensor | Load Type |
|---|---|
| 44 | 4: STC ELV Regulatory Sign |
| 43 | 4: STC ELV Regulatory Sign |
| 42 | 4: STC ELV Regulatory Sign |
| 41 | 4: STC ELV Regulatory Sign |

External Sensors (5)

| Sensor | Load Type |
|---|---|

External Sensors (3)

| Sensor | Load Type |
|---|---|

External Sensors (6)

| Sensor | Load Type |
|---|---|

Note: Sensors which have been used as Onboard sensors will not be available h

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# RLM Additional Intergreens

Phases Delayed

| Phases with RLF1 | A | B | C | D | E | F | G | H | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| A | | | | | | | | | | |
| B | | | | | | | 2 | | | |
| C | | | | | | | | | | |
| D | | | | | | | | | 2 | |
| E | | | | | | | | 2 | | |
| F | | | | | | | | | | 2 |
| G | | | | | | | | | | |
| H | | | | | | | | | | |
| I | | | | | | | | | | |
| J | | | | | | | | | | |

Last Modified 05/06/13, Issue 3.0.19 Form Ref: 4.5.4

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# RLM Phase Inhibits

Phases Inhibited/Blacked-out

| Phases with RLF2 | A | B | C | D | E | F | G | H | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| A | | | | | | | | | | |
| B | | | | | | | ■ | | | |
| C | | | | | | | | | | |
| D | | | | | | | | | ■ | |
| E | | | | | | | | ■ | | |
| F | | | | | | | | | | ■ |
| G | | | | | | | | | | |
| H | | | | | | | | | | |
| I | | | | | | | | | | |
| J | | | | | | | | | | |

Last Modified 05/06/13, Issue 3.0.19 Form Ref: 4.5.5

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Manual Panel

**Manual Panel**

**Stage Buttons and LEDs**

| Button No. | Title | Called Stage for Stream 0 | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|---|---|---|---|
| 0 | ALL RED | 0 | 3 | 7 | 10 | | | | |
| 1 | WEST CIRC _NORTH CIRC | 1 | 4 | 7 | 10 | | | | |
| 2 | A52 E/B _NORTH CIRC | 2 | 4 | 7 | 10 | | | | |
| 3 | A52 E/B _NORTH CIRC + EXIT PEDS | 2 | 4 | 8 | 11 | | | | |
| 4 | WEST CIRC _WOLLATON VALE S/B | 1 | 5 | 7 | 10 | | | | |
| 5 | WEST CIRC _WOLLATON VALE S/B + EXIT PEDS | 1 | 5 | 8 | 11 | | | | |
| 6 | A52 E/B _WOLLATON VALE S/B | 2 | 5 | 7 | 10 | | | | |
| 7 | | | | | | | | | |

**General LEDs**

| | AUX 1 | AUX 2 | AUX 3 | AUX 4 (Hurry Call) | AUX 5 (Higher Priority) |
|---|---|---|---|---|---|
| Conditioned | ☑ | ☑ | ☑ | ☑ | ☑ |

**General Buttons**

| | None | SW1 | SW2 | SW3 |
|---|---|---|---|---|
| Momentary | | ☐ | ☐ | ☐ |
| Dim Override | ◉ | ○ | ○ | ○ |
| RR | ◉ | ○ | ○ | ○ |

**Manual Signals On**

- ○ Immediate Signals On
- ◉ As Start-Up

**Manual Mode Enable**

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

Note 1:
For this to operate Special Conditioning is required.

**Mode Select Switches Disabled**

☑ VA ☑ Fixed Time ☐ CLF



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Special Conditioning

```
; LAMPS OFF REPLY TO THE OMU (LAMPS OFF RELAY MUST BE FITTED TO ENABLE THIS TO WORK)
; ================================================================================

LMPON.SWLMPS.NOT(FLF17)=LAMPSON                          ; IF LAMPS ARE SWITCHED OFF OR FAIL SEND REPLY BY
                                                         ; USING AN I/O OUTPUT CALLED "LAMPSON"


CFE0:=CONDFLASH0                                         ; CFE SOFTWARE SWITCHES ALLOW STREAMS TO BE TURNED OFF
    *=ESPTX0                                             ; IF ANY STREAM IS SWITCHED OFF BY SETTING A CFE ACTIVE
CFE1:=CONDFLASH1                                         ; THIS SENDS AN OUTPUT TO THE UTMC UNIT VIA THE SERIAL
    *=ESPTX1                                             ; LINK CABLE
CFE2:=CONDFLASH2
    *=ESPTX2
CFE3:=CONDFLASH3
    *=ESPTX3



IFT (MODE0 EQL<8>) THN
    RUN<90>
END
IFT CNDTER90 THN
    RUN<91>
END
IFT CNDTER91 THN
    RUN<90>
END
IFT (MODE0 EQL<6>).MOVATO0.(MODE1 EQL<6>).MOVATO1.EMOVA THN
    TRUE=MIL05
ELS
    FALSE=MIL05
    IFT (((MODE0 EQL<6>).MOVATO0)+((MODE1 EQL<6>).MOVATO1)+EMOVA) THN
        CNDTMA90=MIL05
    END
END
IFT (MODE0 EQL<8>) THN
    RUN<88>
END
IFT CNDTER88 THN
    RUN<89>
END
IFT CNDTER89 THN
    RUN<88>
END
IFT (MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1).EUTC THN
    TRUE=MIL17
ELS
    FALSE=MIL17
    IFT (((MODE0 EQL<6>).NOT(MOVATO0)+((MODE1 EQL<6>).NOT(MOVATO1)+EUTC))) THN
        CNDTMA90=MIL17
    END
END

EPHSB=MIL22                                              ; AUX1 LED Link Active from East Controller Phase B
EPHSD=MIL23                                              ; AUX2 LED Link Active from East Controller Phase D



; EXTRA DETECTION
; ===============

(BSL7+BSL8+BSL9)=+LCPHB                                  ; LOOPS TO DEMAND AND EXTEND USING IPX VALUES
BSL7_ext:=+EXOB
        *=+EXCB
BSL8_ext:=+EXOB
```

# Special Conditioning

```
        *=+EXCB
BSL9_ext:=+EXOB
        *=+EXCB

(DSL38+DSL39+DSL40)=+LCPHD                          ; LOOPS TO DEMAND AND EXTEND USING IPX VALUES
DSL38_ext:=+EXOD
         *=+EXCD
DSL39_ext:=+EXOD
         *=+EXCD
DSL40_ext:=+EXOD
         *=+EXCD


; LINKED INPUT
; ============

EWAITH=+UCST5                                       ; WAIT CONFIRM FROM EAST CONTROLLER DEMANDS STAGE 5



; UTC STAGE REPLIES
; =================

IFT (MOVATO0+(SCRT1+SCRT2)) THN                     ; IF MOVA HAS BEEN REQUESTED TO TAKE CONTROL
    NOT(STAGE1)=G1                                  ; OR G1/G2 REPLY IS NOT PRESENT
    NOT(STAGE2)=G2
ELS
    FALSE:=G1
         *=G2
END


; UTC / MOVA CONTROL
; ==================

MOVATO0:.F1=+UCST1
        *.F2=+UCST2

IFT (MOVATO1+(SCRT4+SCRT5)) THN                     ; IF MOVA HAS BEEN REQUESTED TO TAKE CONTROL
    NOT(STAGE4)=G4                                  ; OR G4/G5 REPLY IS NOT PRESENT
    NOT(STAGE5)=G5
ELS
    FALSE:=G4
         *=G5
END


; UTC / MOVA CONTROL
; ==================

MOVATO1:.F4=+UCST4                                  ; ENSURE MOVA HOLDS CURRENT STAGE DUE TO TYPE 316 UTC
        *.F5=+UCST5
MOVATO0.F1.STAGE1:=+EXOA
                  *=+EXCA
MOVATO0.F2.STAGE2:=+EXOB
                  *=+EXCB
MOVATO1.F4.STAGE4:=+EXOC
                  *=+EXCC
MOVATO1.F5.STAGE5:=+EXOD
                  *=+EXCD

; DIM CONFIRM REPLY BIT.
; ======================

NOT(NOT(SO).NOT(SOLBRGHT))=DC                       ; SOLAR DIM OR DIM OVERRIDE REPLIES DC.
```



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Special Conditioning

```
; CONTROLLER REPLIES
; ==================

NOT(SYSLED)=CF                                      ; ANY FAULT IN LOG REPLIES CF
NOT(LMPANY0+LMPANY1+LMPANY2+LMPANY3)=LF1            ; ANY LAMP FAILURE REPLY LF1
NOT(LMP1RED0+LMP1RED1+LMP1RED2+LMP1RED3)=LF2        ; FIRST RED LAMP FAILURE REPLY LF2



; UTC D-BIT UNLATCHED STAGE DEMANDS AND EXTENSIONS
; ================================================

D1:=+UCST1                                          ; D1 DEMANDS STAGE 1 AND
  *=+EXOA                                           ; EXTENDS EXCLUSIVE PHASES.
D1=+EXCA

D2:=+UCST2                                          ; D2 DEMANDS STAGE 2 AND
  *=+EXOB                                           ; EXTENDS AN EXCLUSIVE PHASE.
D2=+EXCB

D4:=+UCST4                                          ; D4 DEMANDS STAGE 4 AND
  *=+EXOC                                           ; EXTENDS AN EXCLUSIVE PHASE.
D4=+EXCC

D5:=+UCST5                                          ; D5 DEMANDS STAGE 5 AND
  *=+EXOD                                           ; EXTENDS AN EXCLUSIVE PHASE.
D5=+EXCD

D7:=+UCST7                                          ; D7 DEMANDS STAGE 7 AND
  *=+EXOE                                           ; EXTENDS AN EXCLUSIVE PHASE.
D7=+EXCE

D8:=+UCST8                                          ; D8 DEMANDS STAGE 8 AND
  *=+EXOH                                           ; EXTENDS AN EXCLUSIVE PHASE.
D8=+EXCH

D10:=+UCST10                                        ; D10 DEMANDS STAGE 10 AND
   *=+EXOF                                          ; EXTENDS AN EXCLUSIVE PHASE.
D10=+EXCF

D11:=+UCST11                                        ; D11 DEMANDS STAGE 11 AND
   *=+EXOJ                                          ; EXTENDS AN EXCLUSIVE PHASE.
D11=+EXCJ



; UTC AND LOCAL TIME SYNC
; =======================

(UTCTS+TSYNC)=SCRT10



; MODES DISABLED BY CERTAIN CONDITIONS
; ====================================
NOT(DSRACC):=MNCONT                                 ; HANDSET NOT PLUGGED IN DISABLES
           *=MSCONT                                 ; MANUAL MODE.
(SSVA+SSFIX).(F1+F2+F4+F5)=VACONT                   ; FORCE BIT AND IN VA SWITCH
                                                    ; POSITION DISABLES VA MODE.
SSFIX.NOT(DSRACC)::=FTCONT                          ; NO HANDSET AND IN FIXED TIME
                   *=SSCONT                         ; SWITCH POSITION DISABLES FT MODE.
```

# Special Conditioning

```
                *=1SCRT253                          ; FIXED TIME MODE DISABLE FLAG
; CLF DISABLED
; ============

(MOVATO0+MOVATO1+(MODE0 EQL<4>))=ROUGH0                     ; MOVA OR MANUAL MODE
(MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1)=ROUGH1  ; UTC MODE
(ROUGH0+ROUGH1):=DISCLF2
                *=DISCLF3


; MOVA CONFIRMS
; =============

PRSLMPAG.NOT(LMUINHG)=MOVADET10                         ; WAIT REPLIES TO MOVA
PRSLMPAH.NOT(LMUINHH)=MOVADET11
PRSLMPAI.NOT(LMUINHI)=MOVADET12
PRSLMPAJ.NOT(LMUINHJ)=MOVADET13



; PED TERMINATION
; ===============
LMPON.PHASED.NOT(MING)=1AUXCMDG4                        ; PHASE D AT RIGHT OF WAY TERMINATES PED G
LMPON.EPHSBGRN.NOT(MINI)=1AUXCMDI4                      ; INPUT ACTIVE TERMINATES PED I

; MOVA CRB STREAM 0
; =================

IFT (PRSLMPRA+PRSLMPAA+PRSLMPGA) THN                            ; MIN LAMPS OFF TIMER
    RUN<94>
END
IFT NOT(MODE0 EQL<6>).NOT(CNDTMA95).SSNRM THN                   ; NOT IN MOVA MODE AND IN NORMAL RUN TIMER
    RUN<95>
END
IFT CNDTER95+((PRVMOD0 EQL<6>).NOT(MODE0 EQL<6>)) THN
    LOD<10> 2SCRTCH31
    TRUE=2SCRT239
END                                                             ; START A 2 SEC INTERNAL TIMER FOR CRB TOGGLE
NOT(2SCRTST31 EQL<0>)=.2SCRT239
IFT (2SCRTST31 GRT<0>) THN
    DEC 2SCRTCH31
END
SSNRM.(NOT(2SCRT239)+(MODE0 EQL<6>)).CNDTMA94.NOT(EEXITQ):=MQVACRB   ; WHEN TIMER TERMINATES TOGGLE CRB
                                                          *=WCRBACT

; MOVA CRB1 STREAM 1
; ==================

IFT (PRSLMPRC+PRSLMPAC+PRSLMPGC) THN                            ; MIN LAMPS OFF TIMER
    RUN<92>
END
IFT NOT(MODE1 EQL<6>).NOT(CNDTMA93).SSNRM THN                   ; NOT IN MOVA MODE AND IN NORMAL RUN TIMER
    RUN<93>
END
IFT CNDTER93+((PRVMOD1 EQL<6>).NOT(MODE1 EQL<6>)) THN
    LOD<10> 2SCRTCH30
    TRUE=2SCRT238
END                                                             ; START A 2 SEC INTERNAL TIMER FOR CRB TOGGLE
NOT(2SCRTST30 EQL<0>)=.2SCRT238
IFT (2SCRTST30 GRT<0>) THN
    DEC 2SCRTCH30
END
SSNRM.(NOT(2SCRT238)+(MODE1 EQL<6>)).CNDTMA92.NOT(EEXITQ)=CRB1 ; WHEN TIMER TERMINATES TOGGLE CRB
```



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Special Conditioning

```
; Link Outputs

; WPHSB    : Send output to East Controller when Phase A to leaving amber until Phase B leaving amber
; WPHSD    : Send output to East Controller when Phase C to leaving amber until Phase D leaving amber

IFT TERMA THN
    TRUE=1SCRT0
END
IFT TERMB THN
    FALSE=1SCRT0
END
NOT(CFE0).1SCRT0=WPHSB

IFT TERMC THN
    TRUE=1SCRT1
END
IFT TERMD THN
    FALSE=1SCRT1
END
NOT(CFE1).1SCRT1=WPHSD

NOT(CFE0).LMPON.PHASEB=WPHSBGRN
PRSLMPAH.NOT(LMUINHH)=WWAITH
PRSLMPAJ.NOT(LMUINHJ)=WWAITJ

(MODE0 EQL<6>).MOVATO0.(MODE1 EQL<6>).MOVATO1=WMOVA
(MODE0 EQL<6>).NOT(MOVATO0).(MODE1 EQL<6>).NOT(MOVATO1)=WUTC



; PHASE B END OF SAT FLAGS
; ========================

(ESPRX7.ESPRX8.ESPRX9)=WPHSBSAT                                 ; SEND OUTPUT TO LINKED CONTROLLER WHEN END
                                                                ; OF SAT FLAGS ARE RECEIVED FROM THE UG405 UNIT
```

Works Order :
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# Special Conditioning

```
; PED LINK PHASE H
; ================

IFT EPHSD.NOT(1SCRT5) THN                                ; WHEN INPUT GO'S ACTIVE RUN DELAY TIMER.
    RUN<0>
END
IFT CNDTER0 THN                                          ; DELAY TIMER ENDS RUN THE RELEASE TIMER.
    RUN<1>
END
(MODE2 EQL<2>).LMPON.NOT(CNDTMA1+CNDTER2)./ROUGH1=PRVST8 ; IF RELEASE TIMER ACTIVE OR OVERRIDE TIMER EXPIRES OR
EPHSD=1SCRT5                                             ; OR LAMPS OFF THEN LIFT LINK.
IFT PRVST8.NOT(1SCRT7) THN                               ; RUN THE OVERRIDE TIMER WHEN PREVENT IS ACTIVE.
    RUN<2>
END
PRVST8=1SCRT7
PRSLMPAH.NOT(LMUINHH)=WWAITH                             ; SEND OUUTPUT TO LINKED CONTROLLER TO CREATE A
                                                         ; PHASE TERMINATION
```



Works Order :
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# Special Conditioning

```
; PED LINK PHASE J
; ================

IFT TERMA THN                                            ; WHEN PHASE "A" LOSES RIGHT OF WAY RUN DELAY TIMER.
    RUN<3>
END
IFT CNDTER3 THN                                          ; WHEN DELAY TIMER ENDS RUN THE RELEASE TIMER.
    RUN<4>
END
(MODE3 EQL<2>).LMPON.NOT(CNDTMA4+1SCRT11)./ROUGH1=PRVST11 ; IF RELEASE TIMER ACTIVE OR OVERRIDE TIMER EXPIRES OR
                                                         ; LAMPS OFF THEN LIFT LINK.
IFT NOT(PRVST11)+ATOROW THN                              ; RUN THE OVERRIDE TIMER FROM LAST TIME LINK LIFTED.
    RUN<5>
END
CNDTER5=+1SCRT11
NOT(ATOROW)=.1SCRT11
PRSLMPAJ.NOT(LMUINHJ):=WWAITJ                            ; SEND OUUTPUT TO LINKED CONTROLLER TO CREATE A
                      *=+UCST2                           ; PHASE TERMINATION
```

# Special Conditioning

```
; INPUTS TO WEST STREAM 0
; ======================

EPHSD=MOVADET32                                 ; INPUT ACTIVE SETS MOVADET32

IFT EPHSD.NOT(CNDTMA32).NOT(1SCRT15) THN        ; INPUT ACTIVE STARTS DELAY TIMER
    RUN<32>
END
EPHSD=1SCRT15                                   ; BIT SET TO STOP REPULSE
IFT CNDTER32 THN                                ; DELAY TIMER EXPIRED STARTS O/P TIMER
    RUN<33>
END
CNDTMA33=MOVADET31                              ; O/P TIMER ACTIVE SETS MOVADET31

EPHSB=MOVADET30                                 ; INPUT ACTVIVE SETS MOVADET30

IFT TERMC.MTCF0 THN                             ; PHASE C LOSING RIGHT OF WAY AND MTCF0 ACTIVE
    RUN<34>                                     ; STARTS TIMER
ELS
    IFT TERMC.NOT(MTCF0) THN                    ; PHASE C LOSING RIGHT OF WAY AND MTCF0 NOT ACTIVE
        RUN<35>                                 ; STARTS TIMER
    END
END
 1SCRT1.NOT(ESPTX4.ESPTX5.ESPTX6)=1SCRT16       ; PHASE C LOSING RIGHT OF WAY AND END OF SAT FLAG ACTIVE
                                                ; SETS FLAG

(1SCRT1.(CNDTMA34+CNDTMA35).NOT(CFE29)+ $       ; TIMER ACTIVE SETS MOVADET29 IF CFE29=0
(1SCRT16.CFE29))=MOVADET29
                                                ; FLAG ACTIVE SETS MOVADET29 IF CFE29=1



; INPUTS TO WEST STREAM 1
; ======================

IFT TERMA THN                                   ; PHASE A LOSING RIGHT OF WAY SETS FLAG
    TRUE=1SCRT17
END
IFT TERMB THN                                   ; PHASE B LOSING RIGHT OF WAY CLEARS FLAG
    FALSE=1SCRT17
END
1SCRT17=MOVADET61                               ; FLAG ACTIVE SETS MOVADET61

IFT TERMA THN                                   ; PHASE A LOSING RIGHT OF WAY STARTS TIMER
    RUN<37>
END
IFT CNDTER37 THN                                ; TIMER EXPIRED STARTS O/P TIMER
    RUN<38>
END
CNDTMA38=MOVADET60                              ; TIMER ACTIVE SETS MOVADET60

EPHSD=MOVADET59                                 ; INPUT ACTIVE SETS MOVADET59

IFT EPHSB.MTCF0.NOT(1SCRT18) THN                ; INPUT ACTIVE AND MTCF0 ACTIVE SETS FLAG
    RUN<39>
ELS
    IFT EPHSB.NOT(MTCF0).NOT(1SCRT18) THN       ; INPUT ACTIVE AND MTCF0 NOT ACTIVE SETS FLAG
        RUN<40>
    END
END
EPHSB=1SCRT18                                   ; BIT SET TO STOP REPULSE

EPHSB.NOT(EPHSBSAT)=1SCRT19                     ; BOTH INPUTS ACTIVE SETS FLAG

(EPHSB.(CNDTMA39+CNDTMA40).NOT(CFE58)+ $        ; TIMER ACTIVE SETS MOVADET58 IF CFE58=0
(1SCRT19.CFE58))=MOVADET58
```



Works Order :
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# Special Conditioning

```
                                                ; FLAG ACTIVE SETS MOVADET58 IF CFE58=1
```

Works Order :
EM Number : EPR152
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

| No | Value | Min | Max | 200ms | Description | No | Value | Min | Max | 200ms | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 0 | 0 | 0 | 255 | ☐ | Ped.H open window-Phs.C close | 16 | | 0 | 255 | ☐ | |
| 1 | 2 | 0 | 255 | ☐ | Ped.H window time | 17 | | 0 | 255 | ☐ | |
| 2 | 70 | 0 | 255 | ☐ | Ped.H inhibit override | 18 | | 0 | 255 | ☐ | |
| 3 | 4 | 0 | 255 | ☐ | Ped.J open window-Phs.A close | 19 | | 0 | 255 | ☐ | |
| 4 | 2 | 0 | 255 | ☐ | Ped.J window time | 20 | | 0 | 255 | ☐ | |
| 5 | 70 | 0 | 255 | ☐ | Ped.J inhibit override | 21 | | 0 | 255 | ☐ | |
| 6 | | 0 | 255 | ☐ | | 22 | | 0 | 255 | ☐ | |
| 7 | | 0 | 255 | ☐ | | 23 | | 0 | 255 | ☐ | |
| 8 | | 0 | 255 | ☐ | | 24 | | 0 | 255 | ☐ | |
| 9 | | 0 | 255 | ☐ | | 25 | | 0 | 255 | ☐ | |
| 10 | | 0 | 255 | ☐ | | 26 | | 0 | 255 | ☐ | |
| 11 | | 0 | 255 | ☐ | | 27 | | 0 | 255 | ☐ | |
| 12 | | 0 | 255 | ☐ | | 28 | | 0 | 255 | ☐ | |
| 13 | | 0 | 255 | ☐ | | 29 | | 0 | 255 | ☐ | |
| 14 | | 0 | 255 | ☐ | | 30 | | 0 | 255 | ☐ | |
| 15 | | 0 | 255 | ☐ | | 31 | | 0 | 255 | ☐ | |



Works Order :
EM Number : EPR152
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

| No | Value | Min | Max | 200ms | Description | No | Value | Min | Max | 200ms | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 32 | 4.4 | 0.0 | 31.8 | ☑ | West Strm 0 Pulse Delay Det.31 | 48 | | 0 | 255 | ☐ | |
| 33 | 2.0 | 0.0 | 31.8 | ☑ | West Strm 0 Pulse O/P Det.31 | 49 | | 0 | 255 | ☐ | |
| 34 | 8.4 | 0.0 | 31.8 | ☑ | West Strm 0 Hold Det.29 (PLAN 0) | 50 | | 0 | 255 | ☐ | |
| 35 | 7.4 | 0.0 | 31.8 | ☑ | West Strm 0 Hold Det.29 (PLAN 1) | 51 | | 0 | 255 | ☐ | |
| 36 | | 0 | 255 | ☐ | | 52 | | 0 | 255 | ☐ | |
| 37 | 4.4 | 0.0 | 31.8 | ☑ | West Strm 1Pulse Delay Det.60 | 53 | | 0 | 255 | ☐ | |
| 38 | 2.0 | 0.0 | 31.8 | ☑ | West Strm 1 Pulse O/P Det.60 | 54 | | 0 | 255 | ☐ | |
| 39 | 15.4 | 0.0 | 31.8 | ☑ | West Strm 1 Hold Det.58 (PLAN 0) | 55 | | 0 | 255 | ☐ | |
| 40 | 15.4 | 0.0 | 31.8 | ☑ | West Strm 1 Hold Det.58 (PLAN 1) | 56 | | 0 | 255 | ☐ | |
| 41 | | 0 | 255 | ☐ | | 57 | | 0 | 255 | ☐ | |
| 42 | | 0 | 255 | ☐ | | 58 | | 0 | 255 | ☐ | |
| 43 | | 0 | 255 | ☐ | | 59 | | 0 | 255 | ☐ | |
| 44 | | 0 | 255 | ☐ | | 60 | | 0 | 255 | ☐ | |
| 45 | | 0 | 255 | ☐ | | 61 | | 0 | 255 | ☐ | |
| 46 | | 0 | 255 | ☐ | | 62 | | 0 | 255 | ☐ | |
| 47 | | 0 | 255 | ☐ | | 63 | | 0 | 255 | ☐ | |

Works Order :
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Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Special Conditioning Timers

Special Conditioning Timers

Timers: 0-31

| No | Value | Min | Max | 200ms | Description | No | Value | Min | Max | 200ms | Description |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 64 | | 0 | 255 | ☐ | | 80 | | 0 | 255 | ☐ | |
| 65 | | 0 | 255 | ☐ | | 81 | | 0 | 255 | ☐ | |
| 66 | | 0 | 255 | ☐ | | 82 | | 0 | 255 | ☐ | |
| 67 | | 0 | 255 | ☐ | | 83 | | 0 | 255 | ☐ | |
| 68 | | 0 | 255 | ☐ | | 84 | | 0 | 255 | ☐ | |
| 69 | | 0 | 255 | ☐ | | 85 | | 0 | 255 | ☐ | |
| 70 | | 0 | 255 | ☐ | | 86 | | 0 | 255 | ☐ | |
| 71 | | 0 | 255 | ☐ | | 87 | | 0 | 255 | ☐ | |
| 72 | | 0 | 255 | ☐ | | 88 | 1 | 1 | 1 | ☐ | UTC ON FLASH |
| 73 | | 0 | 255 | ☐ | | 89 | 1 | 1 | 1 | ☐ | UTC OFF FLASH |
| 74 | | 0 | 255 | ☐ | | 90 | 1 | 1 | 1 | ☐ | MOVA ON FLASH |
| 75 | | 0 | 255 | ☐ | | 91 | 1 | 1 | 1 | ☐ | MOVA OFF FLASH |
| 76 | | 0 | 255 | ☐ | | 92 | 1 | 1 | 5 | ☐ | MIN LAMPS OFF STREAM 1 |
| 77 | | 0 | 255 | ☐ | | 93 | 120 | 0 | 255 | ☐ | MOVA CRB TOGGLE STREAM 1 |
| 78 | | 0 | 255 | ☐ | | 94 | 1 | 1 | 5 | ☐ | MIN LAMPS OFF STREAM 0 |
| 79 | | 0 | 255 | ☐ | | 95 | 120 | 0 | 255 | ☐ | MOVA CRB TOGGLE STREAM 0 |



Works Order :
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# Special Instructions

EPR152

| Card Type | Rack Posn | Addr. | Port | Type | Line | Term Posn |
|---|---|---|---|---|---|---|
| Intelligent Backplane 16/0 | Rack | 01 | 0 | I | 000 - 007 | 2 LT1 |
| Intelligent Backplane 16/0 | Rack | 01 | 1 | I | 008 - 015 | 2 LT1 |
| Intelligent Backplane 16/0 | Rack | 02 | 2 | I | 016 - 023 | 2 LT2 |
| Intelligent Backplane 16/0 | Rack | 02 | 3 | I | 024 - 031 | 2 LT2 |
| Serial IO 24/16 | 1 I/O1 | 03 | 4 | I | 032 - 039 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 5 | I | 040 - 047 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 6 | I | 048 - 055 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 7 | O | 056 - 063 | 1 I/O1 |
| Serial IO 24/16 | 1 I/O1 | 03 | 8 | O | 064 - 071 | 1 I/O1 |
| Serial IO 24/4 | 1 I/O2 | 04 | 9 | I | 072 - 079 | 1 I/O2 |
| Serial IO 24/4 | 1 I/O2 | 04 | 10 | I | 080 - 087 | 1 I/O2 |
| Serial IO 24/4 | 1 I/O2 | 04 | 11 | I | 088 - 095 | 1 I/O2 |
| Serial IO 24/4 | 1 I/O2 | 04 | 12 | O | 096 - 099 | 1 I/O2 |
| CPU | A | | | | | |

Works Order :
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# Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

| ITEM | DRAWING NUMBER | DESCRIPTION | QTY | TOT | REMARKS |
|---|---|---|---|---|---|
| 1 | | | | | |
| 2 | 667/1/32900/020 | ST900 ELV Cabinet UK 20A 1 LSLS - Grey | | | |
| 3 | 667/1/32900/040 | ST900 ELV Cabinet UK 40A 1 LSLS - Grey | | | |
| 4 | 667/1/32900/021 | ST900 ELV Cabinet UK 20A 1 LSLS - Black | | | |
| 5 | 667/1/32900/041 | ST900 ELV Cabinet UK 40A 1 LSLS - Black | | | |
| 6 | | | | | |
| 7 | | | | | |
| 8 | | | | | |
| 9 | 667/1/32943/001 | ELV Lamp switch (LSLS) kit | 1 | | |
| 10 | 667/1/32960/001 | ELV Lamp switch (LSLS) backplane kit | 1 | | |
| 11 | 667/1/32995/002 | ST900 I/O card kit (4 outputs) | 1 | | |
| 12 | 667/1/32995/001 | ST900 I/O card kit (16 outputs) | 1 | | |
| 13 | | | | | |
| 14 | | | | | |
| 15 | | | | | |
| 16 | 667/1/27004/000 | Integral TC12 OTU kit | | | |
| 17 | 667/1/27005/000 | SDE Facility kit | | | |
| 18 | 667/1/32910/000 | ST900 Intelligent detector backplane kit | 2 | | |
| 19 | 667/1/33002/000 | ELV detector 6U rack expansion kit | 1 | | |
| 20 | 667/1/33074/000 | ST900 ELV 24 V detector supply Kit (6A) | | | |
| 21 | 667/1/20690/001 | 19" Detector Rack | | | |
| 22 | | | | | |
| 23 | 667/1/32985/000 | ELV 20A to 40A upgrade kit | | | |
| 24 | | | | | |
| 25 | | | | | |
| 26 | 667/1/33070/000 | ELV Regulatory Sign expansion kit | | | |
| 27 | 667/1/32950/000 | ELV Audible supply kit | | | |
| 28 | 667/1/33009/000 | ST900 300mA RCD kit | | | |
| 29 | | | | | |
| 30 | 667/1/32900/001 | Expansion cabinet kit - Black | | | |
| 31 | 667/1/32900/000 | Expansion cabinet kit - Grey | | | |
| 32 | 667/1/33072/000 | Cabinet mounted cut-out connection kit | | | |
| 33 | | | | | |
| 34 | | | | | |
| 35 | | | | | |
| 36 | 667/1/27056/001 | Manual Panel Full kit | 1 | | |
| 37 | 667/1/27110/000 | Manual Panel RS232 kit | | | |
| 38 | | | | | |
| 39 | | | | | |
| 40 | 667/1/16700/152 | Configuration Eprom (Issue 3. 0) | 1 | | |

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.



Works Order :
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# Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

| ITEM | DRAWING NUMBER | DESCRIPTION | QTY | TOT | REMARKS |
|---|---|---|---|---|---|
| 41 | | | | | |
| 42 | 667/1/32900/920 | ST900 ELV cuckoo Kit - T200 | | | |
| 43 | 667/1/32900/921 | ST900 ELV cuckoo Kit - T400 | | | |
| 44 | 667/1/32900/922 | ST900 ELV cuckoo Kit - T800 | | | |
| 45 | 667/1/32900/923 | ST900 ELV cuckoo Kit - Microsense | | | |
| 46 | 667/1/32900/925 | ST900 ELV cuckoo Kit - Peek | | | |
| 47 | | | | | |
| 48 | | | | | |
| 49 | | | | | |
| 50 | | | | | |
| 51 | | | | | |
| 52 | 667/1/33073/000 | ST900 Isolator locking kit | | | |
| 53 | 667/2/20234/000 | Screw Lock Key | | | |
| 54 | | | | | |
| 55 | | | | | |
| 56 | 667/1/27104/000 | ST800 / ST900 DFM Lens Kit | | | |
| 57 | 667/1/21150/002 | ST800 / ST900 Gas Plinth | | | |
| 58 | 667/2/27096/000 | ST800 / ST900 Mounting Stool | | | |
| 59 | | | | | |
| 60 | | | | | |
| 61 | | | | | |
| 62 | 667/1/26271/000 | Telephone Kit (Lightning protection) | | | |
| 63 | 667/1/27118/000 | Surge Arrester (Lightning protection) | | | |
| 64 | | | | | |
| 65 | | | | | |
| 66 | | | | | |
| 67 | 667/1/32900/120 | ST900 ELV Cabinet Export 20A 1 LSLS - Grey | | | |
| 68 | 667/1/32900/140 | ST900 ELV Cabinet Export 40A 1 LSLS - Grey | | | |
| 69 | 667/1/32900/121 | ST900 ELV Cabinet Export 20A 1 LSLS - Black | | | |
| 70 | 667/1/32900/141 | ST900 ELV Cabinet Export 40A 1 LSLS - Black | | | |
| 71 | | | | | |
| 72 | | | | | |
| 73 | 667/1/32900/900 | ST900 ELV export rack Kit | | | |
| 74 | 667/1/32945/000 | ST900 ELV additional LSLS rack wiring kit | 1 | | |
| 75 | | | | | |
| 76 | 667/1/27007/000 | IRM Facility | | | |
| 77 | | | | | |
| 78 | | | | | |
| 79 | | | | | |
| 80 | | | | | |

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Special Instructions

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT1 = DETECTOR BACKPLANE ADDRESS: 01

LOOP DESIGNATION AND CONNECTIONS

| DET CARD A | | DET CARD B | | DET CARD C | | DET CARD D | |
|---|---|---|---|---|---|---|---|
| No. | LOOP ID | No. | LOOP ID | No. | LOOP ID | No. | LOOP ID |
| 1 | BIN1 | 1 | BX4 | 1 | BSL7 | 1 | DIN33 |
| 2 | BIN2 | 2 | BX5 | 2 | BSL8 | 2 | DIN34 |
| 3 | BIN3 | 3 | BX6 | 3 | BSL9 | 3 | SPARE4 |
| 4 | SPARE1 | 4 | SPARE2 | 4 | SPARE3 | 4 | SPARE5 |

[Template - Internal Detectors.txt Issue 1.0]

SIEMENS ST900 ELV INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

LOOP TERMINATION BOARD LT2 = DETECTOR BACKPLANE ADDRESS: 02

LOOP DESIGNATION AND CONNECTIONS

| DET CARD A | | DET CARD B | | DET CARD C | | DET CARD D | |
|---|---|---|---|---|---|---|---|
| No. | LOOP ID | No. | LOOP ID | No. | LOOP ID | No. | LOOP ID |
| 1 | DX35 | 1 | DSL38 | 1 | | 1 | |
| 2 | DX36 | 2 | DSL39 | 2 | | 2 | |
| 3 | DX37 | 3 | DSL40 | 3 | | 3 | |
| 4 | SPARE6 | 4 | SPARE7 | 4 | | 4 | |

[Template - Internal Detectors.txt Issue 1.0]



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Input/Output

Input/Output

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 0
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Intelligent Backplane 16/0
Card Address: 1

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Term No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 0 | 0 | I | BIN1 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A1 |
| ○ | 1 | 1 | I | BIN2 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A2 |
| ○ | 2 | 2 | I | BIN3 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A3 |
| ○ | 3 | 3 | I | SPARE1 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | A4 |
| ○ | 4 | 4 | I | BX4 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B1 |
| ○ | 5 | 5 | I | BX5 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B2 |
| ○ | 6 | 6 | I | BX6 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B3 |
| ○ | 7 | 7 | I | SPARE2 | ☑ | ☑ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | B4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Input/Output

Input/Output

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type — Port: 1 — ○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address — Intelligent Backplane 16/0 Card Address: 1

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By: Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Term No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 8 | 0 | I | BSL7 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C1 |
| ○ | 9 | 1 | I | BSL8 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C2 |
| ○ | 10 | 2 | I | BSL9 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C3 |
| ○ | 11 | 3 | I | SPARE3 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | C4 |
| ○ | 12 | 4 | I | DIN33 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D1 |
| ○ | 13 | 5 | I | DIN34 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D2 |
| ○ | 14 | 6 | I | SPARE4 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D3 |
| ○ | 15 | 7 | I | SPARE5 | ☑ | ☑ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT1 | D4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Input/Output

Input/Output

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type — Port: 2 — ○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address — Intelligent Backplane 16/0 Card Address: 2

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By: Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Term No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 16 | 0 | I | DX35 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A1 |
| ○ | 17 | 1 | I | DX36 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A2 |
| ○ | 18 | 2 | I | DX37 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 3.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A3 |
| ○ | 19 | 3 | I | SPARE6 | ☑ | ☑ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | A4 |
| ○ | 20 | 4 | I | DSL38 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | B1 |
| ○ | 21 | 5 | I | DSL39 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | B2 |
| ○ | 22 | 6 | I | DSL40 | ☑ | ☑ | ☐ | ☐ | ☐ | A | 0 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | B3 |
| ○ | 23 | 7 | I | SPARE7 | ☑ | ☑ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 2 LT2 | B4 |

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 4

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 32 | 0 | I | PBUG28 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 0 |
| ○ | 33 | 1 | I | PBUG29 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 1 |
| ○ | 34 | 2 | I | PBUG33 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 2 |
| ○ | 35 | 3 | I | PBUG34 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 3 |
| ○ | 36 | 4 | I | ONCG29 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 4 |
| ○ | 37 | 5 | I | ONCG34 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 5 |
| ○ | 38 | 6 | I | PBUH24 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 6 |
| ○ | 39 | 7 | I | PBUH25 | ☑ | ☐ | ☐ | | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 7 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 5

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 40 | 0 | I | PBUH26 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 8 |
| ○ | 41 | 1 | I | PBUH27 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 9 |
| ○ | 42 | 2 | I | KERBH24 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 2 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 10 |
| ○ | 43 | 3 | I | KERBH27 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 2 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 11 |
| ○ | 44 | 4 | I | ONCH25 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 12 |
| ○ | 45 | 5 | I | ONCH26 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 13 |
| ○ | 46 | 6 | I | PBUI40 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 14 |
| ○ | 47 | 7 | I | PBUI41 | ☑ | ☐ | ☐ | | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 15 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 6

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 48 | 0 | I | PBUI45 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 16 |
| ○ | 49 | 1 | I | PBUI46 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 17 |
| ○ | 50 | 2 | I | ONCI41 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 18 |
| ○ | 51 | 3 | I | ONCI46 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 19 |
| ○ | 52 | 4 | I | PBUJ36 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 20 |
| ○ | 53 | 5 | I | PBUJ37 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 21 |
| ○ | 54 | 6 | I | PBUJ38 | ☑ | ☐ | ☐ | ☐ | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 22 |
| ○ | 55 | 7 | I | PBUJ39 | ☑ | ☐ | ☐ | | ☐ | Y | 1 | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 23 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 7

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 56 | 0 | O | WMOVA | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 0 |
| ○ | 57 | 1 | O | WUTC | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 1 |
| ○ | 58 | 2 | O | WPHSB | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 2 |
| ○ | 59 | 3 | O | WPHSD | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 3 |
| ○ | 60 | 4 | O | WPHSBGRN | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 4 |
| ○ | 61 | 5 | O | WWAITH | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 5 |
| ○ | 62 | 6 | O | WWAITJ | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 6 |
| ○ | 63 | 7 | O | WCRBACT | ☑ | ☐ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 7 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Input/Output

Input/Output

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 8
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/16
Card Address: 3

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 64 | 0 | O | WPHSBSAT | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 8 |
| ○ | 65 | 1 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 9 |
| ○ | 66 | 2 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 10 |
| ○ | 67 | 3 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 11 |
| ○ | 68 | 4 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 12 |
| ○ | 69 | 5 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 13 |
| ○ | 70 | 6 | O | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 14 |
| ○ | 71 | 7 | O | LAMPSON | ☑ | ☐ | ☐ | | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O1 | 15 |

Add | Delete | Move | Clear Used By | Move to/from backplane
Manual Map Optimisation



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Input/Output

Input/Output

☐ Enable Signal Required Check boxes
☐ Manual Allocation

Port Number & Type
Port: 9
○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address
Serial IO 24/4
Card Address: 4

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 72 | 0 | I | KERBJ36 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 2 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 0 |
| ○ | 73 | 1 | I | KERBJ38 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 2 | 1.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 1 |
| ○ | 74 | 2 | I | ONCJ37 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 2 |
| ○ | 75 | 3 | I | ONCJ39 | ☑ | ☐ | ☑ | ☐ | ☐ | A | 0 | 0.6 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 3 |
| ○ | 76 | 4 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 4 |
| ○ | 77 | 5 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 5 |
| ○ | 78 | 6 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 6 |
| ○ | 79 | 7 | I | | ☐ | ☐ | ☐ | | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 7 |

Add | Delete | Move | Clear Used By | Move to/from backplane
Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 10

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 4

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 80 | 0 | I | EMOVA | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 8 |
| ○ | 81 | 1 | I | EUTC | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 9 |
| ○ | 82 | 2 | I | EPHSB | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 10 |
| ○ | 83 | 3 | I | EPHSD | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 11 |
| ○ | 84 | 4 | I | EPHSBGRN | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 12 |
| ○ | 85 | 5 | I | EWAITH | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 13 |
| ○ | 86 | 6 | I | EWAITJ | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 14 |
| ○ | 87 | 7 | I | EEXITQ | ☑ | ☐ | ☐ | | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 15 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Input/Output

Input/Output

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 11

Inputs Outputs Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 4

| | DET No | Bit No | Type I or O | Name | Req'd | BP | Inv | U/D | Misc | DFM | DFM Group | Ext time | Used By Phs | UTC | SDE | Pri | HC | CC | AR | UD | Term Block | Line No |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| ○ | 88 | 0 | I | ECRBACT | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☑ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 16 |
| ○ | 89 | 1 | I | TSYNC | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 17 |
| ○ | 90 | 2 | I | EPHSBSAT | ☑ | ☐ | ☐ | ☐ | ☐ | N | | 0.0 | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 18 |
| ○ | 91 | 3 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 19 |
| ○ | 92 | 4 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 20 |
| ○ | 93 | 5 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 21 |
| ○ | 94 | 6 | I | | ☐ | ☐ | ☐ | ☐ | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 22 |
| ○ | 95 | 7 | I | | ☐ | ☐ | ☐ | | ☐ | | | | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | ☐ | 1I/O2 | 23 |

Add Delete Move Clear Used By Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Aspect Drives - ELV Controllers

Aspect Drives for ELV Controllers

☐ Card Reversed

HPU Connection 1

Aspect Drive Configuration For LSLS 1 of 2 cards (Rack)

| Output | Phase | Aspect | Use | Output | Phase | Aspect | Use |
|---|---|---|---|---|---|---|---|
| 32 | A | Red | Phase | 16 | D | Green | Phase |
| 31 | A | Amber | Phase | 15 | D | Green | Phase |
| 30 | A | Green | Phase | 14 | E | Red | Phase |
| 29 | B | Red | Phase | 13 | E | Amber | Phase |
| 28 | B | Red | Phase | 12 | E | Green | Phase |
| 27 | B | Amber | Phase | 11 | F | Red | Phase |
| 26 | B | Amber | Phase | 10 | F | Amber | Phase |
| 25 | B | Green | Phase | 9 | F | Green | Phase |
| 24 | B | Green | Phase | 8 | G | Red | Phase |
| 23 | C | Red | Phase | 7 | G | Amber | Phase |
| 22 | C | Amber | Phase | 6 | G | Green | Phase |
| 21 | C | Green | Phase | 5 | G | Green | Phase |
| 20 | D | Red | Phase | 4 | H | Red | Phase |
| 19 | D | Red | Phase | 3 | H | Amber | Phase |
| 18 | D | Amber | Phase | 2 | H | Green | Phase |
| 17 | D | Amber | Phase | 1 | H | Green | Phase |



Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# Aspect Drives - ELV Controllers

Aspect Drives for ELV Controllers

☐ Card Reversed

HPU Connection 1

Aspect Drive Configuration For LSLS 2 of 2 cards (Rack)

| Output | Phase | Aspect | Use | Output | Phase | Aspect | Use |
|---|---|---|---|---|---|---|---|
| 32 | I | Red | Phase | 16 | N/A | N/A | N/A |
| 31 | I | Amber | Phase | 15 | N/A | N/A | N/A |
| 30 | I | Green | Phase | 14 | N/A | N/A | N/A |
| 29 | I | Green | Phase | 13 | N/A | N/A | N/A |
| 28 | J | Red | Phase | 12 | N/A | N/A | N/A |
| 27 | J | Amber | Phase | 11 | N/A | N/A | N/A |
| 26 | J | Green | Phase | 10 | N/A | N/A | N/A |
| 25 | J | Green | Phase | 9 | N/A | N/A | N/A |
| 24 | N/A | N/A | N/A | 8 | N/A | N/A | N/A |
| 23 | N/A | N/A | N/A | 7 | N/A | N/A | N/A |
| 22 | N/A | N/A | N/A | 6 | N/A | N/A | N/A |
| 21 | N/A | N/A | N/A | 5 | N/A | N/A | N/A |
| 20 | N/A | N/A | N/A | 4 | N/A | N/A | N/A |
| 19 | N/A | N/A | N/A | 3 | N/A | N/A | N/A |
| 18 | N/A | N/A | N/A | 2 | N/A | N/A | N/A |
| 17 | N/A | N/A | N/A | 1 | N/A | N/A | N/A |

Works Order :
EM Number : EPR152
Engineer : P M ROUSE
Intersection : A52 / PRIORY ROUNDABOUT WESTSIDE SCN's J20631, P20632, J20633, P20634

# I/O - Group DFM Timings

I/O - Group DFM Timings

| Input Group | State | SET A | SET B | SET C | SET D |
|---|---|---|---|---|---|
| Group 0 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 1 | Active (Mins) | 60 | 60 | 60 | 60 |
| | InActive (Hrs) | | | | |
| Group 2 | Active (Mins) | 60 | 60 | 60 | 60 |
| | InActive (Hrs) | 72 | 72 | 72 | 72 |
| Group 3 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 4 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 5 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 6 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |
| Group 7 | Active (Mins) | 30 | 30 | 30 | 30 |
| | InActive (Hrs) | 18 | 18 | 18 | 18 |

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (

Handset Limiting Values

| State | Min | Max |
|---|---|---|
| Active (Mins) | 0 | 254 |
| InActive (Hrs) | 0 | 254 |



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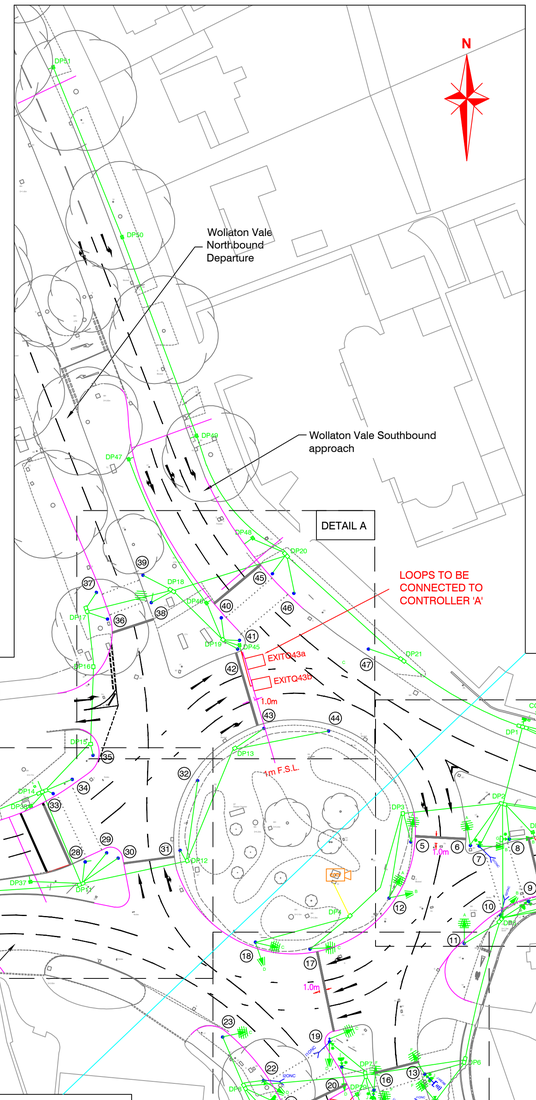
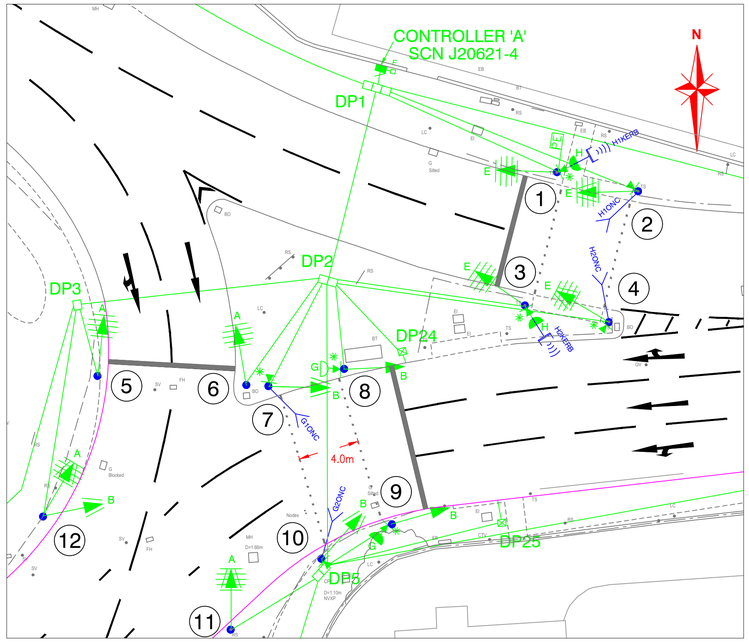
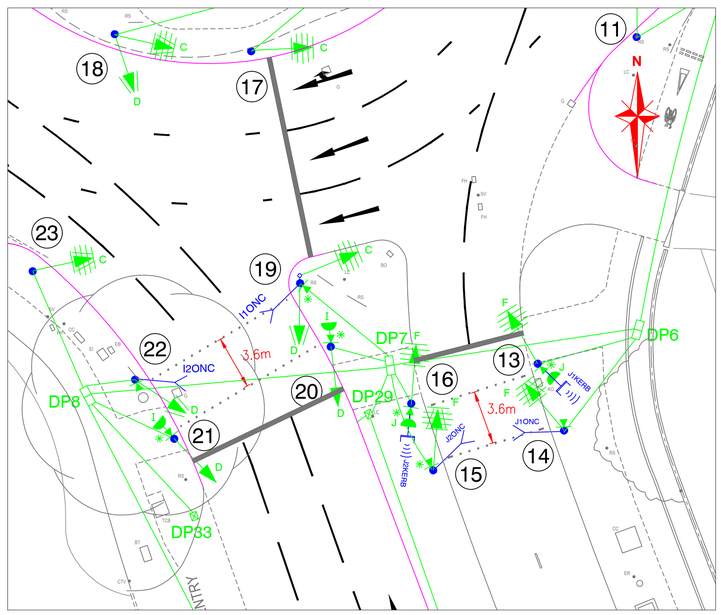
## CABLE DETAILS FOR CONTROLLER 'A' (SCN J20621-4)

| | | | | | |
|---|---|---|---|---|---|
| CABLE 1 12 x 1.5 Sq.mm | C | 1/12/1 | 1 | 1/12/2 | 2 |
| CABLE 1A 16 x 1.5 Sq.mm | C | 1A/16/1 | 1 | 1A/16/2 | 2 |
| CABLE 3 12 x 1.5 Sq.mm | C | 3/12/3 | 3 | 3/12/4 | 4 |
| CABLE 3A 16 x 1.5 Sq.mm | C | 3A/16/3 | 3 | 3A/16/4 | 4 |
| CABLE 6 12 x 1.5 Sq.mm | C | 6/12/6 | 6 | 6/12/5 | 5 |
| CABLE 8 12 x 1.5 Sq.mm | C | 8/12/8 | 8 | 8/12/7 | 7 |
| CABLE 8A 16 x 1.5 Sq.mm | C | 8A/16/8 | 8 | 8A/16/7 | 7 |
| CABLE 9 12 x 1.5 Sq.mm | C | 9/12/9 | 9 | 9/12/10 | 10 |
| CABLE 9A 16 x 1.5 Sq.mm | C | 9A/16/9 | 9 | 9A/16/10 | 10 |
| CABLE 11 12 x 1.5 Sq.mm | C | 11/12/11 | 11 | | |
| CABLE 12 12 x 1.5 Sq.mm | C | 12/12/12 | 12 | | |
| CABLE 13 12 x 1.5 Sq.mm | C | 13/12/13 | 13 | 13/12/14 | 14 |
| CABLE 13A 16 x 1.5 Sq.mm | C | 13A/16/13 | 13 | 13A/16/14 | 14 |
| CABLE 15 12 x 1.5 Sq.mm | C | 15/12/15 | 15 | | |
| CABLE 15A 12 x 1.5 Sq.mm | C | 15A/16/15 | 15 | | |
| CABLE 16 12 x 1.5 Sq.mm | C | 16/12/16 | 16 | | |
| CABLE 16A 12 x 1.5 Sq.mm | C | 16A/16/16 | 16 | | |
| CABLE 17 12 x 1.5 Sq.mm | C | 17/12/17 | 17 | 17/12/18 | 18 |
| CABLE 19 12 x 1.5 Sq.mm | C | 19/12/19 | 19 | | |
| CABLE 19A 16 x 1.5 Sq.mm | C | 19A/16/19 | 19 | | |
| CABLE 20 12 x 1.5 Sq.mm | C | 20/12/20 | 20 | | |
| CABLE 20A 16 x 1.5 Sq.mm | C | 20A/16/20 | 20 | | |
| CABLE 21 12 x 1.5 Sq.mm | C | 21/12/21 | 21 | | |
| CABLE 21A 16 x 1.5 Sq.mm | C | 21A/16/21 | 21 | | |
| CABLE 22 12 x 1.5 Sq.mm | C | 22/12/22 | 22 | | |
| CABLE 22A 16 x 1.5 Sq.mm | C | 22A/16/22 | 22 | | |
| CABLE 23 12 x 1.5 Sq.mm | C | 23/12/23 | 23 | | |




NOTE:

ALL EQUIPMENT MUST BE ELV

## KEY:

- Primary RAG signal head on 4m pole, Phase A
- Secondary RAG signal head on 4m pole
- Horizontal louvre boxes fitted to green & amber Aspects
- Puffin signal aspects and push-button unit on single pole
- Toucan signal aspects and push-button unit on pole
- Push-button only on pole
- Tactile rotating cone
- On-crossing detector unit on pole
- Kerbside visual detector unit on pole
- (12) Pole number
- Controller Cabinet
- Electricity supply cabinet
- Queue detector loops
- MOVA IN and X loops
- MOVA STOPLINE loops
- Single/Double/Triple brick built drawpit
- Prefabricated drawpit
- 100mm Diameter duct Refer to drg No. 530009/1205/09 for duct schedule
- Existing 100mm Diameter duct to remain
- Existing Drawpit to remain
- AIN1 MOVA Loop ID Number
- F1ONC Detector Input Name

## DUCT SCHEDULE - CONTROLLER 'A' (SCN J20621-4)

CONTROLLER 'A' TO DP1 - 12 x 100mm DIA. DUCTS
DP1 TO DP2 - 10 X 100mm DIA. DUCTS
DP1 TO POLE 1 - 1 x 100mm DIA. DUCT
DP1 TO POLE 2 - 1 x 100mm DIA. DUCT
DP2 TO DP3 - 4 x 100mm DIA. DUCTS
DP2 TO POLE 3 - 1 x 100mm DIA. DUCT
DP2 TO POLE 4 - 1 x 100mm DIA. DUCT
DP2 TO POLE 6 - 1 x 100mm DIA. DUCT
DP2 TO POLE 7 - 1 x 100mm DIA. DUCT
DP2 TO POLE 8 - 1 x 100mm DIA. DUCT
DP3 TO DP4 - 1 x 100mm DIA. DUCT
DP3 TO POLE 5 - 1 x 100mm DIA. DUCT
DP3 TO POLE 12 - 1 x 100mm DIA. DUCT
DP4 TO POLE 17 - 1 x 100mm DIA. DUCT
DP4 TO POLE 18 - 1 x 100mm DIA. DUCT
DP2 TO DP5 - 10 x 100mm DIA. DUCTS
DP5 TO POLE 9 - 1 x 100mm DIA. DUCT
DP5 TO POLE 10 - 1 x 100mm DIA. DUCT
DP5 TO POLE 11 - 1 x 100mm DIA. DUCT
DP5 TO DP6 - 6 x 100mm DIA. DUCTS
DP6 TO POLE 13 - 1 x 100mm DIA. DUCT
DP6 TO POLE 14 - 1 x 100mm DIA. DUCT
DP6 TO DP7 - 6 x 100mm DIA. DUCTS
DP7 TO POLE 15 - 1 x 100mm DIA. DUCT
DP7 TO POLE 16 - 1 x 100mm DIA. DUCT
DP7 TO POLE 19 - 1 x 100mm DIA. DUCT
DP7 TO POLE 20 - 1 x 100mm DIA. DUCT
DP7 TO DP8 - 4 x 100mm DIA. DUCTS
DP8 TO POLE 21 - 1 x 100mm DIA. DUCT
DP8 TO POLE 22 - 1 x 100mm DIA. DUCT
DP8 TO POLE 23 - 1 x 100mm DIA. DUCT
DP1 TO DP21 - 2 x 100mm DIA. LINK DUCTS
DP1 TO DP22 - 1 x 100mm DIA. DUCT
DP22 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP22 TO DP23 - 1 x 100mm DIA. DUCT
DP23 TO EXISTING DP AT CHARLES AVENUE 1 x 100mm DIA. DUCT
EXISTING DP AT CHARLERS AVE TO REAR OF KERB 1 x 100mm DIA. DUCT
DP2 TO DP24 - 1 x 100mm DIA. DUCT
DP24 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP5 TO DP25 - 1 x 100mm DIA. DUCT
DP25 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP5 TO DP26 - 1 x 100mm DIA. DUCT
DP26 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP26 TO DP27 - 1 x 100mm DIA. DUCT
DP27 TO DP28 - 1 x 100mm DIA. DUCT
DP28 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP7 TO DP29 - 1 x 100mm DIA. DUCT
DP29 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP29 TO DP30 - 1 x 100mm DIA. DUCT
DP30 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP30 TO DP31 - 1 x 100mm DIA. DUCT
DP31 TO DP32 - 1 x 100mm DIA. DUCT
DP32 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP8 TO DP33 - 1 x 100mm DIA. DUCT
DP33 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP8 TO DP34 - 1 x 100mm DIA. DUCT
DP34 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP34 TO DP35 - 1 x 100mm DIA. DUCT
DP35 TO DP36 - 1 x 100mm DIA. DUCT
DP36 TO REAR OF KERB - 1 x 100mm DIA. DUCT

## DETECTOR LOOP FEEDER CABLE DETAILS CONTROLLER 'A' (SCN J20621-4)

| | | | | |
|---|---|---|---|---|
| CABLE LF1 | C | 1 pair | DP28 | LOOP BIN1E |
| CABLE LF2 | C | 1 pair | DP28 | LOOP BIN2E |
| CABLE LF3 | C | 1 pair | DP28 | LOOP BIN3E |
| CABLE LF4 | C | 1 pair | DP26 | LOOP BX4E |
| CABLE LF5 | C | 1 pair | DP26 | LOOP BX5E |
| CABLE LF6 | C | 1 pair | DP26 | LOOP BX6E |
| CABLE LF7 | C | 1 pair | DP25 | LOOP BSL7E |
| CABLE LF8 | C | 1 pair | DP25 | LOOP BSL8E |
| CABLE LF9 | C | 1 pair | DP24 | LOOP BSL9E |
| CABLE LF10 | C | 1 pair | DP36 | LOOP DIN33E |
| CABLE LF11 | C | 1 pair | DP32 | LOOP DIN34E |
| CABLE LF12 | C | 1 pair | DP34 | LOOP DX35E |
| CABLE LF13 | C | 1 pair | DP34 | LOOP DX36E |
| CABLE LF14 | C | 1 pair | DP30 | LOOP DX37E |
| CABLE LF15 | C | 1 pair | DP33 | LOOP DSL38E |
| CABLE LF16 | C | 1 pair | DP33 | LOOP DSL39E |
| CABLE LF17 | C | 1 pair | DP29 | LOOP DSL40E |
| CABLE LF18 | C | 1 pair | EXISTING DP | LOOP EXITQ41 |
| CABLE LF19 | C | 1 pair | DP22 | LOOP EXITQ42a |
| CABLE LF20 | C | 1 pair | DP22 | LOOP EXITQ42b |
| CABLE LF21 | C | 1 pair | DP45 | LOOP EXITQ43a |
| CABLE LF22 | C | 1 pair | DP45 | LOOP EXITQ43b |

## NOTES:

1. Distance to diamond loops measured to centre of loop.
2. Distance to chevron loops are shown from the nearest edge of the loop to the stopline.
3. Refer to Appendix 12/5 for traffic signals specification
4. All signal heads must have minimum 450mm clearance from carriageway edge. This requires the pole center to be a minimum of 800mm behind the carriageway edge for all poles except those with nearside pedestrian red/green man displays, which are to be set back 500mm from the carriageway edge but with traffic heads (and any other pole mounted equipment) side-mounted or bracketed to maintain 450mm clearance.
5. Refer to drg No. 530003/11/02-03 for footway details

| Rev Status | Description | Drawn | Ch'kd | Auth | Date |
|---|---|---|---|---|---|

Project

# A52 DERBY RD / WOODSIDE RD / WOLLATON VALE, PRIORY ISLAND - EAST

| Property No. | Project No. |
|---|---|

Title

## TRAFFIC SIGNAL INSTALLATION

| Scale | Drawn | Date |
|---|---|---|
| SHOWN | LEE RUTHERFORD | 09/10 |
| | Ch'kd C GOUGH | 09/10 |
| | Auth K ALDRIDGE | Traced - |

Drawing No. J20621-4 Rev


Nottinghamshire County Council

**Environment & Resources**
Trent Bridge House, Fox Road,
West Bridgford Nottingham NG2 6BJ
**Tel:** 08449 808080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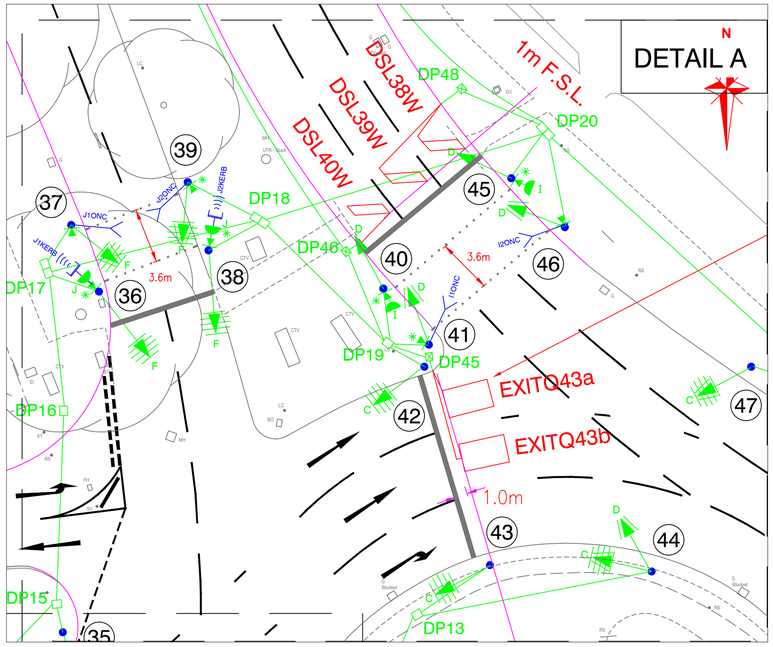
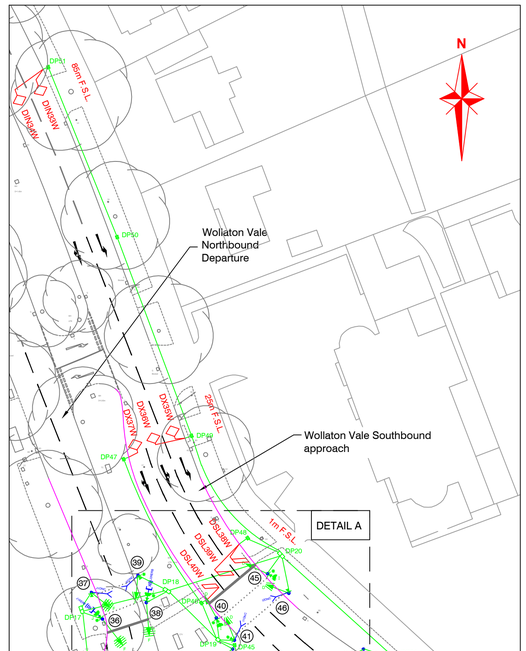
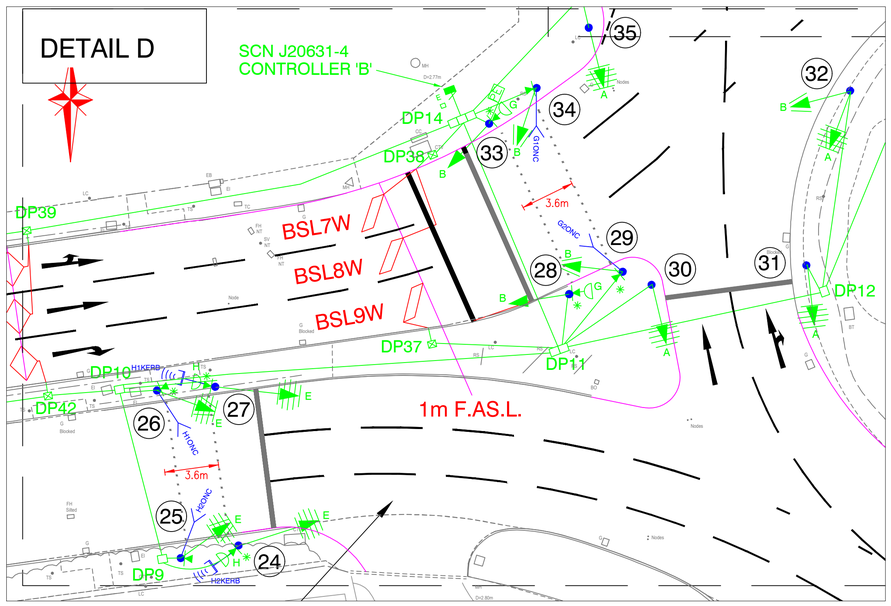
A1

Sep 24,2019 - 8:58am I:\Highways\Dbl in Drive\Highways\Traffic\Traffic Eng Team\SCN\Trent\A52\J20621-4 A52 - Priory Island Cart\A52J20621_09-10DT10.dwg




## CABLE DETAILS FOR CONTROLLER 'B' (SCN J20631-4)

| | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|
| CABLE 24 12 x 1.5 Sq.mm | C | 24/12/24 | 24 | 24/12/25 | 25 | | | | |
| CABLE 24A 16 x 1.5 Sq.mm | C | 24A/16/24 | 24 | 24A/16/25 | 25 | | | | |
| CABLE 26 12 x 1.5 Sq.mm | C | 26/12/26 | 26 | 26/12/27 | 27 | | | | |
| CABLE 26A 16 x 1.5 Sq.mm | C | 26A/16/26 | 26 | 26A/16/27 | 27 | | | | |
| CABLE 29 12 x 1.5 Sq.mm | C | 29/12/29 | 29 | 29/12/28 | 28 | | | | |
| CABLE 29A 16 x 1.5 Sq.mm | C | 29A/16/29 | 29 | 29A/16/28 | 28 | | | | |
| CABLE 30 12 x 1.5 Sq.mm | C | 30/12/30 | 30 | 30/12/31 | 31 | | | | |
| CABLE 32 12 x 1.5 Sq.mm | C | 32/12/32 | 32 | | | | | | |
| CABLE 33 12 x 1.5 Sq.mm | C | 33/12/33 | 33 | 33/12/34 | 34 | 33/12/35 | 35 | | |
| CABLE 33A 16 x 1.5 Sq.mm | C | 33A/16/33 | 33 | 33A/16/34 | 34 | | | | |
| CABLE 36 12 x 1.5 Sq.mm | C | 36/12/36 | 36 | 36/12/37 | 37 | | | | |
| CABLE 36A 16 x 1.5 Sq.mm | C | 36A/16/36 | 36 | 36A/16/37 | 37 | | | | |
| CABLE 38 12 x 1.5 Sq.mm | C | 38/12/38 | 38 | 38/12/39 | 39 | | | | |
| CABLE 38A 12 x 1.5 Sq.mm | C | 38A/16/38 | 38 | 38A/16/39 | 39 | | | | |
| CABLE 40 12 x 1.5 Sq.mm | C | 40/12/40 | 40 | 40/12/41 | 41 | 40/12/42 | 42 | | |
| CABLE 40A 16 x 1.5 Sq.mm | C | 40A/16/40 | 40 | 40A/16/41 | 41 | | | | |
| CABLE 43 12 x 1.5 Sq.mm | C | 43/12/43 | 43 | 43/12/44 | 44 | | | | |
| CABLE 45 12 x 1.5 Sq.mm | C | 45/12/45 | 45 | 45/12/46 | 46 | | | | |
| CABLE 45A 16 x 1.5 Sq.mm | C | 45A/16/45 | 45 | 45A/16/46 | 46 | | | | |
| CABLE 47 12 x 1.5 Sq.mm | C | 47/12/47 | 47 | | | | | | |

## DUCT SCHEDULE - CONTROLLER 'B' (SCN J20631-4)

CONTROLLER 'B' TO DP14 - 12 x 100mm DIA. DUCTS
DP14 TO DP11 - 6 x 100mm DIA. DUCTS
DP14 TO POLE 33 - 1 x 100mm DIA. DUCT
DP14 TO POLE 34 - 1 x 100mm DIA. DUCT
DP11 TO DP10 - 4 x 100mm DIA. DUCTS
DP11 TO POLE 28 - 1 x 100mm DIA. DUCT
DP11 TO POLE 29 - 1 x 100mm DIA. DUCT
DP11 TO POLE 30 - 1 x 100mm DIA. DUCT
DP10 TO DP9 - 4 x 100mm DIA. DUCTS
DP10 TO POLE 26 - 1 x 100mm DIA. DUCT
DP10 TO POLE 27 - 1 x 100mm DIA. DUCT
DP9 TO POLE 24 - 1 x 100mm DIA. DUCT
DP9 TO POLE 25 - 1 x 100mm DIA. DUCT
DP11 TO DP12 - 2 x 100mm DIA. DUCTS
DP12 TO POLE 31 - 1 x 100mm DIA. DUCT
DP12 TO POLE 32 - 1 x 100mm DIA. DUCT
DP12 TO DP13 - 1 x 100mm DIA. DUCT
DP13 TO POLE 43 - 1 x 100mm DIA. DUCT
DP13 TO POLE 44 - 4 x 100mm DIA. DUCTS
DP14 TO DP15 - 6 x 100mm DIA. DUCTS
DP15 TO POLE 35 - 1 x 100mm DIA. DUCT
DP15 TO DP16 - 6 x 100mm DIA. DUCTS
DP16 TO DP17 - 6 x 100mm DIA. DUCTS
DP17 TO POLE 36 - 1 x 100mm DIA. DUCT
DP17 TO POLE 37 - 1 x 100mm DIA. DUCT
DP17 TO DP18 - 6 x 100mm DIA. DUCTS
DP18 TO POLE 38 - 1 x 100mm DIA. DUCT
DP18 TO POLE 39 - 1 x 100mm DIA. DUCT
DP18 TO DP19 - 4 x 100mm DIA. DUCTS
DP19 TO POLE 40- 1 x 100mm DIA. DUCT
DP19 TO POLE 41 - 1 X 100mm DIA. DUCT
DP19 TO POLE 42 - 1 x 100mm DIA. DUCT
DP18 TO DP20 - 4 x 100mm DIA. DUCTS
DP20 TO POLE 45 - 1 x 100mm DIA. DUCT
DP20 TO POLE 46 - 1 x 100mm DIA. DUCT
DP20 TO DP21 - 2 x 100mm DIA. DUCTS
DP21 TO POLE 47 - 1 x 100mm DIA. DUCT
DP10 TO DP42 - 1 x 100mm DIA. DUCT
DP42 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP42 TO DP43 - 1 x 100mm DIA. DUCT
DP43 TO DP44 - 1 x 100mm DIA. DUCT
DP44 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP11 TO DP37 - 1 x 100mm DIA. DUCT
DP37 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP14 TO DP38 - 1 x 100mm DIA. DUCT
DP38 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP14 TO DP39 - 1 x 100mm DIA. DUCT
DP39 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP39 TO DP40 - 1 x 100mm DIA. DUCT
DP40 TO DP41 - 1 x 100mm DIA. DUCT
DP41 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP19 TO DP45 - 1 x 100mm DIA. DUCT
DP45 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP19 TO DP46 - 1 x 100mm DIA. DUCT
DP46 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP46 TO DP47 - 1 x 100mm DIA. DUCT
DP47 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP20 TO DP48 - 1 x 100mm DIA. DUCT
DP48 TO REAR OF KERB - 1 x 100mm DIA. DUCT
DP20 TO DP49 - 1 x 100mm DIA. DUCT
DP49 TO REAR OF KERB - 1 x 100mm DIA.DUCT
DP49 TO DP50 - 1 x 100mm DIA. DUCT
DP50 TO DP51 - 1 x 100mm DIA. DUCT
DP51 TO REAR OF KERB - 1 x 100mm DIA. DUCT

## NOTES:

1. Distance to diamond loops measured to centre of loop.
2. Distance to chevron loops are shown from the nearest edge of the loop to the stopline.
3. Refer to Appendix 12/5 for traffic signals specification
4. All signal heads must have minimum 450mm clearance from carriageway edge. This requires the pole center to be a minimum of 800mm behind the carriageway edge for all poles except those with nearside pedestrian red/green man displays, which are to be set back 500mm from the carriageway edge but with traffic heads (and any other pole mounted equipment) side-mounted or bracketed to maintain 450mm clearance.
5. Refer to drg No. 530003/11/02-03 for footway details

## NOTE:

ALL EQUIPMENT MUST BE ELV

## DETECTOR LOOP FEEDER CABLE DETAILS CONTROLLER 'B' (SCN J20631-4)

| | | | | |
|---|---|---|---|---|
| CABLE LF23 | C | 1 pair | DP41 | LOOP BIN1W |
| CABLE LF24 | C | 1 pair | DP41 | LOOP BIN2W |
| CABLE LF25 | C | 1 pair | DP44 | LOOP BIN3W |
| CABLE LF26 | C | 1 pair | DP39 | LOOP BX4W |
| CABLE LF27 | C | 1 pair | DP39 | LOOP BX5W |
| CABLE LF28 | C | 1 pair | DP42 | LOOP BX6W |
| CABLE LF29 | C | 1 pair | DP38 | LOOP BSL7W |
| CABLE LF30 | C | 1 pair | DP38 | LOOP BSL8W |
| CABLE LF31 | C | 1 pair | DP37 | LOOP BSL9W |
| CABLE LF32 | C | 1 pair | DP51 | LOOP DIN33W |
| CABLE LF33 | C | 1 pair | DP51 | LOOP DIN34W |
| CABLE LF34 | C | 1 pair | DP49 | LOOP DX35W |
| CABLE LF35 | C | 1 pair | DP49 | LOOP DX36W |
| CABLE LF36 | C | 1 pair | DP47 | LOOP DX37W |
| CABLE LF37 | C | 1 pair | DP48 | LOOP DSL38W |
| CABLE LF38 | C | 1 pair | DP48 | LOOP DSL39W |
| CABLE LF39 | C | 1 pair | DP46 | LOOP DSL40W |

## KEY:

- Primary RAG signal head on 4m pole, Phase A
- Secondary RAG signal head on 4m pole
- Horizontal louvre boxes fitted to green & amber Aspects
- Puffin signal aspects and push-button unit on single pole
- Toucan signal aspects and push-button unit on pole
- Push-button only on pole
- Tactile rotating cone
- On-crossing detector unit on pole
- Kerbside visual detector unit on pole
- (12) Pole number
- Controller Cabinet
- E Electricity supply cabinet
- Queue detector loops
- 1.8m MOVA IN and X loops
- 45° 2.4m MOVA STOPLINE loops
- Single/Double/Triple brick built drawpit
- Prefabricated drawpit
- 100mm Diameter duct Refer to drg No. 530009/1205/09 for duct schedule
- Existing 100mm Diameter duct to remain
- Existing Drawpit to remain
- AIN1 MOVA Loop ID Number
- F1ONC Detector Input Name

| Rev Status | Description | Drawn | Ch'kd | Auth | Date |
|---|---|---|---|---|---|
| | | | | | |

Project

# A52 DERBY RD / WOODSIDE RD / WOLLATON VALE, PRIORY ISLAND - WEST

| Property No. | Project No. |
|---|---|
| | |

Title

## TRAFFIC SIGNAL INSTALLATION

| Scale | Drawn | Date |
|---|---|---|
| SHOWN | LEE RUTHERFORD | 09/10 |
| | Ch'kd C GOUGH | Date 09/10 |
| | Auth K ALDRIDGE | Traced - |

Drawing No. J20631-4 Rev


Nottinghamshire County Council

**Environment & Resources**
Trent Bridge House, Fox Road,
West Bridgford Nottingham NG2 6BJ
**Tel:** 08449 808080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Sep 24,2019 - 8:58am I:\Highways\Old in Excel\Highways\Traffic\Traffic Eng Team\SCN\Traffic\A52\J20621-4 A52 - Priory Island Card\A52J20621-4 A52 - Priory Island Card(A3)530003_1205_09-110710.dwg

# APPENDIX F

## Model Output Reports

# Basic Results Summary

## User and Project Details

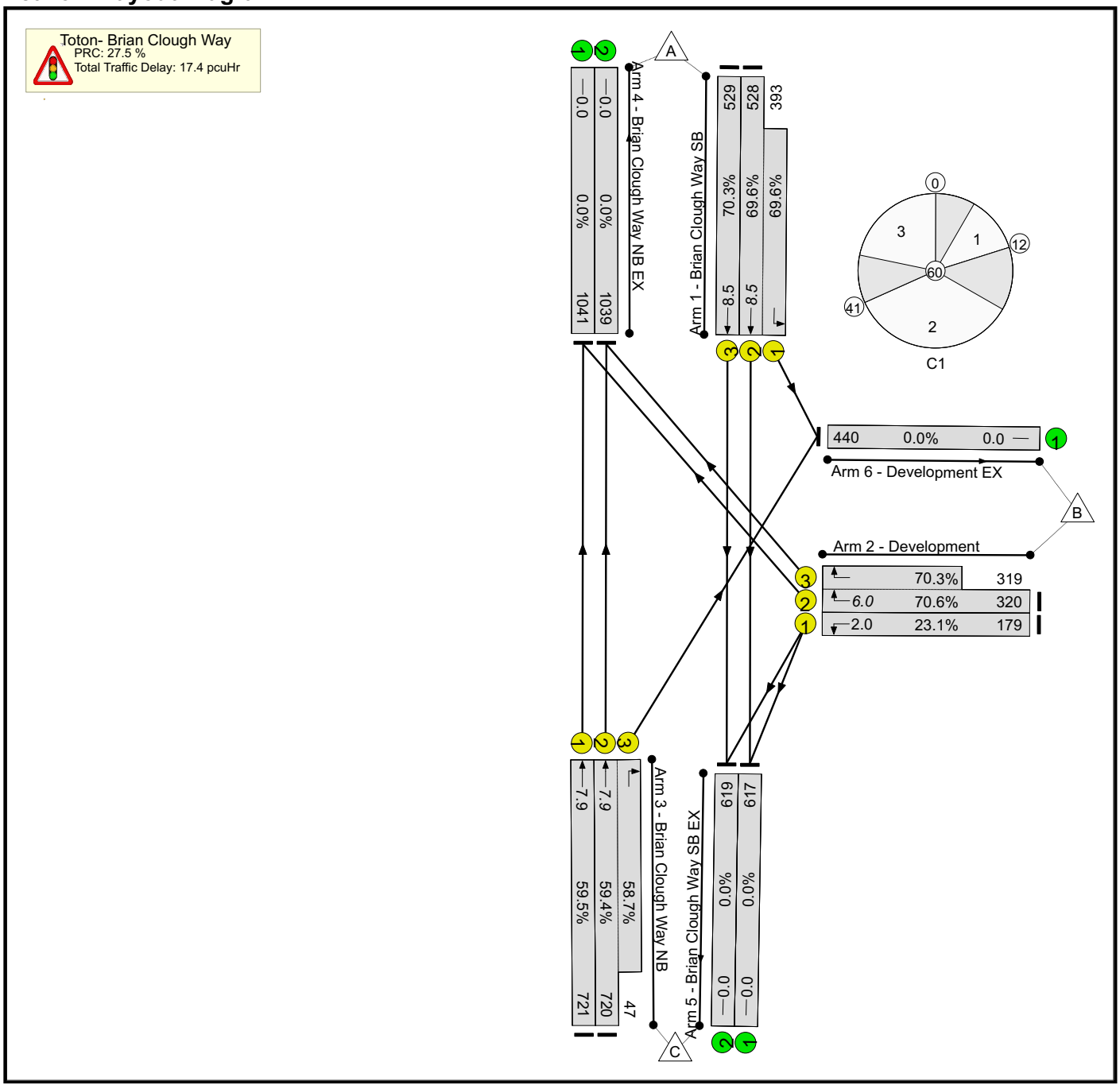
| | |
|---|---|
| **Project:** | **Toton West** |
| **Title:** | **Toton West - Brian Clough Road** |
| **Location:** | |
| **Model Purpose:** | Proposed Model |
| **Additional detail:** | |
| **File name:** | 20260825-Toton Brian Clough.lsg3x |
| **Author:** | |
| **Company:** | |
| **Address:** | |
| **Linsig Version:** | 3, 3, 2, 0 |

## Scenarios

| Number | Scenario Name | Flow Group | Network Control Plan | Time | Cycle Time (s) | PRC (%) | Delay (pcuHr) |
|---|---|---|---|---|---|---|---|
| 1 | AM 2026 DS | AM 2026 DS | Network Control Plan 1 | 08:00 - 09:00 | 60 | 27.5 | 17.36 |
| 2 | PM 2026 DS | PM 2026 DS | Network Control Plan 1 | 16:00 - 17:00 | 60 | 43.5 | 14.17 |
| 3 | AM 2041 DS | AM 2041 DS | Network Control Plan 1 | 08:00 - 09:00 | 60 | 7.7 | 24.52 |
| 4 | PM 2041 DS | PM 2041 DS | Network Control Plan 1 | 16:00 - 17:00 | 60 | 36.6 | 16.85 |

**Scenario 1: 'AM 2026 DS'** (FG1: 'AM 2026 DS', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



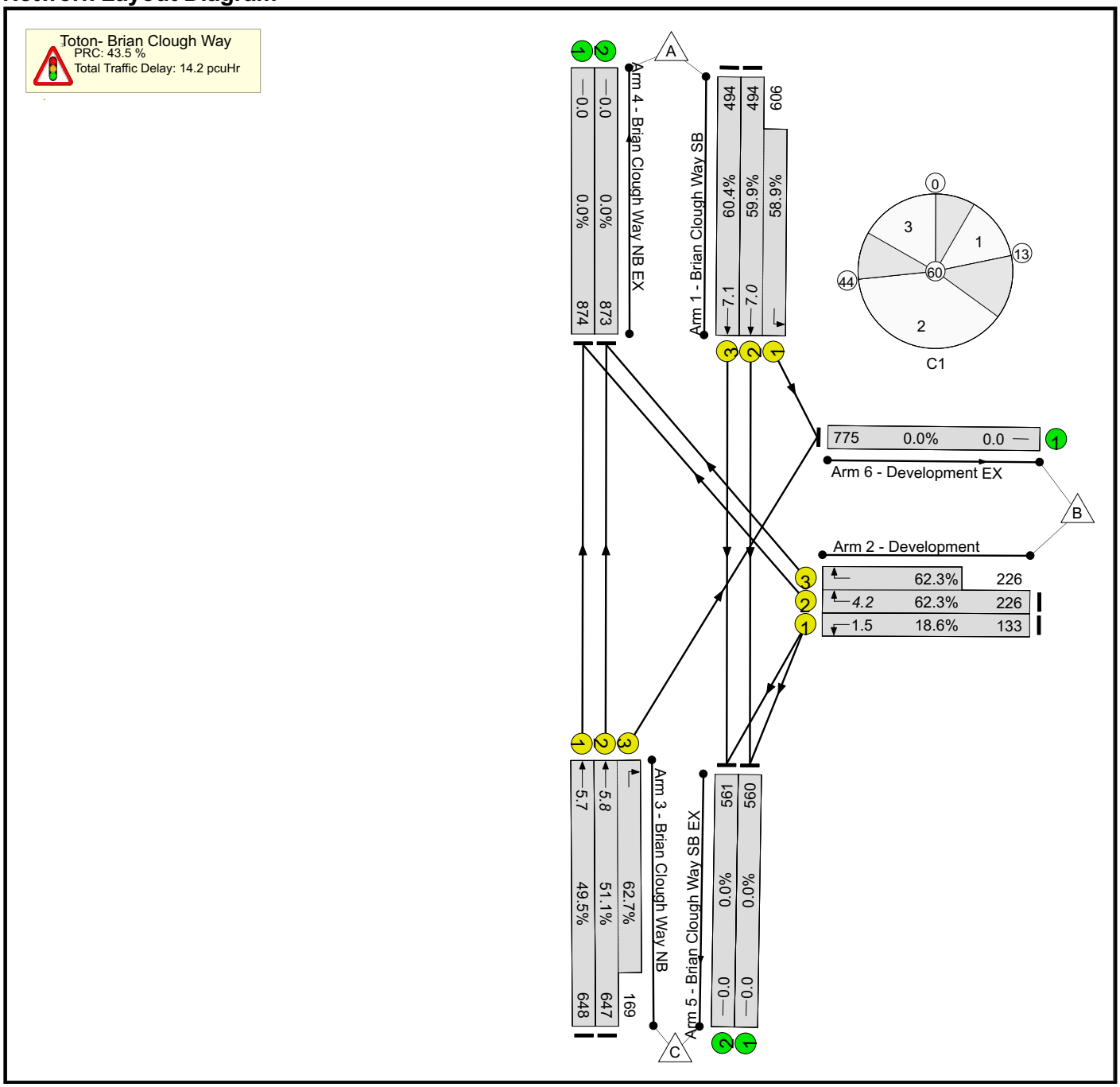
## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: Toton West - Brian Clough Road** | - | - | - | | - | - | - | - | - | - | - | **70.6%** | **0** | **0** | **0** | **17.4** | - | - |
| **Toton-Brian Clough Way** | - | - | - | | - | - | - | - | - | - | - | **70.6%** | **0** | **0** | **0** | **17.4** | - | - |
| 1/2+1/1 | Brian Clough Way SB Ahead Left | U | A B | | 1 | 22:40 | - | - | 921 | 1980:1786 | 759+565 | 69.6 : 69.6% | - | - | - | 3.8 | 15.0 | 8.5 |
| 1/3 | Brian Clough Way SB Ahead | U | A | | 1 | 22 | - | - | 529 | 1963 | 752 | 70.3% | - | - | - | 3.5 | 23.6 | 8.5 |
| 2/1 | Development Left | U | D | | 1 | 25 | - | - | 179 | 1786 | 774 | 23.1% | - | - | - | 0.7 | 13.7 | 2.0 |
| 2/2+2/3 | Development Right | U | C | | 1 | 14 | - | - | 639 | 1814:1814 | 453+453 | 70.6 : 70.3% | - | - | - | 4.8 | 27.1 | 6.0 |
| 3/1 | Brian Clough Way NB Ahead | U | F | | 1 | 36 | - | - | 721 | 1965 | 1212 | 59.5% | - | - | - | 2.1 | 10.6 | 7.9 |
| 3/2+3/3 | Brian Clough Way NB Ahead Right | U | F E | | 1 | 36:7 | - | - | 767 | 1965:1797 | 1212+80 | 59.4 : 58.7% | - | - | - | 2.4 | 11.4 | 7.9 |

C1 PRC for Signalled Lanes (%): 27.5 Total Delay for Signalled Lanes (pcuHr): 17.36 Cycle Time (s): 60
PRC Over All Lanes (%): 27.5 Total Delay Over All Lanes(pcuHr): 17.36

**Scenario 2: 'PM 2026 DS'** (FG2: 'PM 2026 DS', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



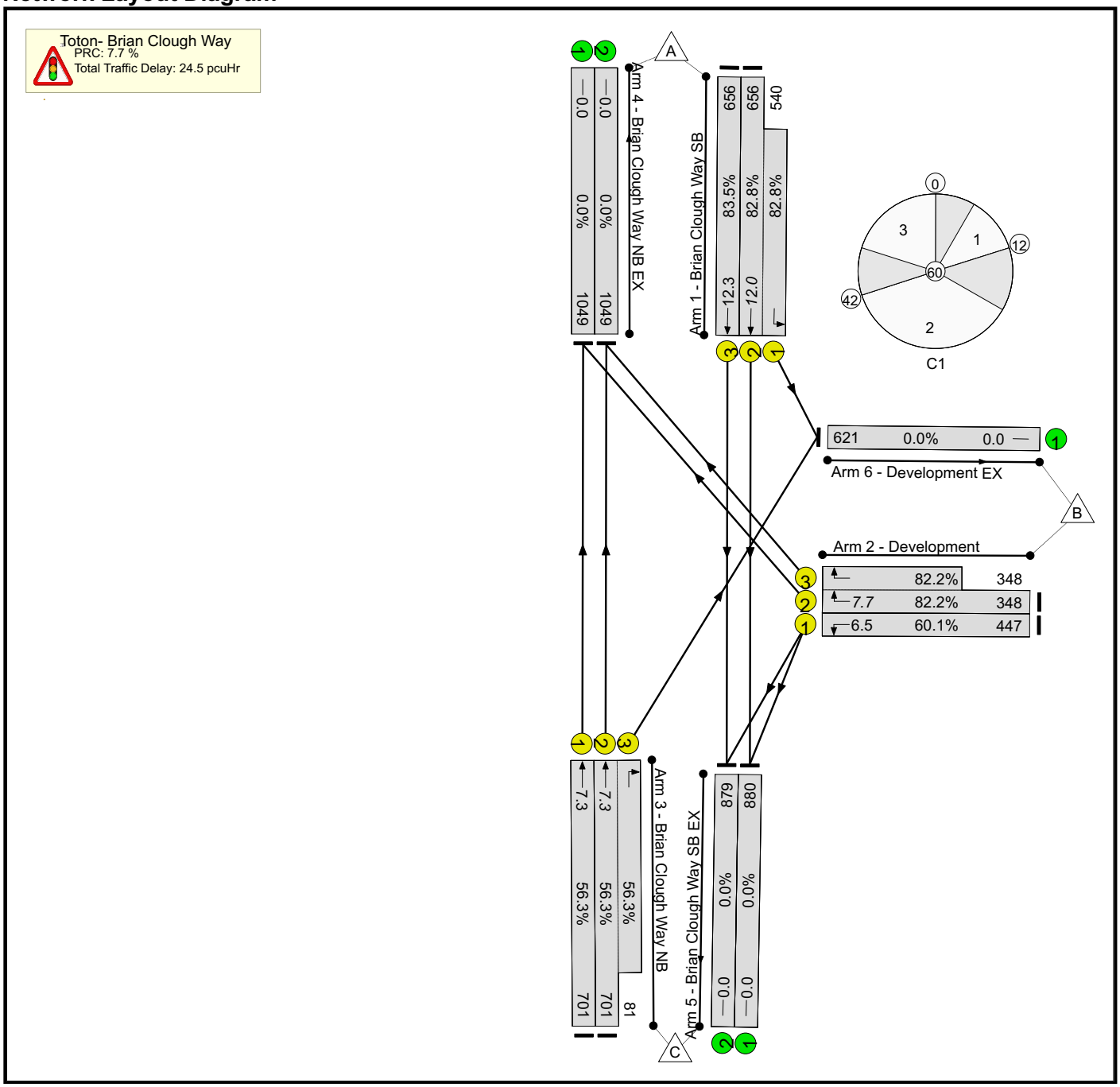
## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: Toton West - Brian Clough Road** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **62.7%** | **0** | **0** | **0** | **14.2** | **-** | **-** |
| **Toton-Brian Clough Way** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **62.7%** | **0** | **0** | **0** | **14.2** | **-** | **-** |
| 1/2+1/1 | Brian Clough Way SB Ahead Left | U | A B | | 1 | 24:39 | - | - | 1100 | 1980:1786 | 825+1029 | 59.9 : 58.9% | - | - | - | 3.4 | 11.3 | 7.0 |
| 1/3 | Brian Clough Way SB Ahead | U | A | | 1 | 24 | - | - | 494 | 1963 | 818 | 60.4% | - | - | - | 2.6 | 19.2 | 7.1 |
| 2/1 | Development Left | U | D | | 1 | 23 | - | - | 133 | 1786 | 714 | 18.6% | - | - | - | 0.5 | 14.8 | 1.5 |
| 2/2+2/3 | Development Right | U | C | | 1 | 11 | - | - | 452 | 1814:1814 | 363+363 | 62.3 : 62.3% | - | - | - | 3.6 | 28.5 | 4.2 |
| 3/1 | Brian Clough Way NB Ahead | U | F | | 1 | 39 | - | - | 648 | 1965 | 1310 | 49.5% | - | - | - | 1.4 | 7.7 | 5.7 |
| 3/2+3/3 | Brian Clough Way NB Ahead Right | U | F E | | 1 | 39:8 | - | - | 816 | 1965:1797 | 1266+270 | 51.1 : 62.7% | - | - | - | 2.6 | 11.4 | 5.8 |

C1 PRC for Signalled Lanes (%): 43.5 Total Delay for Signalled Lanes (pcuHr): 14.17 Cycle Time (s): 60
PRC Over All Lanes (%): 43.5 Total Delay Over All Lanes(pcuHr): 14.17

**Scenario 3: 'AM 2041 DS'** (FG3: 'AM 2041 DS', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

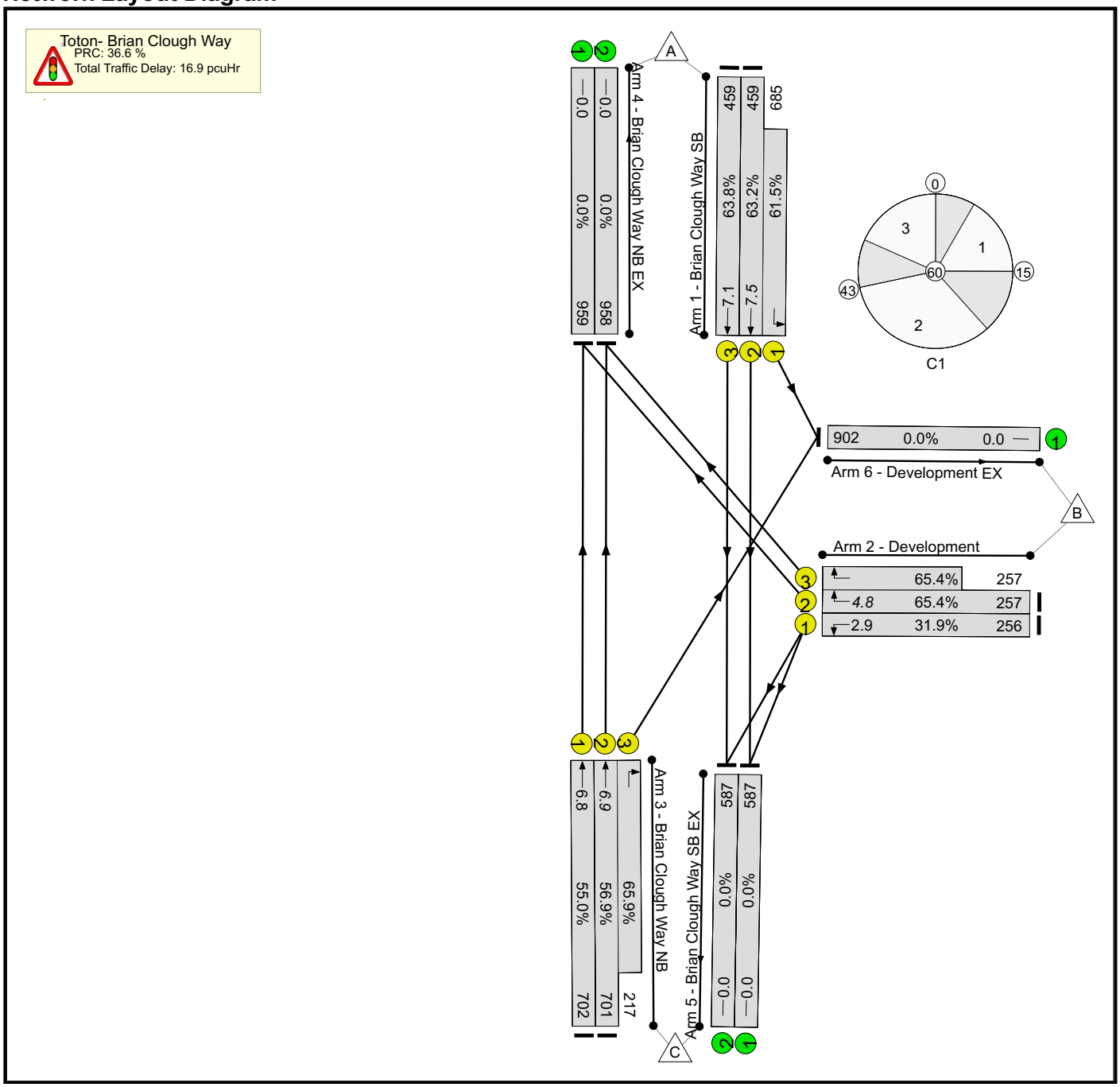
## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: Toton West - Brian Clough Road** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **83.5%** | **0** | **0** | **0** | **24.5** | **-** | **-** |
| **Toton-Brian Clough Way** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **83.5%** | **0** | **0** | **0** | **24.5** | **-** | **-** |
| 1/2+1/1 | Brian Clough Way SB Ahead Left | U | A B | | 1 | 23:40 | - | - | 1196 | 1980:1786 | 792+652 | 82.8 : 82.8% | - | - | - | 6.0 | 17.9 | 12.0 |
| 1/3 | Brian Clough Way SB Ahead | U | A | | 1 | 23 | - | - | 656 | 1963 | 785 | 83.5% | - | - | - | 5.4 | 29.6 | 12.3 |
| 2/1 | Development Left | U | D | | 1 | 24 | - | - | 447 | 1786 | 744 | 60.1% | - | - | - | 2.4 | 19.6 | 6.5 |
| 2/2+2/3 | Development Right | U | C | | 1 | 13 | - | - | 696 | 1814:1814 | 423+423 | 82.2 : 82.2% | - | - | - | 6.5 | 33.4 | 7.7 |
| 3/1 | Brian Clough Way NB Ahead | U | F | | 1 | 37 | - | - | 701 | 1965 | 1244 | 56.3% | - | - | - | 1.9 | 9.6 | 7.3 |
| 3/2+3/3 | Brian Clough Way NB Ahead Right | U | F E | | 1 | 37:7 | - | - | 782 | 1965:1797 | 1244+144 | 56.3 : 56.3% | - | - | - | 2.4 | 11.0 | 7.3 |

C1 PRC for Signalled Lanes (%): 7.7 Total Delay for Signalled Lanes (pcuHr): 24.52 Cycle Time (s): 60
PRC Over All Lanes (%): 7.7 Total Delay Over All Lanes(pcuHr): 24.52

**Scenario 4: 'PM 2041 DS'** (FG4: 'PM 2041 DS', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: Toton West - Brian Clough Road** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **65.9%** | **0** | **0** | **0** | **16.9** | **-** | **-** |
| **Toton-Brian Clough Way** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **65.9%** | **0** | **0** | **0** | **16.9** | **-** | **-** |
| 1/2+1/1 | Brian Clough Way SB Ahead Left | U | A B | | 1 | 21:37 | - | - | 1144 | 1980:1786 | 726+1113 | 63.2 : 61.5% | - | - | - | 4.1 | 12.8 | 7.5 |
| 1/3 | Brian Clough Way SB Ahead | U | A | | 1 | 21 | - | - | 459 | 1963 | 720 | 63.8% | - | - | - | 2.9 | 22.6 | 7.1 |
| 2/1 | Development Left | U | D | | 1 | 26 | - | - | 256 | 1786 | 804 | 31.9% | - | - | - | 1.0 | 13.9 | 2.9 |
| 2/2+2/3 | Development Right | U | C | | 1 | 12 | - | - | 514 | 1814:1814 | 393+393 | 65.4 : 65.4% | - | - | - | 4.0 | 28.0 | 4.8 |
| 3/1 | Brian Clough Way NB Ahead | U | F | | 1 | 38 | - | - | 702 | 1965 | 1277 | 55.0% | - | - | - | 1.7 | 8.8 | 6.8 |
| 3/2+3/3 | Brian Clough Way NB Ahead Right | U | F E | | 1 | 38:10 | - | - | 918 | 1965:1797 | 1231+329 | 56.9 : 65.9% | - | - | - | 3.2 | 12.5 | 6.9 |

C1 PRC for Signalled Lanes (%): 36.6 Total Delay for Signalled Lanes (pcuHr): 16.85 Cycle Time (s): 60
PRC Over All Lanes (%): 36.6 Total Delay Over All Lanes(pcuHr): 16.85

# Junctions 11

## PICADY 11 - Priority Intersection Module

Version: 11.2.0.2510
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** 260824_S4_Nottingham Road and Barratt Lane.j11
**Path:** C:\Users\BirminghamShared\mode Dropbox\Project\Birmingham\2. Projects\J329690_Toton West, Broxtowe (Inquiry)\4. Data\Junction Modelling\Secnario 4 Local Models with Furnessed Flows
**Report generation date:** 02/09/2026 11:52:00

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»D5 - 2041 | Reference Case | AM
»D6 - 2041 | Reference Case | PM
»D7 - 2041 | Do Something | AM
»D8 - 2041 | Do Something | PM

### Summary of junction performance

| | AM | | | | | PM | | | | |
|---|---|---|---|---|---|---|---|---|---|---|
| | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Set ID | Queue (PCU) | Delay (s) | RFC | LOS |
| | 2041 - Reference Case | | | | | | | | | |
| Stream B-AC | D5 | 0.3 | 11.11 | 0.20 | B | D6 | 0.2 | 10.89 | 0.16 | B |
| Stream C-AB | | 0.2 | 9.02 | 0.14 | A | | 0.3 | 11.18 | 0.20 | B |
| | 2041 - Do Something | | | | | | | | | |
| Stream B-AC | D7 | 0.6 | 12.90 | 0.36 | B | D8 | 0.3 | 13.03 | 0.24 | B |
| Stream C-AB | | 0.3 | 9.84 | 0.21 | A | | 0.3 | 12.21 | 0.23 | B |

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle.*

### File summary

#### File Description

| | |
|---|---|
| **Title** | |
| **Location** | |
| **Site number** | |
| **Date** | 20/07/2026 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | AzureAD\BirminghamShared |
| **Description** | |

### Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|---|---|---|---|---|---|---|---|
| m | kph | PCU | PCU | perHour | s | -Min | perMin |

## Analysis Options

| PICADY short flare model | Calculate Queue Percentiles | Calculate residual capacity | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|---|
| JUNCTIONS 11.1 | | | 0.85 | 36.00 | 20.00 |

## Demand Set Summary

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Locked |
|---|---|---|---|---|---|---|---|---|
| D5 | 2041 | Reference Case | AM | ONE HOUR | 07:45 | 09:15 | 15 | |
| D6 | 2041 | Reference Case | PM | ONE HOUR | 16:45 | 18:15 | 15 | |
| D7 | 2041 | Do Something | AM | ONE HOUR | 07:45 | 09:15 | 15 | |
| D8 | 2041 | Do Something | PM | ONE HOUR | 16:45 | 18:15 | 15 | |

## Analysis Set Details

| ID | Locked | Network flow scaling factor (%) |
|---|---|---|
| A1 | | 100.000 |

# D5 - 2041 | Reference Case | AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | 0.64 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 0.64 | A |

## Arms

### Arms

| Arm | Name | Arm type |
|---|---|---|
| A | A6005 Nottingham Road NE | Major |
| B | Barratt Lane | Minor |
| C | A6005 Nottingham Road SW | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Width for right-turn storage (m) | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|---|
| C - A6005 Nottingham Road SW | 11.55 | | ✓ | 2.40 | 154.2 | ✓ | 5.00 |

*Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.*

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B - Barratt Lane | One lane | 3.56 | 130 | 23 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 561 | 0.075 | 0.190 | 0.119 | 0.271 |
| B-C | 674 | 0.081 | 0.204 | - | - |
| C-B | 678 | 0.199 | 0.199 | - | - |

*The slopes and intercepts shown above include custom intercept adjustments only.*

*Streams may be combined, in which case capacity will be adjusted.*

*Values are shown for the first time segment only; they may differ for subsequent time segments.*

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Locked |
|---|---|---|---|---|---|---|---|---|
| D5 | 2041 | Reference Case | AM | ONE HOUR | 07:45 | 09:15 | 15 | |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - A6005 Nottingham Road NE | | ✓ | 855 | 100.000 |
| B - Barratt Lane | | ✓ | 75 | 100.000 |
| C - A6005 Nottingham Road SW | | ✓ | 1215 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A6005 Nottingham Road NE | B - Barratt Lane | C - A6005 Nottingham Road SW |
| From | A - A6005 Nottingham Road NE | 0 | 21 | 834 |
| | B - Barratt Lane | 10 | 0 | 65 |
| | C - A6005 Nottingham Road SW | 1154 | 61 | 0 |

## Vehicle Mix

| Default Turning Proportions |
|---|
| |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A6005 Nottingham Road NE | B - Barratt Lane | C - A6005 Nottingham Road SW |
| From | A - A6005 Nottingham Road NE | 0 | 0 | 4 |
| | B - Barratt Lane | 7 | 0 | 2 |
| | C - A6005 Nottingham Road SW | 4 | 6 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.20 | 11.11 | 0.3 | B |
| C-AB | 0.14 | 9.02 | 0.2 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 56 | 0.00 | 499 | 0.113 | 56 | 0.1 | 8.325 | A |
| C-AB | 46 | 0.00 | 549 | 0.084 | 46 | 0.1 | 7.567 | A |
| C-A | 869 | 0.00 | | | 869 | | | |
| A-B | 16 | 0.00 | | | 16 | | | |
| A-C | 628 | 0.00 | | | 628 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 67 | 0.00 | 466 | 0.145 | 67 | 0.2 | 9.271 | A |
| C-AB | 55 | 0.00 | 525 | 0.105 | 55 | 0.1 | 8.119 | A |
| C-A | 1037 | 0.00 | | | 1037 | | | |
| A-B | 19 | 0.00 | | | 19 | | | |
| A-C | 750 | 0.00 | | | 750 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 83 | 0.00 | 415 | 0.199 | 82 | 0.3 | 11.092 | B |
| C-AB | 67 | 0.00 | 490 | 0.137 | 67 | 0.2 | 9.011 | A |
| C-A | 1271 | 0.00 | | | 1271 | | | |
| A-B | 23 | 0.00 | | | 23 | | | |
| A-C | 918 | 0.00 | | | 918 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 83 | 0.00 | 415 | 0.199 | 83 | 0.3 | 11.111 | B |
| C-AB | 67 | 0.00 | 490 | 0.137 | 67 | 0.2 | 9.018 | A |
| C-A | 1271 | 0.00 | | | 1271 | | | |
| A-B | 23 | 0.00 | | | 23 | | | |
| A-C | 918 | 0.00 | | | 918 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 67 | 0.00 | 466 | 0.145 | 68 | 0.2 | 9.294 | A |
| C-AB | 55 | 0.00 | 525 | 0.105 | 55 | 0.1 | 8.128 | A |
| C-A | 1037 | 0.00 | | | 1037 | | | |
| A-B | 19 | 0.00 | | | 19 | | | |
| A-C | 750 | 0.00 | | | 750 | | | |

### 09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 56 | 0.00 | 499 | 0.113 | 57 | 0.1 | 8.352 | A |
| C-AB | 46 | 0.00 | 549 | 0.084 | 46 | 0.1 | 7.580 | A |
| C-A | 869 | 0.00 | | | 869 | | | |
| A-B | 16 | 0.00 | | | 16 | | | |
| A-C | 628 | 0.00 | | | 628 | | | |

# D6 - 2041 | Reference Case | PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | 0.57 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 0.57 | A |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Locked |
|---|---|---|---|---|---|---|---|---|
| D6 | 2041 | Reference Case | PM | ONE HOUR | 16:45 | 18:15 | 15 | |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - A6005 Nottingham Road NE | | ✓ | 1252 | 100.000 |
| B - Barratt Lane | | ✓ | 57 | 100.000 |
| C - A6005 Nottingham Road SW | | ✓ | 1232 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A6005 Nottingham Road NE | B - Barratt Lane | C - A6005 Nottingham Road SW |
| From | A - A6005 Nottingham Road NE | 0 | 55 | 1197 |
| | B - Barratt Lane | 0 | 0 | 57 |
| | C - A6005 Nottingham Road SW | 1158 | 74 | 0 |

## Vehicle Mix

| Default Turning Proportions |
|---|
| |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A6005 Nottingham Road NE | B - Barratt Lane | C - A6005 Nottingham Road SW |
| From | A - A6005 Nottingham Road NE | 0 | 0 | 2 |
| | B - Barratt Lane | 0 | 0 | 2 |
| | C - A6005 Nottingham Road SW | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.16 | 10.89 | 0.2 | B |
| C-AB | 0.20 | 11.18 | 0.3 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 43 | 0.00 | 487 | 0.088 | 43 | 0.1 | 8.262 | A |
| C-AB | 56 | 0.00 | 490 | 0.114 | 55 | 0.1 | 8.271 | A |
| C-A | 872 | 0.00 | | | 872 | | | |
| A-B | 41 | 0.00 | | | 41 | | | |
| A-C | 901 | 0.00 | | | 901 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 51 | 0.00 | 450 | 0.114 | 51 | 0.1 | 9.197 | A |
| C-AB | 67 | 0.00 | 454 | 0.147 | 66 | 0.2 | 9.293 | A |
| C-A | 1041 | 0.00 | | | 1041 | | | |
| A-B | 49 | 0.00 | | | 49 | | | |
| A-C | 1076 | 0.00 | | | 1076 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 63 | 0.00 | 400 | 0.157 | 63 | 0.2 | 10.876 | B |
| C-AB | 82 | 0.00 | 404 | 0.202 | 81 | 0.2 | 11.157 | B |
| C-A | 1275 | 0.00 | | | 1275 | | | |
| A-B | 61 | 0.00 | | | 61 | | | |
| A-C | 1318 | 0.00 | | | 1318 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 63 | 0.00 | 400 | 0.157 | 63 | 0.2 | 10.891 | B |
| C-AB | 82 | 0.00 | 404 | 0.202 | 82 | 0.3 | 11.179 | B |
| C-A | 1275 | 0.00 | | | 1275 | | | |
| A-B | 61 | 0.00 | | | 61 | | | |
| A-C | 1318 | 0.00 | | | 1318 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 51 | 0.00 | 450 | 0.114 | 51 | 0.1 | 9.215 | A |
| C-AB | 67 | 0.00 | 454 | 0.147 | 67 | 0.2 | 9.315 | A |
| C-A | 1041 | 0.00 | | | 1041 | | | |
| A-B | 49 | 0.00 | | | 49 | | | |
| A-C | 1076 | 0.00 | | | 1076 | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 43 | 0.00 | 487 | 0.088 | 43 | 0.1 | 8.282 | A |
| C-AB | 56 | 0.00 | 490 | 0.114 | 56 | 0.1 | 8.296 | A |
| C-A | 872 | 0.00 | | | 872 | | | |
| A-B | 41 | 0.00 | | | 41 | | | |
| A-C | 901 | 0.00 | | | 901 | | | |

# D7 - 2041 | Do Something | AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | 1.29 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 1.29 | A |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Locked |
|---|---|---|---|---|---|---|---|---|
| D7 | 2041 | Do Something | AM | ONE HOUR | 07:45 | 09:15 | 15 | |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - A6005 Nottingham Road NE | | ✓ | 858 | 100.000 |
| B - Barratt Lane | | ✓ | 144 | 100.000 |
| C - A6005 Nottingham Road SW | | ✓ | 1145 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A6005 Nottingham Road NE | B - Barratt Lane | C - A6005 Nottingham Road SW |
| From | A - A6005 Nottingham Road NE | 0 | 21 | 837 |
| | B - Barratt Lane | 11 | 0 | 133 |
| | C - A6005 Nottingham Road SW | 1052 | 93 | 0 |

## Vehicle Mix

| Default Turning Proportions |
|---|
| |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A6005 Nottingham Road NE | B - Barratt Lane | C - A6005 Nottingham Road SW |
| From | A - A6005 Nottingham Road NE | 0 | 0 | 4 |
| | B - Barratt Lane | 0 | 0 | 2 |
| | C - A6005 Nottingham Road SW | 5 | 6 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.36 | 12.90 | 0.6 | B |
| C-AB | 0.21 | 9.84 | 0.3 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 108 | 0.00 | 518 | 0.209 | 107 | 0.3 | 8.911 | A |
| C-AB | 70 | 0.00 | 549 | 0.128 | 69 | 0.2 | 7.946 | A |
| C-A | 792 | 0.00 | | | 792 | | | |
| A-B | 16 | 0.00 | | | 16 | | | |
| A-C | 630 | 0.00 | | | 630 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 129 | 0.00 | 487 | 0.266 | 129 | 0.4 | 10.223 | B |
| C-AB | 84 | 0.00 | 524 | 0.160 | 83 | 0.2 | 8.653 | A |
| C-A | 946 | 0.00 | | | 946 | | | |
| A-B | 19 | 0.00 | | | 19 | | | |
| A-C | 752 | 0.00 | | | 752 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 159 | 0.00 | 443 | 0.358 | 158 | 0.6 | 12.832 | B |
| C-AB | 103 | 0.00 | 490 | 0.209 | 102 | 0.3 | 9.826 | A |
| C-A | 1158 | 0.00 | | | 1158 | | | |
| A-B | 23 | 0.00 | | | 23 | | | |
| A-C | 922 | 0.00 | | | 922 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 159 | 0.00 | 443 | 0.358 | 159 | 0.6 | 12.901 | B |
| C-AB | 103 | 0.00 | 490 | 0.209 | 103 | 0.3 | 9.841 | A |
| C-A | 1158 | 0.00 | | | 1158 | | | |
| A-B | 23 | 0.00 | | | 23 | | | |
| A-C | 922 | 0.00 | | | 922 | | | |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 129 | 0.00 | 487 | 0.266 | 130 | 0.4 | 10.289 | B |
| C-AB | 84 | 0.00 | 524 | 0.160 | 84 | 0.2 | 8.674 | A |
| C-A | 946 | 0.00 | | | 946 | | | |
| A-B | 19 | 0.00 | | | 19 | | | |
| A-C | 752 | 0.00 | | | 752 | | | |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 108 | 0.00 | 518 | 0.209 | 109 | 0.3 | 8.977 | A |
| C-AB | 70 | 0.00 | 549 | 0.128 | 70 | 0.2 | 7.971 | A |
| C-A | 792 | 0.00 | | | 792 | | | |
| A-B | 16 | 0.00 | | | 16 | | | |
| A-C | 630 | 0.00 | | | 630 | | | |

# D8 - 2041 | Do Something | PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | 0.81 | A |

### Junction Network

| Driving side | Lighting | Network delay (s) | Network LOS |
|---|---|---|---|
| Left | Normal/unknown | 0.81 | A |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Locked |
|---|---|---|---|---|---|---|---|---|
| D8 | 2041 | Do Something | PM | ONE HOUR | 16:45 | 18:15 | 15 | |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - A6005 Nottingham Road NE | | ✓ | 1334 | 100.000 |
| B - Barratt Lane | | ✓ | 83 | 100.000 |
| C - A6005 Nottingham Road SW | | ✓ | 1114 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A6005 Nottingham Road NE | B - Barratt Lane | C - A6005 Nottingham Road SW |
| From | A - A6005 Nottingham Road NE | 0 | 14 | 1320 |
| | B - Barratt Lane | 0 | 0 | 83 |
| | C - A6005 Nottingham Road SW | 1034 | 80 | 0 |

## Vehicle Mix

| Default Turning Proportions |
|---|
| |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A6005 Nottingham Road NE | B - Barratt Lane | C - A6005 Nottingham Road SW |
| From | A - A6005 Nottingham Road NE | 0 | 0 | 2 |
| | B - Barratt Lane | 0 | 0 | 3 |
| | C - A6005 Nottingham Road SW | 2 | 1 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-AC | 0.24 | 13.03 | 0.3 | B |
| C-AB | 0.23 | 12.21 | 0.3 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 62 | 0.00 | 470 | 0.133 | 62 | 0.2 | 9.067 | A |
| C-AB | 60 | 0.00 | 478 | 0.126 | 60 | 0.1 | 8.688 | A |
| C-A | 778 | 0.00 | | | 778 | | | |
| A-B | 11 | 0.00 | | | 11 | | | |
| A-C | 994 | 0.00 | | | 994 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 75 | 0.00 | 431 | 0.173 | 74 | 0.2 | 10.403 | B |
| C-AB | 72 | 0.00 | 439 | 0.164 | 72 | 0.2 | 9.896 | A |
| C-A | 930 | 0.00 | | | 930 | | | |
| A-B | 13 | 0.00 | | | 13 | | | |
| A-C | 1187 | 0.00 | | | 1187 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 91 | 0.00 | 376 | 0.243 | 91 | 0.3 | 12.992 | B |
| C-AB | 88 | 0.00 | 386 | 0.229 | 88 | 0.3 | 12.183 | B |
| C-A | 1138 | 0.00 | | | 1138 | | | |
| A-B | 15 | 0.00 | | | 15 | | | |
| A-C | 1453 | 0.00 | | | 1453 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 91 | 0.00 | 376 | 0.243 | 91 | 0.3 | 13.033 | B |
| C-AB | 88 | 0.00 | 386 | 0.229 | 88 | 0.3 | 12.214 | B |
| C-A | 1138 | 0.00 | | | 1138 | | | |
| A-B | 15 | 0.00 | | | 15 | | | |
| A-C | 1453 | 0.00 | | | 1453 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 75 | 0.00 | 431 | 0.173 | 75 | 0.2 | 10.443 | B |
| C-AB | 72 | 0.00 | 439 | 0.164 | 72 | 0.2 | 9.927 | A |
| C-A | 930 | 0.00 | | | 930 | | | |
| A-B | 13 | 0.00 | | | 13 | | | |
| A-C | 1187 | 0.00 | | | 1187 | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-AC | 62 | 0.00 | 470 | 0.133 | 63 | 0.2 | 9.105 | A |
| C-AB | 60 | 0.00 | 478 | 0.126 | 60 | 0.1 | 8.718 | A |
| C-A | 778 | 0.00 | | | 778 | | | |
| A-B | 11 | 0.00 | | | 11 | | | |
| A-C | 994 | 0.00 | | | 994 | | | |

# Junctions 11

## PICADY 11 - Priority Intersection Module

Version: 11.2.0.2510
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** 260824_S4_Rivergreen Cres.j11
**Path:** C:\Users\BirminghamShared\mode Dropbox\Project\Birmingham\2. Projects\J329690_Toton West, Broxtowe (Inquiry)\4. Data\Junction Modelling\Secnario 4 Local Models with Furnessed Flows
**Report generation date:** 02/09/2026 11:51:09

---

»D1 - 2041 | Ref case | AM
»D2 - 2041 | Ref case | PM
»D3 - 2041 | Do Something | AM
»D4 - 2041 | Do Something | PM

### Summary of junction performance

| | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity |
| | 2041 - Ref case | | | | | | | | | | | |
| Stream B-C | D1 | 0.6 | 31.13 | 0.39 | D | -7 % [Stream B-A] | D2 | 0.4 | 12.90 | 0.26 | B | 9 % [Stream B-A] |
| Stream B-A | | 4.0 | 53.74 | 0.82 | F | | | 1.4 | 25.71 | 0.59 | D | |
| Stream C-AB | | 0.1 | 5.64 | 0.06 | A | | | 0.3 | 4.82 | 0.12 | A | |
| | 2041 - Do Something | | | | | | | | | | | |
| Stream B-C | D3 | 0.8 | 45.48 | 0.47 | E | -10 % [Stream B-A] | D4 | 0.4 | 13.79 | 0.27 | B | 6 % [Stream B-A] |
| Stream B-A | | 4.9 | 67.39 | 0.86 | F | | | 1.5 | 28.30 | 0.61 | D | |
| Stream C-AB | | 0.1 | 5.78 | 0.07 | A | | | 0.3 | 4.82 | 0.12 | A | |

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

### File summary

#### File Description

| | |
|---|---|
| **Title** | Rivergreen Cres T-junction |
| **Location** | |
| **Site number** | |
| **Date** | 24/08/2026 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | J329690 |
| **Enumerator** | AzureAD\BirminghamShared |
| **Description** | |

## Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|---|---|---|---|---|---|---|---|
| m | mph | PCU | PCU | perHour | s | -Min | perMin |

## Analysis Options

| PICADY short flare model | Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | Residual capacity criteria type | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) | Use simulation for HCM roundabouts | Use iterations for HCM roundabouts |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JUNCTIONS 11.1 | 5.75 | | | | | ✓ | Delay | 0.85 | 36.00 | 20.00 | | |

## Demand Set Summary

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D1 | 2041 | Ref case | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |
| D2 | 2041 | Ref case | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |
| D3 | 2041 | Do Something | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |
| D4 | 2041 | Do Something | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |

## Analysis Set Details

| ID | Use Lane Simulation | Include in report | Use specific Demand Set(s) | Locked | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|---|---|---|---|---|---|---|
| A1 | | ✓ | | | 100.000 | 100.000 |

# D1 - 2041 | Ref case | AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Minor arm visibility to right | B - Rivergreen Crescent - Minor arm geometry | Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Rivergreen Cres / Thoresby Rd / Bramcote Ln | T-Junction | Two-way | Two-way | Two-way | 13.15 | B |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | -7 | Stream B-A | 13.15 | B |

## Arms

### Arms

| Arm | Name | Arm type |
|---|---|---|
| A | Thoresby Rd | Major |
| B | Rivergreen Crescent | Minor |
| C | Bramcote Lane | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C - Bramcote Lane | 7.20 | | | 250.0 | ✓ | 0.00 |

*Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.*

### Minor Arm Geometry

| Arm | Minor arm type | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|---|---|---|---|---|---|
| B - Rivergreen Crescent | One lane plus flare | 10.00 | 5.00 | 3.60 | 3.60 | 3.60 | ✓ | 1.00 | 40 | 42 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 554 | 0.096 | 0.242 | 0.152 | 0.345 |
| B-C | 640 | 0.093 | 0.235 | - | - |
| C-B | 719 | 0.264 | 0.264 | - | - |

*The slopes and intercepts shown above include custom intercept adjustments only.*

*Streams may be combined, in which case capacity will be adjusted.*

*Values are shown for the first time segment only; they may differ for subsequent time segments.*

# Traffic Demand

## Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D1 | 2041 | Ref case | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |

## Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Thoresby Rd | | ONE HOUR | ✓ | 659 | 100.000 |
| B - Rivergreen Crescent | | ONE HOUR | ✓ | 329 | 100.000 |
| C - Bramcote Lane | | ONE HOUR | ✓ | 258 | 100.000 |

# Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Thoresby Rd | B - Rivergreen Crescent | C - Bramcote Lane |
| From | A - Thoresby Rd | 0 | 197 | 462 |
| | B - Rivergreen Crescent | 263 | 0 | 66 |
| | C - Bramcote Lane | 234 | 24 | 0 |

# Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - Thoresby Rd | B - Rivergreen Crescent | C - Bramcote Lane |
| From | A - Thoresby Rd | 0 | 6 | 3 |
| | B - Rivergreen Crescent | 1 | 0 | 0 |
| | C - Bramcote Lane | 2 | 6 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-C | 0.39 | 31.13 | 0.6 | D | 61 | 91 |
| B-A | 0.82 | 53.74 | 4.0 | F | 241 | 362 |
| C-AB | 0.06 | 5.64 | 0.1 | A | 32 | 48 |
| C-A | | | | | 205 | 307 |
| A-B | | | | | 181 | 271 |
| A-C | | | | | 424 | 636 |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 50 | 12 | 0.00 | 437 | 0.114 | 49 | 0.0 | 0.1 | 9.279 | A |
| B-A | 198 | 50 | 0.00 | 421 | 0.471 | 195 | 0.0 | 0.9 | 15.853 | C |
| C-AB | 24 | 6 | 0.00 | 706 | 0.034 | 24 | 0.0 | 0.0 | 5.535 | A |
| C-A | 170 | 43 | 0.00 | | | 170 | | | | |
| A-B | 148 | 37 | 0.00 | | | 148 | | | | |
| A-C | 348 | 87 | 0.00 | | | 348 | | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 59 | 15 | 0.00 | 359 | 0.165 | 59 | 0.1 | 0.2 | 11.991 | B |
| B-A | 236 | 59 | 0.00 | 393 | 0.601 | 234 | 0.9 | 1.4 | 22.525 | C |
| C-AB | 31 | 8 | 0.00 | 707 | 0.044 | 31 | 0.0 | 0.1 | 5.581 | A |
| C-A | 201 | 50 | 0.00 | | | 201 | | | | |
| A-B | 177 | 44 | 0.00 | | | 177 | | | | |
| A-C | 415 | 104 | 0.00 | | | 415 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 73 | 18 | 0.00 | 206 | 0.352 | 71 | 0.2 | 0.5 | 26.496 | D |
| B-A | 290 | 72 | 0.00 | 353 | 0.821 | 281 | 1.4 | 3.6 | 45.687 | E |
| C-AB | 42 | 10 | 0.00 | 709 | 0.059 | 41 | 0.1 | 0.1 | 5.641 | A |
| C-A | 242 | 61 | 0.00 | | | 242 | | | | |
| A-B | 217 | 54 | 0.00 | | | 217 | | | | |
| A-C | 509 | 127 | 0.00 | | | 509 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 73 | 18 | 0.00 | 187 | 0.388 | 72 | 0.5 | 0.6 | 31.131 | D |
| B-A | 290 | 72 | 0.00 | 352 | 0.822 | 288 | 3.6 | 4.0 | 53.742 | F |
| C-AB | 42 | 10 | 0.00 | 710 | 0.059 | 42 | 0.1 | 0.1 | 5.634 | A |
| C-A | 242 | 61 | 0.00 | | | 242 | | | | |
| A-B | 217 | 54 | 0.00 | | | 217 | | | | |
| A-C | 509 | 127 | 0.00 | | | 509 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 59 | 15 | 0.00 | 341 | 0.174 | 61 | 0.6 | 0.2 | 12.915 | B |
| B-A | 236 | 59 | 0.00 | 393 | 0.602 | 246 | 4.0 | 1.6 | 26.174 | D |
| C-AB | 31 | 8 | 0.00 | 707 | 0.044 | 31 | 0.1 | 0.1 | 5.571 | A |
| C-A | 201 | 50 | 0.00 | | | 201 | | | | |
| A-B | 177 | 44 | 0.00 | | | 177 | | | | |
| A-C | 415 | 104 | 0.00 | | | 415 | | | | |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 50 | 12 | 0.00 | 430 | 0.116 | 50 | 0.2 | 0.1 | 9.479 | A |
| B-A | 198 | 50 | 0.00 | 421 | 0.471 | 201 | 1.6 | 0.9 | 16.745 | C |
| C-AB | 24 | 6 | 0.00 | 706 | 0.034 | 24 | 0.1 | 0.0 | 5.535 | A |
| C-A | 170 | 43 | 0.00 | | | 170 | | | | |
| A-B | 148 | 37 | 0.00 | | | 148 | | | | |
| A-C | 348 | 87 | 0.00 | | | 348 | | | | |

# D2 - 2041 | Ref case | PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Minor arm visibility to right | B - Rivergreen Crescent - Minor arm geometry | Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Rivergreen Cres / Thoresby Rd / Bramcote Ln | T-Junction | Two-way | Two-way | Two-way | 4.89 | A |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | 9 | Stream B-A | 4.89 | A |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D2 | 2041 | Ref case | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Thoresby Rd | | ONE HOUR | ✓ | 566 | 100.000 |
| B - Rivergreen Crescent | | ONE HOUR | ✓ | 273 | 100.000 |
| C - Bramcote Lane | | ONE HOUR | ✓ | 440 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Thoresby Rd | B - Rivergreen Crescent | C - Bramcote Lane |
| From | A - Thoresby Rd | 0 | 236 | 330 |
| | B - Rivergreen Crescent | 183 | 0 | 90 |
| | C - Bramcote Lane | 396 | 44 | 0 |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - Thoresby Rd | B - Rivergreen Crescent | C - Bramcote Lane |
| From | A - Thoresby Rd | 0 | 1 | 2 |
| | B - Rivergreen Crescent | 1 | 0 | 0 |
| | C - Bramcote Lane | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-C | 0.26 | 12.90 | 0.4 | B | 83 | 124 |
| B-A | 0.59 | 25.71 | 1.4 | D | 168 | 252 |
| C-AB | 0.12 | 4.82 | 0.3 | A | 74 | 111 |
| C-A | | | | | 330 | 495 |
| A-B | | | | | 217 | 325 |
| A-C | | | | | 303 | 454 |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 68 | 17 | 0.00 | 511 | 0.133 | 67 | 0.0 | 0.2 | 8.095 | A |
| B-A | 138 | 34 | 0.00 | 410 | 0.336 | 136 | 0.0 | 0.5 | 13.184 | B |
| C-AB | 53 | 13 | 0.00 | 804 | 0.065 | 52 | 0.0 | 0.1 | 4.806 | A |
| C-A | 279 | 70 | 0.00 | | | 279 | | | | |
| A-B | 178 | 44 | 0.00 | | | 178 | | | | |
| A-C | 248 | 62 | 0.00 | | | 248 | | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 81 | 20 | 0.00 | 466 | 0.174 | 81 | 0.2 | 0.2 | 9.336 | A |
| B-A | 165 | 41 | 0.00 | 382 | 0.430 | 164 | 0.5 | 0.7 | 16.552 | C |
| C-AB | 70 | 17 | 0.00 | 825 | 0.085 | 70 | 0.1 | 0.2 | 4.786 | A |
| C-A | 326 | 81 | 0.00 | | | 326 | | | | |
| A-B | 212 | 53 | 0.00 | | | 212 | | | | |
| A-C | 297 | 74 | 0.00 | | | 297 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 99 | 25 | 0.00 | 382 | 0.259 | 99 | 0.2 | 0.3 | 12.680 | B |
| B-A | 201 | 50 | 0.00 | 343 | 0.588 | 199 | 0.7 | 1.4 | 24.908 | C |
| C-AB | 99 | 25 | 0.00 | 856 | 0.116 | 99 | 0.2 | 0.3 | 4.778 | A |
| C-A | 385 | 96 | 0.00 | | | 385 | | | | |
| A-B | 260 | 65 | 0.00 | | | 260 | | | | |
| A-C | 363 | 91 | 0.00 | | | 363 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 99 | 25 | 0.00 | 378 | 0.262 | 99 | 0.3 | 0.4 | 12.898 | B |
| B-A | 201 | 50 | 0.00 | 342 | 0.589 | 201 | 1.4 | 1.4 | 25.712 | D |
| C-AB | 99 | 25 | 0.00 | 856 | 0.116 | 99 | 0.3 | 0.3 | 4.785 | A |
| C-A | 385 | 96 | 0.00 | | | 385 | | | | |
| A-B | 260 | 65 | 0.00 | | | 260 | | | | |
| A-C | 363 | 91 | 0.00 | | | 363 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 81 | 20 | 0.00 | 462 | 0.175 | 81 | 0.4 | 0.2 | 9.465 | A |
| B-A | 165 | 41 | 0.00 | 382 | 0.431 | 167 | 1.4 | 0.8 | 17.084 | C |
| C-AB | 70 | 17 | 0.00 | 825 | 0.085 | 70 | 0.3 | 0.2 | 4.799 | A |
| C-A | 326 | 81 | 0.00 | | | 326 | | | | |
| A-B | 212 | 53 | 0.00 | | | 212 | | | | |
| A-C | 297 | 74 | 0.00 | | | 297 | | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 68 | 17 | 0.00 | 509 | 0.133 | 68 | 0.2 | 0.2 | 8.170 | A |
| B-A | 138 | 34 | 0.00 | 410 | 0.336 | 139 | 0.8 | 0.5 | 13.486 | B |
| C-AB | 53 | 13 | 0.00 | 804 | 0.066 | 53 | 0.2 | 0.1 | 4.815 | A |
| C-A | 278 | 70 | 0.00 | | | 278 | | | | |
| A-B | 178 | 44 | 0.00 | | | 178 | | | | |
| A-C | 248 | 62 | 0.00 | | | 248 | | | | |

# D3 - 2041 | Do Something | AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Minor arm visibility to right | B - Rivergreen Crescent - Minor arm geometry | Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Rivergreen Cres / Thoresby Rd / Bramcote Ln | T-Junction | Two-way | Two-way | Two-way | 15.11 | C |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | -10 | Stream B-A | 15.11 | C |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D3 | 2041 | Do Something | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Thoresby Rd | | ONE HOUR | ✓ | 755 | 100.000 |
| B - Rivergreen Crescent | | ONE HOUR | ✓ | 319 | 100.000 |
| C - Bramcote Lane | | ONE HOUR | ✓ | 272 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Thoresby Rd | B - Rivergreen Crescent | C - Bramcote Lane |
| From | A - Thoresby Rd | 0 | 228 | 527 |
| | B - Rivergreen Crescent | 256 | 0 | 63 |
| | C - Bramcote Lane | 247 | 25 | 0 |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - Thoresby Rd | B - Rivergreen Crescent | C - Bramcote Lane |
| From | A - Thoresby Rd | 0 | 5 | 3 |
| | B - Rivergreen Crescent | 2 | 0 | 0 |
| | C - Bramcote Lane | 2 | 6 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-C | 0.47 | 45.48 | 0.8 | E | 58 | 87 |
| B-A | 0.86 | 67.39 | 4.9 | F | 235 | 352 |
| C-AB | 0.07 | 5.78 | 0.1 | A | 35 | 52 |
| C-A | | | | | 215 | 322 |
| A-B | | | | | 209 | 314 |
| A-C | | | | | 484 | 725 |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 47 | 12 | 0.00 | 423 | 0.112 | 47 | 0.0 | 0.1 | 9.550 | A |
| B-A | 193 | 48 | 0.00 | 405 | 0.476 | 189 | 0.0 | 0.9 | 16.743 | C |
| C-AB | 26 | 6 | 0.00 | 696 | 0.037 | 25 | 0.0 | 0.1 | 5.631 | A |
| C-A | 179 | 45 | 0.00 | | | 179 | | | | |
| A-B | 172 | 43 | 0.00 | | | 172 | | | | |
| A-C | 397 | 99 | 0.00 | | | 397 | | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 57 | 14 | 0.00 | 340 | 0.166 | 56 | 0.1 | 0.2 | 12.660 | B |
| B-A | 230 | 58 | 0.00 | 375 | 0.614 | 228 | 0.9 | 1.5 | 24.534 | C |
| C-AB | 33 | 8 | 0.00 | 695 | 0.048 | 33 | 0.1 | 0.1 | 5.699 | A |
| C-A | 211 | 53 | 0.00 | | | 211 | | | | |
| A-B | 205 | 51 | 0.00 | | | 205 | | | | |
| A-C | 474 | 118 | 0.00 | | | 474 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 69 | 17 | 0.00 | 172 | 0.402 | 68 | 0.2 | 0.6 | 33.847 | D |
| B-A | 282 | 70 | 0.00 | 330 | 0.854 | 271 | 1.5 | 4.2 | 54.270 | F |
| C-AB | 45 | 11 | 0.00 | 696 | 0.065 | 45 | 0.1 | 0.1 | 5.783 | A |
| C-A | 254 | 64 | 0.00 | | | 254 | | | | |
| A-B | 251 | 63 | 0.00 | | | 251 | | | | |
| A-C | 580 | 145 | 0.00 | | | 580 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 69 | 17 | 0.00 | 147 | 0.473 | 69 | 0.6 | 0.8 | 45.481 | E |
| B-A | 282 | 70 | 0.00 | 329 | 0.856 | 279 | 4.2 | 4.9 | 67.393 | F |
| C-AB | 45 | 11 | 0.00 | 696 | 0.065 | 45 | 0.1 | 0.1 | 5.780 | A |
| C-A | 254 | 64 | 0.00 | | | 254 | | | | |
| A-B | 251 | 63 | 0.00 | | | 251 | | | | |
| A-C | 580 | 145 | 0.00 | | | 580 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 57 | 14 | 0.00 | 317 | 0.179 | 59 | 0.8 | 0.2 | 14.100 | B |
| B-A | 230 | 58 | 0.00 | 374 | 0.615 | 243 | 4.9 | 1.7 | 30.155 | D |
| C-AB | 33 | 8 | 0.00 | 695 | 0.048 | 33 | 0.1 | 0.1 | 5.686 | A |
| C-A | 211 | 53 | 0.00 | | | 211 | | | | |
| A-B | 205 | 51 | 0.00 | | | 205 | | | | |
| A-C | 474 | 118 | 0.00 | | | 474 | | | | |

### 09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 47 | 12 | 0.00 | 416 | 0.114 | 48 | 0.2 | 0.1 | 9.782 | A |
| B-A | 193 | 48 | 0.00 | 405 | 0.476 | 196 | 1.7 | 1.0 | 17.805 | C |
| C-AB | 26 | 6 | 0.00 | 696 | 0.037 | 26 | 0.1 | 0.1 | 5.629 | A |
| C-A | 179 | 45 | 0.00 | | | 179 | | | | |
| A-B | 172 | 43 | 0.00 | | | 172 | | | | |
| A-C | 397 | 99 | 0.00 | | | 397 | | | | |

# D4 - 2041 | Do Something | PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Minor arm visibility to right | B - Rivergreen Crescent - Minor arm geometry | Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Rivergreen Cres / Thoresby Rd / Bramcote Ln | T-Junction | Two-way | Two-way | Two-way | 5.04 | A |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | 6 | Stream B-A | 5.04 | A |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D4 | 2041 | Do Something | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - Thoresby Rd | | ONE HOUR | ✓ | 618 | 100.000 |
| B - Rivergreen Crescent | | ONE HOUR | ✓ | 271 | 100.000 |
| C - Bramcote Lane | | ONE HOUR | ✓ | 459 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Thoresby Rd | B - Rivergreen Crescent | C - Bramcote Lane |
| From | A - Thoresby Rd | 0 | 258 | 360 |
| | B - Rivergreen Crescent | 183 | 0 | 88 |
| | C - Bramcote Lane | 415 | 44 | 0 |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - Thoresby Rd | B - Rivergreen Crescent | C - Bramcote Lane |
| From | A - Thoresby Rd | 0 | 1 | 1 |
| | B - Rivergreen Crescent | 1 | 0 | 0 |
| | C - Bramcote Lane | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-C | 0.27 | 13.79 | 0.4 | B | 81 | 121 |
| B-A | 0.61 | 28.30 | 1.5 | D | 168 | 252 |
| C-AB | 0.12 | 4.82 | 0.3 | A | 77 | 115 |
| C-A | | | | | 344 | 516 |
| A-B | | | | | 237 | 355 |
| A-C | | | | | 330 | 496 |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 66 | 17 | 0.00 | 503 | 0.132 | 66 | 0.0 | 0.2 | 8.230 | A |
| B-A | 138 | 34 | 0.00 | 401 | 0.344 | 136 | 0.0 | 0.5 | 13.606 | B |
| C-AB | 54 | 14 | 0.00 | 805 | 0.067 | 54 | 0.0 | 0.1 | 4.812 | A |
| C-A | 291 | 73 | 0.00 | | | 291 | | | | |
| A-B | 194 | 49 | 0.00 | | | 194 | | | | |
| A-C | 271 | 68 | 0.00 | | | 271 | | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 79 | 20 | 0.00 | 454 | 0.174 | 79 | 0.2 | 0.2 | 9.586 | A |
| B-A | 165 | 41 | 0.00 | 372 | 0.442 | 163 | 0.5 | 0.8 | 17.363 | C |
| C-AB | 72 | 18 | 0.00 | 827 | 0.087 | 72 | 0.1 | 0.2 | 4.794 | A |
| C-A | 340 | 85 | 0.00 | | | 340 | | | | |
| A-B | 232 | 58 | 0.00 | | | 232 | | | | |
| A-C | 324 | 81 | 0.00 | | | 324 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 97 | 24 | 0.00 | 362 | 0.267 | 96 | 0.2 | 0.4 | 13.494 | B |
| B-A | 201 | 50 | 0.00 | 329 | 0.612 | 199 | 0.8 | 1.5 | 27.209 | D |
| C-AB | 104 | 26 | 0.00 | 859 | 0.121 | 103 | 0.2 | 0.3 | 4.789 | A |
| C-A | 401 | 100 | 0.00 | | | 401 | | | | |
| A-B | 284 | 71 | 0.00 | | | 284 | | | | |
| A-C | 396 | 99 | 0.00 | | | 396 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 97 | 24 | 0.00 | 358 | 0.271 | 97 | 0.4 | 0.4 | 13.790 | B |
| B-A | 201 | 50 | 0.00 | 329 | 0.612 | 201 | 1.5 | 1.5 | 28.296 | D |
| C-AB | 104 | 26 | 0.00 | 860 | 0.121 | 104 | 0.3 | 0.3 | 4.796 | A |
| C-A | 401 | 100 | 0.00 | | | 401 | | | | |
| A-B | 284 | 71 | 0.00 | | | 284 | | | | |
| A-C | 396 | 99 | 0.00 | | | 396 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 79 | 20 | 0.00 | 450 | 0.176 | 80 | 0.4 | 0.2 | 9.745 | A |
| B-A | 165 | 41 | 0.00 | 372 | 0.443 | 167 | 1.5 | 0.8 | 18.033 | C |
| C-AB | 73 | 18 | 0.00 | 827 | 0.088 | 73 | 0.3 | 0.2 | 4.804 | A |
| C-A | 340 | 85 | 0.00 | | | 340 | | | | |
| A-B | 232 | 58 | 0.00 | | | 232 | | | | |
| A-C | 324 | 81 | 0.00 | | | 324 | | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-C | 66 | 17 | 0.00 | 500 | 0.133 | 66 | 0.2 | 0.2 | 8.310 | A |
| B-A | 138 | 34 | 0.00 | 401 | 0.344 | 139 | 0.8 | 0.5 | 13.945 | B |
| C-AB | 54 | 14 | 0.00 | 805 | 0.068 | 55 | 0.2 | 0.1 | 4.822 | A |
| C-A | 291 | 73 | 0.00 | | | 291 | | | | |
| A-B | 194 | 49 | 0.00 | | | 194 | | | | |
| A-C | 271 | 68 | 0.00 | | | 271 | | | | |

# Junctions 11

## PICADY 11 - Priority Intersection Module

Version: 11.2.0.2510
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**Filename:** 260824_S4_Victoria Ave NH.j11
**Path:** C:\Users\BirminghamShared\mode Dropbox\Project\Birmingham\2. Projects\J329690_Toton West, Broxtowe (Inquiry)\4. Data\Junction Modelling\Secnario 4 Local Models with Furnessed Flows
**Report generation date:** 02/09/2026 11:52:40

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»D1 - 2026 | Reference Case | AM
»D2 - 2026 | Reference Case | PM
»D3 - 2026 | Do Something | AM
»D4 - 2026 | Do Something | PM
»D5 - 2041 | Reference Case | AM
»D6 - 2041 | Reference Case | PM
»D7 - 2041 | Do Something | AM
»D8 - 2041 | Do Something | PM

### Summary of junction performance

| | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity |
| | 2026 - Reference Case | | | | | | | | | | | |
| Stream B-AC | D1 | 62.2 | 461.29 | 1.31 | F | -21 % [Stream B-AC] | D2 | 51.2 | 552.63 | 1.42 | F | -20 % [Stream B-AC] |
| Stream C-AB | | 0.0 | 0.00 | 0.00 | A | | | 0.0 | 0.00 | 0.00 | A | |
| | 2026 - Do Something | | | | | | | | | | | |
| Stream B-AC | D3 | 62.2 | 453.85 | 1.31 | F | -21 % [Stream B-AC] | D4 | 57.2 | 617.42 | 1.48 | F | -21 % [Stream B-AC] |
| Stream C-AB | | 0.0 | 0.00 | 0.00 | A | | | 0.0 | 0.00 | 0.00 | A | |
| | 2041 - Reference Case | | | | | | | | | | | |
| Stream B-AC | D5 | 147.0 | 1098.30 | 1.69 | F | -30 % [Stream B-AC] | D6 | 114.7 | 1544.87 | 2.00 | F | -28 % [Stream B-AC] |
| Stream C-AB | | 0.0 | 0.00 | 0.00 | A | | | 0.0 | 0.00 | 0.00 | A | |
| | 2041 - Do Something | | | | | | | | | | | |
| Stream B-AC | D7 | 154.8 | 1129.07 | 1.69 | F | -31 % [Stream B-AC] | D8 | 132.2 | 1850.65 | 2.18 | F | -30 % [Stream B-AC] |
| Stream C-AB | | 0.0 | 0.00 | 0.00 | A | | | 0.0 | 0.00 | 0.00 | A | |

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

## File summary

### File Description

| | |
|---|---|
| **Title** | Victoria Ave / A52 |
| **Location** | |
| **Site number** | |
| **Date** | 24/08/2026 |
| **Version** | |
| **Status** | (new file) |
| **Identifier** | |
| **Client** | |
| **Jobnumber** | |
| **Enumerator** | AzureAD\BirminghamShared |
| **Description** | |

## Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|---|---|---|---|---|---|---|---|
| m | mph | PCU | PCU | perHour | s | -Min | perMin |

## Analysis Options

| PICADY short flare model | Vehicle length (m) | Calculate Queue Percentiles | Calculate detailed queueing delay | Show lane queues in feet / metres | Show all PICADY stream intercepts | Calculate residual capacity | Residual capacity criteria type | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) | Use simulation for HCM roundabouts | Use iterations for HCM roundabouts |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| JUNCTIONS 11.1 | 5.75 | | | | | ✓ | Delay | 0.85 | 36.00 | 20.00 | | |

## Demand Set Summary

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D1 | 2026 | Reference Case | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |
| D2 | 2026 | Reference Case | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |
| D3 | 2026 | Do Something | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |
| D4 | 2026 | Do Something | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |
| D5 | 2041 | Reference Case | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |
| D6 | 2041 | Reference Case | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |
| D7 | 2041 | Do Something | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |
| D8 | 2041 | Do Something | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |

## Analysis Set Details

| ID | Use Lane Simulation | Include in report | Use specific Demand Set(s) | Locked | Network flow scaling factor (%) | Network capacity scaling factor (%) |
|---|---|---|---|---|---|---|
| A1 | | ✓ | | | 100.000 | 100.000 |

# D1 - 2026 | Reference Case | AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Victoria Ave / A52 | T-Junction | Entry Only | Two-way | Exit Only | 61.25 | F |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | -21 | Stream B-AC | 61.25 | F |

## Arms

### Arms

| Arm | Name | Arm type |
|---|---|---|
| A | A52 (W) | Major |
| B | Victoria Avenue | Minor |
| C | A52 (E) | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C - A52 (E) | 8.00 | | | | ✓ | |

*Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.*

### Minor Arm Geometry

| Arm | Minor arm type | Lane width (m) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|
| B - Victoria Avenue | One lane | 4.72 | 0 | 250 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 701 | 0.117 | 0.295 | 0.185 | 0.421 |
| B-C | 916 | 0.079 | 0.200 | - | - |
| C-B | 574 | 0.164 | 0.164 | - | - |

*The slopes and intercepts shown above include custom intercept adjustments only.*

*Streams may be combined, in which case capacity will be adjusted.*

*Values are shown for the first time segment only; they may differ for subsequent time segments.*

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D1 | 2026 | Reference Case | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - A52 (W) | | ONE HOUR | ✓ | 2802 | 100.000 |
| B - Victoria Avenue | | ONE HOUR | ✓ | 429 | 100.000 |
| C - A52 (E) | | ONE HOUR | ✓ | 0 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 465 | 2337 |
| | B - Victoria Avenue | 0 | 0 | 429 |
| | C - A52 (E) | 0 | 0 | 0 |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 5 | 6 |
| | B - Victoria Avenue | 0 | 0 | 5 |
| | C - A52 (E) | 0 | 0 | 0 |

## Results

### Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-AC | 1.31 | 461.29 | 62.2 | F | 394 | 590 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| C-A | | | | | 0 | 0 |
| A-B | | | | | 427 | 640 |
| A-C | | | | | 2144 | 3217 |

### Main Results for each time segment

#### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 323 | 81 | 0.00 | 535 | 0.603 | 317 | 0.0 | 1.5 | 16.868 | C |
| C-AB | 0 | 0 | 0.00 | 227 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 350 | 88 | 0.00 | | | 350 | | | | |
| A-C | 1759 | 440 | 0.00 | | | 1759 | | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 386 | 96 | 0.00 | 462 | 0.836 | 375 | 1.5 | 4.2 | 39.467 | E |
| C-AB | 0 | 0 | 0.00 | 160 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 418 | 105 | 0.00 | | | 418 | | | | |
| A-C | 2101 | 525 | 0.00 | | | 2101 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 472 | 118 | 0.00 | 359 | 1.314 | 354 | 4.2 | 33.8 | 216.080 | F |
| C-AB | 0 | 0 | 0.00 | 67 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 512 | 128 | 0.00 | | | 512 | | | | |
| A-C | 2573 | 643 | 0.00 | | | 2573 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 472 | 118 | 0.00 | 359 | 1.314 | 359 | 33.8 | 62.2 | 461.292 | F |
| C-AB | 0 | 0 | 0.00 | 67 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 512 | 128 | 0.00 | | | 512 | | | | |
| A-C | 2573 | 643 | 0.00 | | | 2573 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 386 | 96 | 0.00 | 462 | 0.836 | 454 | 62.2 | 45.1 | 416.136 | F |
| C-AB | 0 | 0 | 0.00 | 160 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 418 | 105 | 0.00 | | | 418 | | | | |
| A-C | 2101 | 525 | 0.00 | | | 2101 | | | | |

### 09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 323 | 81 | 0.00 | 535 | 0.603 | 496 | 45.1 | 1.9 | 152.656 | F |
| C-AB | 0 | 0 | 0.00 | 227 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 350 | 88 | 0.00 | | | 350 | | | | |
| A-C | 1759 | 440 | 0.00 | | | 1759 | | | | |

# D2 - 2026 | Reference Case | PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Victoria Ave / A52 | T-Junction | Entry Only | Two-way | Exit Only | 43.03 | E |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | -20 | Stream B-AC | 43.03 | E |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D2 | 2026 | Reference Case | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - A52 (W) | | ONE HOUR | ✓ | 3458 | 100.000 |
| B - Victoria Avenue | | ONE HOUR | ✓ | 292 | 100.000 |
| C - A52 (E) | | ONE HOUR | ✓ | 0 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 558 | 2900 |
| | B - Victoria Avenue | 0 | 0 | 292 |
| | C - A52 (E) | 0 | 0 | 0 |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 1 | 2 |
| | B - Victoria Avenue | 0 | 0 | 6 |
| | C - A52 (E) | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-AC | 1.42 | 552.63 | 51.2 | F | 268 | 402 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| C-A | | | | | 0 | 0 |
| A-B | | | | | 512 | 768 |
| A-C | | | | | 2661 | 3992 |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 220 | 55 | 0.00 | 445 | 0.494 | 216 | 0.0 | 1.0 | 16.398 | C |
| C-AB | 0 | 0 | 0.00 | 146 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 420 | 105 | 0.00 | | | 420 | | | | |
| A-C | 2183 | 546 | 0.00 | | | 2183 | | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 263 | 66 | 0.00 | 353 | 0.743 | 256 | 1.0 | 2.6 | 36.890 | E |
| C-AB | 0 | 0 | 0.00 | 63 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 502 | 125 | 0.00 | | | 502 | | | | |
| A-C | 2607 | 652 | 0.00 | | | 2607 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 321 | 80 | 0.00 | 227 | 1.416 | 222 | 2.6 | 27.4 | 273.627 | F |
| C-AB | 0 | 0 | 0.00 | 0 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 614 | 154 | 0.00 | | | 614 | | | | |
| A-C | 3193 | 798 | 0.00 | | | 3193 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 321 | 80 | 0.00 | 227 | 1.416 | 227 | 27.4 | 51.2 | 552.627 | F |
| C-AB | 0 | 0 | 0.00 | 0 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 614 | 154 | 0.00 | | | 614 | | | | |
| A-C | 3193 | 798 | 0.00 | | | 3193 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 263 | 66 | 0.00 | 353 | 0.743 | 346 | 51.2 | 30.2 | 412.467 | F |
| C-AB | 0 | 0 | 0.00 | 63 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 502 | 125 | 0.00 | | | 502 | | | | |
| A-C | 2607 | 652 | 0.00 | | | 2607 | | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 220 | 55 | 0.00 | 445 | 0.494 | 336 | 30.2 | 1.1 | 76.249 | F |
| C-AB | 0 | 0 | 0.00 | 146 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 420 | 105 | 0.00 | | | 420 | | | | |
| A-C | 2183 | 546 | 0.00 | | | 2183 | | | | |

# D3 - 2026 | Do Something | AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Victoria Ave / A52 | T-Junction | Entry Only | Two-way | Exit Only | 61.82 | F |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | -21 | Stream B-AC | 61.82 | F |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D3 | 2026 | Do Something | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - A52 (W) | | ONE HOUR | ✓ | 2765 | 100.000 |
| B - Victoria Avenue | | ONE HOUR | ✓ | 436 | 100.000 |
| C - A52 (E) | | ONE HOUR | ✓ | 0 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 462 | 2303 |
| | B - Victoria Avenue | 0 | 0 | 436 |
| | C - A52 (E) | 0 | 0 | 0 |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 5 | 6 |
| | B - Victoria Avenue | 0 | 0 | 5 |
| | C - A52 (E) | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-AC | 1.31 | 453.85 | 62.2 | F | 400 | 600 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| C-A | | | | | 0 | 0 |
| A-B | | | | | 424 | 636 |
| A-C | | | | | 2113 | 3170 |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 328 | 82 | 0.00 | 541 | 0.607 | 322 | 0.0 | 1.5 | 16.853 | C |
| C-AB | 0 | 0 | 0.00 | 232 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 348 | 87 | 0.00 | | | 348 | | | | |
| A-C | 1734 | 433 | 0.00 | | | 1734 | | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 392 | 98 | 0.00 | 468 | 0.838 | 381 | 1.5 | 4.3 | 39.350 | E |
| C-AB | 0 | 0 | 0.00 | 165 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 415 | 104 | 0.00 | | | 415 | | | | |
| A-C | 2070 | 518 | 0.00 | | | 2070 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 480 | 120 | 0.00 | 367 | 1.307 | 362 | 4.3 | 33.8 | 212.371 | F |
| C-AB | 0 | 0 | 0.00 | 74 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 509 | 127 | 0.00 | | | 509 | | | | |
| A-C | 2536 | 634 | 0.00 | | | 2536 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 480 | 120 | 0.00 | 367 | 1.307 | 367 | 33.8 | 62.2 | 453.851 | F |
| C-AB | 0 | 0 | 0.00 | 74 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 509 | 127 | 0.00 | | | 509 | | | | |
| A-C | 2536 | 634 | 0.00 | | | 2536 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 392 | 98 | 0.00 | 468 | 0.838 | 460 | 62.2 | 45.2 | 411.430 | F |
| C-AB | 0 | 0 | 0.00 | 165 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 415 | 104 | 0.00 | | | 415 | | | | |
| A-C | 2070 | 518 | 0.00 | | | 2070 | | | | |

### 09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 328 | 82 | 0.00 | 541 | 0.607 | 501 | 45.2 | 2.0 | 151.730 | F |
| C-AB | 0 | 0 | 0.00 | 232 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 348 | 87 | 0.00 | | | 348 | | | | |
| A-C | 1734 | 433 | 0.00 | | | 1734 | | | | |

# D4 - 2026 | Do Something | PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Victoria Ave / A52 | T-Junction | Entry Only | Two-way | Exit Only | 48.55 | E |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | -21 | Stream B-AC | 48.55 | E |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D4 | 2026 | Do Something | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - A52 (W) | | ONE HOUR | ✓ | 3480 | 100.000 |
| B - Victoria Avenue | | ONE HOUR | ✓ | 297 | 100.000 |
| C - A52 (E) | | ONE HOUR | ✓ | 0 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 545 | 2935 |
| | B - Victoria Avenue | 0 | 0 | 297 |
| | C - A52 (E) | 0 | 0 | 0 |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 1 | 2 |
| | B - Victoria Avenue | 0 | 0 | 6 |
| | C - A52 (E) | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-AC | 1.48 | 617.42 | 57.2 | F | 273 | 409 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| C-A | | | | | 0 | 0 |
| A-B | | | | | 500 | 750 |
| A-C | | | | | 2693 | 4040 |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 224 | 56 | 0.00 | 440 | 0.508 | 219 | 0.0 | 1.1 | 16.970 | C |
| C-AB | 0 | 0 | 0.00 | 143 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 410 | 103 | 0.00 | | | 410 | | | | |
| A-C | 2210 | 552 | 0.00 | | | 2210 | | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 267 | 67 | 0.00 | 348 | 0.767 | 259 | 1.1 | 2.9 | 40.094 | E |
| C-AB | 0 | 0 | 0.00 | 60 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 490 | 122 | 0.00 | | | 490 | | | | |
| A-C | 2639 | 660 | 0.00 | | | 2639 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 327 | 82 | 0.00 | 220 | 1.483 | 217 | 2.9 | 30.5 | 308.059 | F |
| C-AB | 0 | 0 | 0.00 | 0 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 600 | 150 | 0.00 | | | 600 | | | | |
| A-C | 3231 | 808 | 0.00 | | | 3231 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 327 | 82 | 0.00 | 220 | 1.483 | 220 | 30.5 | 57.2 | 617.423 | F |
| C-AB | 0 | 0 | 0.00 | 0 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 600 | 150 | 0.00 | | | 600 | | | | |
| A-C | 3231 | 808 | 0.00 | | | 3231 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 267 | 67 | 0.00 | 348 | 0.767 | 342 | 57.2 | 38.6 | 483.228 | F |
| C-AB | 0 | 0 | 0.00 | 60 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 490 | 122 | 0.00 | | | 490 | | | | |
| A-C | 2639 | 660 | 0.00 | | | 2639 | | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 224 | 56 | 0.00 | 440 | 0.508 | 373 | 38.6 | 1.2 | 131.974 | F |
| C-AB | 0 | 0 | 0.00 | 143 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 410 | 103 | 0.00 | | | 410 | | | | |
| A-C | 2210 | 552 | 0.00 | | | 2210 | | | | |

# D5 - 2041 | Reference Case | AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Victoria Ave / A52 | T-Junction | Entry Only | Two-way | Exit Only | 183.50 | F |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | -30 | Stream B-AC | 183.50 | F |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D5 | 2041 | Reference Case | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - A52 (W) | | ONE HOUR | ✓ | 2727 | 100.000 |
| B - Victoria Avenue | | ONE HOUR | ✓ | 547 | 100.000 |
| C - A52 (E) | | ONE HOUR | ✓ | 0 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 325 | 2402 |
| | B - Victoria Avenue | 0 | 0 | 547 |
| | C - A52 (E) | 0 | 0 | 0 |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 7 | 5 |
| | B - Victoria Avenue | 0 | 0 | 5 |
| | C - A52 (E) | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-AC | 1.69 | 1098.30 | 147.0 | F | 502 | 753 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| C-A | | | | | 0 | 0 |
| A-B | | | | | 298 | 447 |
| A-C | | | | | 2204 | 3306 |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 412 | 103 | 0.00 | 534 | 0.771 | 399 | 0.0 | 3.1 | 26.119 | D |
| C-AB | 0 | 0 | 0.00 | 237 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 245 | 61 | 0.00 | | | 245 | | | | |
| A-C | 1808 | 452 | 0.00 | | | 1808 | | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 492 | 123 | 0.00 | 460 | 1.069 | 439 | 3.1 | 16.2 | 103.474 | F |
| C-AB | 0 | 0 | 0.00 | 171 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 292 | 73 | 0.00 | | | 292 | | | | |
| A-C | 2159 | 540 | 0.00 | | | 2159 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 602 | 151 | 0.00 | 357 | 1.686 | 357 | 16.2 | 77.6 | 492.279 | F |
| C-AB | 0 | 0 | 0.00 | 81 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 358 | 89 | 0.00 | | | 358 | | | | |
| A-C | 2645 | 661 | 0.00 | | | 2645 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 602 | 151 | 0.00 | 357 | 1.686 | 357 | 77.6 | 138.9 | 956.669 | F |
| C-AB | 0 | 0 | 0.00 | 81 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 358 | 89 | 0.00 | | | 358 | | | | |
| A-C | 2645 | 661 | 0.00 | | | 2645 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 492 | 123 | 0.00 | 460 | 1.069 | 459 | 138.9 | 147.0 | 1098.298 | F |
| C-AB | 0 | 0 | 0.00 | 171 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 292 | 73 | 0.00 | | | 292 | | | | |
| A-C | 2159 | 540 | 0.00 | | | 2159 | | | | |

### 09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 412 | 103 | 0.00 | 534 | 0.771 | 530 | 147.0 | 117.4 | 898.501 | F |
| C-AB | 0 | 0 | 0.00 | 237 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 245 | 61 | 0.00 | | | 245 | | | | |
| A-C | 1808 | 452 | 0.00 | | | 1808 | | | | |

# D6 - 2041 | Reference Case | PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Victoria Ave / A52 | T-Junction | Entry Only | Two-way | Exit Only | 149.58 | F |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | -28 | Stream B-AC | 149.58 | F |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D6 | 2041 | Reference Case | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - A52 (W) | | ONE HOUR | ✓ | 3526 | 100.000 |
| B - Victoria Avenue | | ONE HOUR | ✓ | 378 | 100.000 |
| C - A52 (E) | | ONE HOUR | ✓ | 0 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 526 | 3000 |
| | B - Victoria Avenue | 0 | 0 | 378 |
| | C - A52 (E) | 0 | 0 | 0 |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 1 | 2 |
| | B - Victoria Avenue | 0 | 0 | 5 |
| | C - A52 (E) | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-AC | 2.00 | 1544.87 | 114.7 | F | 347 | 520 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| C-A | | | | | 0 | 0 |
| A-B | | | | | 483 | 724 |
| A-C | | | | | 2753 | 4129 |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 285 | 71 | 0.00 | 432 | 0.659 | 277 | 0.0 | 1.9 | 23.449 | C |
| C-AB | 0 | 0 | 0.00 | 138 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 396 | 99 | 0.00 | | | 396 | | | | |
| A-C | 2259 | 565 | 0.00 | | | 2259 | | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 340 | 85 | 0.00 | 338 | 1.006 | 309 | 1.9 | 9.5 | 94.033 | F |
| C-AB | 0 | 0 | 0.00 | 53 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 473 | 118 | 0.00 | | | 473 | | | | |
| A-C | 2697 | 674 | 0.00 | | | 2697 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 416 | 104 | 0.00 | 208 | 2.003 | 207 | 9.5 | 61.7 | 642.088 | F |
| C-AB | 0 | 0 | 0.00 | 0 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 579 | 145 | 0.00 | | | 579 | | | | |
| A-C | 3303 | 826 | 0.00 | | | 3303 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 416 | 104 | 0.00 | 208 | 2.003 | 208 | 61.7 | 113.9 | 1544.869 | F |
| C-AB | 0 | 0 | 0.00 | 0 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 579 | 145 | 0.00 | | | 579 | | | | |
| A-C | 3303 | 826 | 0.00 | | | 3303 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 340 | 85 | 0.00 | 338 | 1.006 | 337 | 113.9 | 114.7 | 1159.906 | F |
| C-AB | 0 | 0 | 0.00 | 53 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 473 | 118 | 0.00 | | | 473 | | | | |
| A-C | 2697 | 674 | 0.00 | | | 2697 | | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 285 | 71 | 0.00 | 432 | 0.659 | 428 | 114.7 | 78.9 | 816.666 | F |
| C-AB | 0 | 0 | 0.00 | 138 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 396 | 99 | 0.00 | | | 396 | | | | |
| A-C | 2259 | 565 | 0.00 | | | 2259 | | | | |

# D7 - 2041 | Do Something | AM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Victoria Ave / A52 | T-Junction | Entry Only | Two-way | Exit Only | 196.24 | F |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | -31 | Stream B-AC | 196.24 | F |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D7 | 2041 | Do Something | AM | ONE HOUR | 07:45 | 09:15 | 15 | | | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - A52 (W) | | ONE HOUR | ✓ | 2681 | 100.000 |
| B - Victoria Avenue | | ONE HOUR | ✓ | 564 | 100.000 |
| C - A52 (E) | | ONE HOUR | ✓ | 0 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 321 | 2360 |
| | B - Victoria Avenue | 0 | 0 | 564 |
| | C - A52 (E) | 0 | 0 | 0 |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 7 | 4 |
| | B - Victoria Avenue | 0 | 0 | 4 |
| | C - A52 (E) | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-AC | 1.69 | 1129.07 | 154.8 | F | 518 | 776 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| C-A | | | | | 0 | 0 |
| A-B | | | | | 295 | 442 |
| A-C | | | | | 2166 | 3248 |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 425 | 106 | 0.00 | 541 | 0.786 | 411 | 0.0 | 3.3 | 26.789 | D |
| C-AB | 0 | 0 | 0.00 | 242 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 242 | 60 | 0.00 | | | 242 | | | | |
| A-C | 1777 | 444 | 0.00 | | | 1777 | | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 507 | 127 | 0.00 | 468 | 1.084 | 449 | 3.3 | 17.7 | 108.615 | F |
| C-AB | 0 | 0 | 0.00 | 178 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 289 | 72 | 0.00 | | | 289 | | | | |
| A-C | 2122 | 530 | 0.00 | | | 2122 | | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 621 | 155 | 0.00 | 367 | 1.692 | 366 | 17.7 | 81.4 | 504.963 | F |
| C-AB | 0 | 0 | 0.00 | 89 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 353 | 88 | 0.00 | | | 353 | | | | |
| A-C | 2598 | 650 | 0.00 | | | 2598 | | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 621 | 155 | 0.00 | 367 | 1.692 | 367 | 81.4 | 144.9 | 976.120 | F |
| C-AB | 0 | 0 | 0.00 | 89 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 353 | 88 | 0.00 | | | 353 | | | | |
| A-C | 2598 | 650 | 0.00 | | | 2598 | | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 507 | 127 | 0.00 | 468 | 1.084 | 467 | 144.9 | 154.8 | 1129.067 | F |
| C-AB | 0 | 0 | 0.00 | 178 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 289 | 72 | 0.00 | | | 289 | | | | |
| A-C | 2122 | 530 | 0.00 | | | 2122 | | | | |

### 09:00 - 09:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 425 | 106 | 0.00 | 541 | 0.786 | 537 | 154.8 | 126.8 | 944.984 | F |
| C-AB | 0 | 0 | 0.00 | 242 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 242 | 60 | 0.00 | | | 242 | | | | |
| A-C | 1777 | 444 | 0.00 | | | 1777 | | | | |

# D8 - 2041 | Do Something | PM

### Data Errors and Warnings

*No errors or warnings*

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | Victoria Ave / A52 | T-Junction | Entry Only | Two-way | Exit Only | 179.38 | F |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | -30 | Stream B-AC | 179.38 | F |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Results for central hour only | Locked | Run automatically |
|---|---|---|---|---|---|---|---|---|---|---|
| D8 | 2041 | Do Something | PM | ONE HOUR | 16:45 | 18:15 | 15 | | | ✓ |

### Demand overview (Traffic)

| Arm | Linked arm | Profile type | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|---|
| A - A52 (W) | | ONE HOUR | ✓ | 3587 | 100.000 |
| B - Victoria Avenue | | ONE HOUR | ✓ | 385 | 100.000 |
| C - A52 (E) | | ONE HOUR | ✓ | 0 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 524 | 3063 |
| | B - Victoria Avenue | 0 | 0 | 385 |
| | C - A52 (E) | 0 | 0 | 0 |

## Vehicle Mix

| HV data entry mode | PCU Factor for a HV (PCU) | Default Turning Proportions | Estimate from entry/exit counts |
|---|---|---|---|
| HV Percentages | 2.00 | | |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - A52 (W) | B - Victoria Avenue | C - A52 (E) |
| From | A - A52 (W) | 0 | 1 | 2 |
| | B - Victoria Avenue | 0 | 0 | 5 |
| | C - A52 (E) | 0 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS | Average Demand (PCU/hr) | Total Junction Arrivals (PCU) |
|---|---|---|---|---|---|---|
| B-AC | 2.18 | 1850.65 | 132.2 | F | 353 | 530 |
| C-AB | 0.00 | 0.00 | 0.0 | A | 0 | 0 |
| C-A | | | | | 0 | 0 |
| A-B | | | | | 481 | 721 |
| A-C | | | | | 2811 | 4216 |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 290 | 72 | 0.00 | 422 | 0.686 | 281 | 0.0 | 2.1 | 25.540 | D |
| C-AB | 0 | 0 | 0.00 | 130 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 394 | 99 | 0.00 | | | 394 | | | | |
| A-C | 2306 | 576 | 0.00 | | | 2306 | | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 346 | 87 | 0.00 | 326 | 1.060 | 306 | 2.1 | 12.1 | 116.750 | F |
| C-AB | 0 | 0 | 0.00 | 44 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 471 | 118 | 0.00 | | | 471 | | | | |
| A-C | 2754 | 688 | 0.00 | | | 2754 | | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 424 | 106 | 0.00 | 194 | 2.185 | 194 | 12.1 | 69.7 | 770.096 | F |
| C-AB | 0 | 0 | 0.00 | 0 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 577 | 144 | 0.00 | | | 577 | | | | |
| A-C | 3372 | 843 | 0.00 | | | 3372 | | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 424 | 106 | 0.00 | 194 | 2.185 | 194 | 69.7 | 127.2 | 1850.652 | F |
| C-AB | 0 | 0 | 0.00 | 0 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 577 | 144 | 0.00 | | | 577 | | | | |
| A-C | 3372 | 843 | 0.00 | | | 3372 | | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 346 | 87 | 0.00 | 326 | 1.060 | 326 | 127.2 | 132.2 | 1321.308 | F |
| C-AB | 0 | 0 | 0.00 | 44 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 471 | 118 | 0.00 | | | 471 | | | | |
| A-C | 2754 | 688 | 0.00 | | | 2754 | | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Junction Arrivals (PCU) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | Start queue (PCU) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|---|---|
| B-AC | 290 | 72 | 0.00 | 422 | 0.686 | 419 | 132.2 | 99.9 | 998.516 | F |
| C-AB | 0 | 0 | 0.00 | 130 | 0.000 | 0 | 0.0 | 0.0 | 0.000 | A |
| C-A | 0 | 0 | 0.00 | | | 0 | | | | |
| A-B | 394 | 99 | 0.00 | | | 394 | | | | |
| A-C | 2306 | 576 | 0.00 | | | 2306 | | | | |

# Junctions 11

## PICADY 11 - Priority Intersection Module

Version: 11.2.0.2510
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**The users of this computer program for the solution of an engineering problem are in no way relieved of their responsibility for the correctness of the solution**

**Filename:** 260826_S4_Trowell Road and Wollaton Road T Junction.j11
**Path:** C:\Users\BirminghamShared\mode Dropbox\Project\Birmingham\2. Projects\J329690_Toton West, Broxtowe (Inquiry)\4. Data\Junction Modelling\Secnario 4 Local Models with Furnessed Flows
**Report generation date:** 02/09/2026 11:53:14

»D1 - 2041 | Reference Case | AM
»D2 - 2041 | Reference Case | PM
»D3 - 2041 | Do Something | AM
»D4 - 2041 | Do Something | PM

### Summary of junction performance

| | AM | | | | | | PM | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity | Set ID | Queue (PCU) | Delay (s) | RFC | LOS | Network Residual Capacity |
| | 2041 - Reference Case | | | | | | | | | | | |
| Stream B-C | D1 | 1.2 | 13.39 | 0.55 | B | 13 % [Stream C-AB] | D2 | 0.6 | 9.15 | 0.37 | A | 41 % [Stream C-AB] |
| Stream B-A | | 0.1 | 16.64 | 0.06 | C | | | 0.0 | 11.97 | 0.02 | B | |
| Stream C-AB | | 4.0 | 12.79 | 0.69 | B | | | 1.4 | 9.07 | 0.49 | A | |
| | 2041 - Do Something | | | | | | | | | | | |
| Stream B-C | D3 | 1.5 | 14.86 | 0.59 | B | 13 % [Stream C-AB] | D4 | 0.6 | 9.05 | 0.37 | A | 51 % [Stream C-AB] |
| Stream B-A | | 0.1 | 17.14 | 0.07 | C | | | 0.0 | 11.61 | 0.04 | B | |
| Stream C-AB | | 3.9 | 13.06 | 0.69 | B | | | 1.1 | 7.93 | 0.43 | A | |

*There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.*

*Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.*

### File summary

#### File Description

| | |
|---|---|
| Title | |
| Location | |
| Site number | |
| Date | 26/08/2026 |
| Version | |
| Status | (new file) |
| Identifier | |
| Client | |
| Jobnumber | |
| Enumerator | AzureAD\BirminghamShared |
| Description | |

## Units

| Distance units | Speed units | Traffic units input | Traffic units results | Flow units | Average delay units | Total delay units | Rate of delay units |
|---|---|---|---|---|---|---|---|
| m | kph | PCU | PCU | perHour | s | -Min | perMin |

## Analysis Options

| PICADY short flare model | Calculate Queue Percentiles | Calculate residual capacity | Residual capacity criteria type | RFC Threshold | Average Delay threshold (s) | Queue threshold (PCU) |
|---|---|---|---|---|---|---|
| JUNCTIONS 11.1 | | ✓ | Delay | 0.85 | 36.00 | 20.00 |

## Demand Set Summary

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Locked |
|---|---|---|---|---|---|---|---|---|
| D1 | 2041 | Reference Case | AM | ONE HOUR | 07:45 | 09:15 | 15 | |
| D2 | 2041 | Reference Case | PM | ONE HOUR | 16:45 | 18:15 | 15 | |
| D3 | 2041 | Do Something | AM | ONE HOUR | 07:45 | 09:15 | 15 | |
| D4 | 2041 | Do Something | PM | ONE HOUR | 16:45 | 18:15 | 15 | |

## Analysis Set Details

| ID | Locked | Network flow scaling factor (%) |
|---|---|---|
| A1 | | 100.000 |

# D1 - 2041 | Reference Case | AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Minor arm visibility to right | B - Wollaton Road - Minor arm geometry | Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | 6.10 | A |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | 13 | Stream C-AB | 6.10 | A |

## Arms

### Arms

| Arm | Name | Arm type |
|---|---|---|
| A | Russell Drive | Major |
| B | Wollaton Road | Minor |
| C | Trowell Road | Major |

### Major Arm Geometry

| Arm | Width of carriageway (m) | Has kerbed central reserve | Has right-turn storage | Visibility for right turn (m) | Blocks? | Blocking queue (PCU) |
|---|---|---|---|---|---|---|
| C - Trowell Road | 9.65 | | | 144.1 | ✓ | 0.00 |

*Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.*

### Minor Arm Geometry

| Arm | Minor arm type | Width at give-way (m) | Width at 5m (m) | Width at 10m (m) | Width at 15m (m) | Width at 20m (m) | Estimate flare length | Flare length (PCU) | Visibility to left (m) | Visibility to right (m) |
|---|---|---|---|---|---|---|---|---|---|---|
| B - Wollaton Road | One lane plus flare | 10.00 | 8.20 | 5.80 | 4.20 | 3.50 | ✓ | 2.00 | 114 | 122 |

### Slope / Intercept / Capacity

#### Priority Intersection Slopes and Intercepts

| Stream | Intercept (PCU/hr) | Slope for A-B | Slope for A-C | Slope for C-A | Slope for C-B |
|---|---|---|---|---|---|
| B-A | 580 | 0.089 | 0.225 | 0.141 | 0.321 |
| B-C | 805 | 0.104 | 0.262 | - | - |
| C-B | 657 | 0.214 | 0.214 | - | - |

*The slopes and intercepts shown above include custom intercept adjustments only.*

*Streams may be combined, in which case capacity will be adjusted.*

*Values are shown for the first time segment only; they may differ for subsequent time segments.*

# Traffic Demand

## Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Locked |
|---|---|---|---|---|---|---|---|---|
| D1 | 2041 | Reference Case | AM | ONE HOUR | 07:45 | 09:15 | 15 | |

## Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Russell Drive | | ✓ | 672 | 100.000 |
| B - Wollaton Road | | ✓ | 312 | 100.000 |
| C - Trowell Road | | ✓ | 783 | 100.000 |

# Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Russell Drive | B - Wollaton Road | C - Trowell Road |
| From | A - Russell Drive | 0 | 11 | 661 |
| | B - Wollaton Road | 12 | 0 | 300 |
| | C - Trowell Road | 585 | 198 | 0 |

# Vehicle Mix

| Default Turning Proportions |
|---|
| |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - Russell Drive | B - Wollaton Road | C - Trowell Road |
| From | A - Russell Drive | 0 | 0 | 3 |
| | B - Wollaton Road | 0 | 0 | 2 |
| | C - Trowell Road | 4 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-C | 0.55 | 13.39 | 1.2 | B |
| B-A | 0.06 | 16.64 | 0.1 | C |
| C-AB | 0.69 | 12.79 | 4.0 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 226 | 0.00 | 669 | 0.338 | 224 | 0.5 | 8.211 | A |
| B-A | 9 | 0.00 | 353 | 0.026 | 9 | 0.0 | 10.454 | B |
| C-AB | 307 | 0.00 | 855 | 0.359 | 304 | 0.9 | 6.717 | A |
| C-A | 282 | 0.00 | | | 282 | | | |
| A-B | 8 | 0.00 | | | 8 | | | |
| A-C | 498 | 0.00 | | | 498 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 270 | 0.00 | 642 | 0.420 | 269 | 0.7 | 9.814 | A |
| B-A | 11 | 0.00 | 304 | 0.035 | 11 | 0.0 | 12.274 | B |
| C-AB | 431 | 0.00 | 901 | 0.479 | 429 | 1.6 | 7.898 | A |
| C-A | 273 | 0.00 | | | 273 | | | |
| A-B | 10 | 0.00 | | | 10 | | | |
| A-C | 594 | 0.00 | | | 594 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 330 | 0.00 | 604 | 0.547 | 328 | 1.2 | 13.216 | B |
| B-A | 13 | 0.00 | 232 | 0.057 | 13 | 0.1 | 16.474 | C |
| C-AB | 663 | 0.00 | 967 | 0.685 | 654 | 3.8 | 12.007 | B |
| C-A | 199 | 0.00 | | | 199 | | | |
| A-B | 12 | 0.00 | | | 12 | | | |
| A-C | 728 | 0.00 | | | 728 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 330 | 0.00 | 604 | 0.547 | 330 | 1.2 | 13.389 | B |
| B-A | 13 | 0.00 | 230 | 0.058 | 13 | 0.1 | 16.640 | C |
| C-AB | 670 | 0.00 | 972 | 0.690 | 669 | 4.0 | 12.795 | B |
| C-A | 192 | 0.00 | | | 192 | | | |
| A-B | 12 | 0.00 | | | 12 | | | |
| A-C | 728 | 0.00 | | | 728 | | | |

### 08:45 - 09:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 270 | 0.00 | 642 | 0.420 | 272 | 0.8 | 9.959 | A |
| B-A | 11 | 0.00 | 301 | 0.036 | 11 | 0.0 | 12.396 | B |
| C-AB | 438 | 0.00 | 907 | 0.483 | 447 | 1.7 | 8.342 | A |
| C-A | 266 | 0.00 | | | 266 | | | |
| A-B | 10 | 0.00 | | | 10 | | | |
| A-C | 594 | 0.00 | | | 594 | | | |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 226 | 0.00 | 669 | 0.338 | 227 | 0.5 | 8.321 | A |
| B-A | 9 | 0.00 | 351 | 0.026 | 9 | 0.0 | 10.517 | B |
| C-AB | 311 | 0.00 | 858 | 0.362 | 314 | 1.0 | 6.900 | A |
| C-A | 279 | 0.00 | | | 279 | | | |
| A-B | 8 | 0.00 | | | 8 | | | |
| A-C | 498 | 0.00 | | | 498 | | | |

# D2 - 2041 | Reference Case | PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Minor arm visibility to right | B - Wollaton Road - Minor arm geometry | Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | 3.60 | A |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | 41 | Stream C-AB | 3.60 | A |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Locked |
|---|---|---|---|---|---|---|---|---|
| D2 | 2041 | Reference Case | PM | ONE HOUR | 16:45 | 18:15 | 15 | |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Russell Drive | | ✓ | 607 | 100.000 |
| B - Wollaton Road | | ✓ | 218 | 100.000 |
| C - Trowell Road | | ✓ | 516 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Russell Drive | B - Wollaton Road | C - Trowell Road |
| From | A - Russell Drive | 0 | 0 | 607 |
| | B - Wollaton Road | 5 | 0 | 213 |
| | C - Trowell Road | 337 | 179 | 0 |

## Vehicle Mix

| Default Turning Proportions |
|---|
| |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - Russell Drive | B - Wollaton Road | C - Trowell Road |
| From | A - Russell Drive | 0 | 0 | 1 |
| | B - Wollaton Road | 0 | 0 | 0 |
| | C - Trowell Road | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-C | 0.37 | 9.15 | 0.6 | A |
| B-A | 0.02 | 11.97 | 0.0 | B |
| C-AB | 0.49 | 9.07 | 1.4 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 160 | 0.00 | 685 | 0.234 | 159 | 0.3 | 6.836 | A |
| B-A | 4 | 0.00 | 396 | 0.010 | 4 | 0.0 | 9.168 | A |
| C-AB | 206 | 0.00 | 734 | 0.280 | 204 | 0.5 | 6.797 | A |
| C-A | 183 | 0.00 | | | 183 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 457 | 0.00 | | | 457 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 191 | 0.00 | 661 | 0.290 | 191 | 0.4 | 7.657 | A |
| B-A | 4 | 0.00 | 359 | 0.013 | 4 | 0.0 | 10.146 | B |
| C-AB | 270 | 0.00 | 753 | 0.359 | 269 | 0.8 | 7.482 | A |
| C-A | 194 | 0.00 | | | 194 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 546 | 0.00 | | | 546 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 235 | 0.00 | 628 | 0.374 | 234 | 0.6 | 9.117 | A |
| B-A | 6 | 0.00 | 307 | 0.018 | 5 | 0.0 | 11.943 | B |
| C-AB | 378 | 0.00 | 780 | 0.485 | 376 | 1.4 | 8.965 | A |
| C-A | 190 | 0.00 | | | 190 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 668 | 0.00 | | | 668 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 235 | 0.00 | 628 | 0.374 | 234 | 0.6 | 9.152 | A |
| B-A | 6 | 0.00 | 306 | 0.018 | 6 | 0.0 | 11.965 | B |
| C-AB | 379 | 0.00 | 781 | 0.485 | 379 | 1.4 | 9.072 | A |
| C-A | 189 | 0.00 | | | 189 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 668 | 0.00 | | | 668 | | | |

### 17:45 - 18:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 191 | 0.00 | 661 | 0.290 | 192 | 0.4 | 7.694 | A |
| B-A | 4 | 0.00 | 358 | 0.013 | 5 | 0.0 | 10.172 | B |
| C-AB | 272 | 0.00 | 754 | 0.360 | 274 | 0.8 | 7.595 | A |
| C-A | 192 | 0.00 | | | 192 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 546 | 0.00 | | | 546 | | | |

### 18:00 - 18:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 160 | 0.00 | 685 | 0.234 | 161 | 0.3 | 6.877 | A |
| B-A | 4 | 0.00 | 396 | 0.010 | 4 | 0.0 | 9.190 | A |
| C-AB | 207 | 0.00 | 735 | 0.282 | 208 | 0.6 | 6.884 | A |
| C-A | 181 | 0.00 | | | 181 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 457 | 0.00 | | | 457 | | | |

# D3 - 2041 | Do Something | AM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Minor arm visibility to right | B - Wollaton Road - Minor arm geometry | Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | 6.67 | A |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | 13 | Stream C-AB | 6.67 | A |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Locked |
|---|---|---|---|---|---|---|---|---|
| D3 | 2041 | Do Something | AM | ONE HOUR | 07:45 | 09:15 | 15 | |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Russell Drive | | ✓ | 654 | 100.000 |
| B - Wollaton Road | | ✓ | 340 | 100.000 |
| C - Trowell Road | | ✓ | 769 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Russell Drive | B - Wollaton Road | C - Trowell Road |
| From | A - Russell Drive | 0 | 11 | 643 |
| | B - Wollaton Road | 15 | 0 | 325 |
| | C - Trowell Road | 564 | 205 | 0 |

## Vehicle Mix

| Default Turning Proportions |
|---|
| |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - Russell Drive | B - Wollaton Road | C - Trowell Road |
| From | A - Russell Drive | 0 | 0 | 3 |
| | B - Wollaton Road | 0 | 0 | 3 |
| | C - Trowell Road | 3 | 2 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-C | 0.59 | 14.86 | 1.5 | B |
| B-A | 0.07 | 17.14 | 0.1 | C |
| C-AB | 0.69 | 13.06 | 3.9 | B |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 07:45 - 08:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 245 | 0.00 | 671 | 0.365 | 242 | 0.6 | 8.605 | A |
| B-A | 11 | 0.00 | 355 | 0.032 | 11 | 0.0 | 10.457 | B |
| C-AB | 310 | 0.00 | 846 | 0.366 | 306 | 0.9 | 6.819 | A |
| C-A | 269 | 0.00 | | | 269 | | | |
| A-B | 8 | 0.00 | | | 8 | | | |
| A-C | 484 | 0.00 | | | 484 | | | |

### 08:00 - 08:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 292 | 0.00 | 645 | 0.453 | 291 | 0.8 | 10.461 | B |
| B-A | 13 | 0.00 | 305 | 0.044 | 13 | 0.0 | 12.349 | B |
| C-AB | 432 | 0.00 | 890 | 0.485 | 429 | 1.6 | 8.049 | A |
| C-A | 259 | 0.00 | | | 259 | | | |
| A-B | 10 | 0.00 | | | 10 | | | |
| A-C | 578 | 0.00 | | | 578 | | | |

### 08:15 - 08:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 358 | 0.00 | 607 | 0.589 | 355 | 1.4 | 14.594 | B |
| B-A | 17 | 0.00 | 229 | 0.072 | 16 | 0.1 | 16.938 | C |
| C-AB | 657 | 0.00 | 953 | 0.690 | 649 | 3.7 | 12.267 | B |
| C-A | 189 | 0.00 | | | 189 | | | |
| A-B | 12 | 0.00 | | | 12 | | | |
| A-C | 708 | 0.00 | | | 708 | | | |

### 08:30 - 08:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 358 | 0.00 | 607 | 0.589 | 358 | 1.5 | 14.855 | B |
| B-A | 17 | 0.00 | 227 | 0.073 | 17 | 0.1 | 17.136 | C |
| C-AB | 664 | 0.00 | 958 | 0.694 | 664 | 3.9 | 13.063 | B |
| C-A | 182 | 0.00 | | | 182 | | | |
| A-B | 12 | 0.00 | | | 12 | | | |
| A-C | 708 | 0.00 | | | 708 | | | |

**08:45 - 09:00**

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 292 | 0.00 | 644 | 0.453 | 294 | 0.9 | 10.666 | B |
| B-A | 13 | 0.00 | 302 | 0.045 | 14 | 0.0 | 12.484 | B |
| C-AB | 438 | 0.00 | 896 | 0.489 | 447 | 1.7 | 8.495 | A |
| C-A | 253 | 0.00 | | | 253 | | | |
| A-B | 10 | 0.00 | | | 10 | | | |
| A-C | 578 | 0.00 | | | 578 | | | |

**09:00 - 09:15**

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 245 | 0.00 | 671 | 0.365 | 246 | 0.6 | 8.744 | A |
| B-A | 11 | 0.00 | 354 | 0.032 | 11 | 0.0 | 10.523 | B |
| C-AB | 313 | 0.00 | 849 | 0.369 | 316 | 1.0 | 7.000 | A |
| C-A | 266 | 0.00 | | | 266 | | | |
| A-B | 8 | 0.00 | | | 8 | | | |
| A-C | 484 | 0.00 | | | 484 | | | |

# D4 - 2041 | Do Something | PM

### Data Errors and Warnings

| Severity | Area | Item | Description |
|---|---|---|---|
| Warning | Minor arm visibility to right | B - Wollaton Road - Minor arm geometry | Visibility to right expected to have two components if the arm has two lanes, or two lanes in a flared section. |

## Junction Network

### Junctions

| Junction | Name | Junction type | Arm A Direction | Arm B Direction | Arm C Direction | Junction Delay (s) | Junction LOS |
|---|---|---|---|---|---|---|---|
| 1 | untitled | T-Junction | Two-way | Two-way | Two-way | 3.28 | A |

### Junction Network

| Driving side | Lighting | Network residual capacity (%) | First arm reaching threshold | Network delay (s) | Network LOS |
|---|---|---|---|---|---|
| Left | Normal/unknown | 51 | Stream C-AB | 3.28 | A |

## Traffic Demand

### Demand Set Details

| ID | Year | Scenario | Time period | Traffic profile type | Start time (HH:mm) | Finish time (HH:mm) | Time segment length (min) | Locked |
|---|---|---|---|---|---|---|---|---|
| D4 | 2041 | Do Something | PM | ONE HOUR | 16:45 | 18:15 | 15 | |

### Demand overview (Traffic)

| Arm | Linked arm | Use O-D data | Average Demand (PCU/hr) | Scaling Factor (%) |
|---|---|---|---|---|
| A - Russell Drive | | ✓ | 570 | 100.000 |
| B - Wollaton Road | | ✓ | 225 | 100.000 |
| C - Trowell Road | | ✓ | 510 | 100.000 |

## Origin-Destination Data

### Demand (PCU/hr)

| | | To | | |
|---|---|---|---|---|
| | | A - Russell Drive | B - Wollaton Road | C - Trowell Road |
| From | A - Russell Drive | 0 | 0 | 570 |
| | B - Wollaton Road | 11 | 0 | 214 |
| | C - Trowell Road | 352 | 158 | 0 |

## Vehicle Mix

| Default Turning Proportions |
|---|
| |

### Heavy Vehicle %

| | | To | | |
|---|---|---|---|---|
| | | A - Russell Drive | B - Wollaton Road | C - Trowell Road |
| From | A - Russell Drive | 0 | 0 | 1 |
| | B - Wollaton Road | 0 | 0 | 0 |
| | C - Trowell Road | 1 | 0 | 0 |

# Results

## Results Summary for whole modelled period

| Stream | Max RFC | Max Delay (s) | Max Queue (PCU) | Max LOS |
|---|---|---|---|---|
| B-C | 0.37 | 9.05 | 0.6 | A |
| B-A | 0.04 | 11.61 | 0.0 | B |
| C-AB | 0.43 | 7.93 | 1.1 | A |
| C-A | | | | |
| A-B | | | | |
| A-C | | | | |

## Main Results for each time segment

### 16:45 - 17:00

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 161 | 0.00 | 688 | 0.234 | 160 | 0.3 | 6.807 | A |
| B-A | 8 | 0.00 | 408 | 0.020 | 8 | 0.0 | 9.006 | A |
| C-AB | 184 | 0.00 | 747 | 0.247 | 182 | 0.5 | 6.389 | A |
| C-A | 200 | 0.00 | | | 200 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 429 | 0.00 | | | 429 | | | |

### 17:00 - 17:15

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 192 | 0.00 | 665 | 0.289 | 192 | 0.4 | 7.606 | A |
| B-A | 10 | 0.00 | 373 | 0.027 | 10 | 0.0 | 9.927 | A |
| C-AB | 242 | 0.00 | 768 | 0.316 | 242 | 0.7 | 6.872 | A |
| C-A | 216 | 0.00 | | | 216 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 512 | 0.00 | | | 512 | | | |

### 17:15 - 17:30

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 236 | 0.00 | 633 | 0.372 | 235 | 0.6 | 9.022 | A |
| B-A | 12 | 0.00 | 323 | 0.038 | 12 | 0.0 | 11.589 | B |
| C-AB | 340 | 0.00 | 799 | 0.426 | 338 | 1.1 | 7.870 | A |
| C-A | 222 | 0.00 | | | 222 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 628 | 0.00 | | | 628 | | | |

### 17:30 - 17:45

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 236 | 0.00 | 633 | 0.372 | 236 | 0.6 | 9.055 | A |
| B-A | 12 | 0.00 | 322 | 0.038 | 12 | 0.0 | 11.608 | B |
| C-AB | 341 | 0.00 | 799 | 0.426 | 341 | 1.1 | 7.935 | A |
| C-A | 221 | 0.00 | | | 221 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 628 | 0.00 | | | 628 | | | |

**17:45 - 18:00**

| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 192 | 0.00 | 665 | 0.289 | 193 | 0.4 | 7.642 | A |
| B-A | 10 | 0.00 | 372 | 0.027 | 10 | 0.0 | 9.948 | A |
| C-AB | 243 | 0.00 | 769 | 0.316 | 245 | 0.7 | 6.946 | A |
| C-A | 215 | 0.00 | | | 215 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 512 | 0.00 | | | 512 | | | |

**18:00 - 18:15**

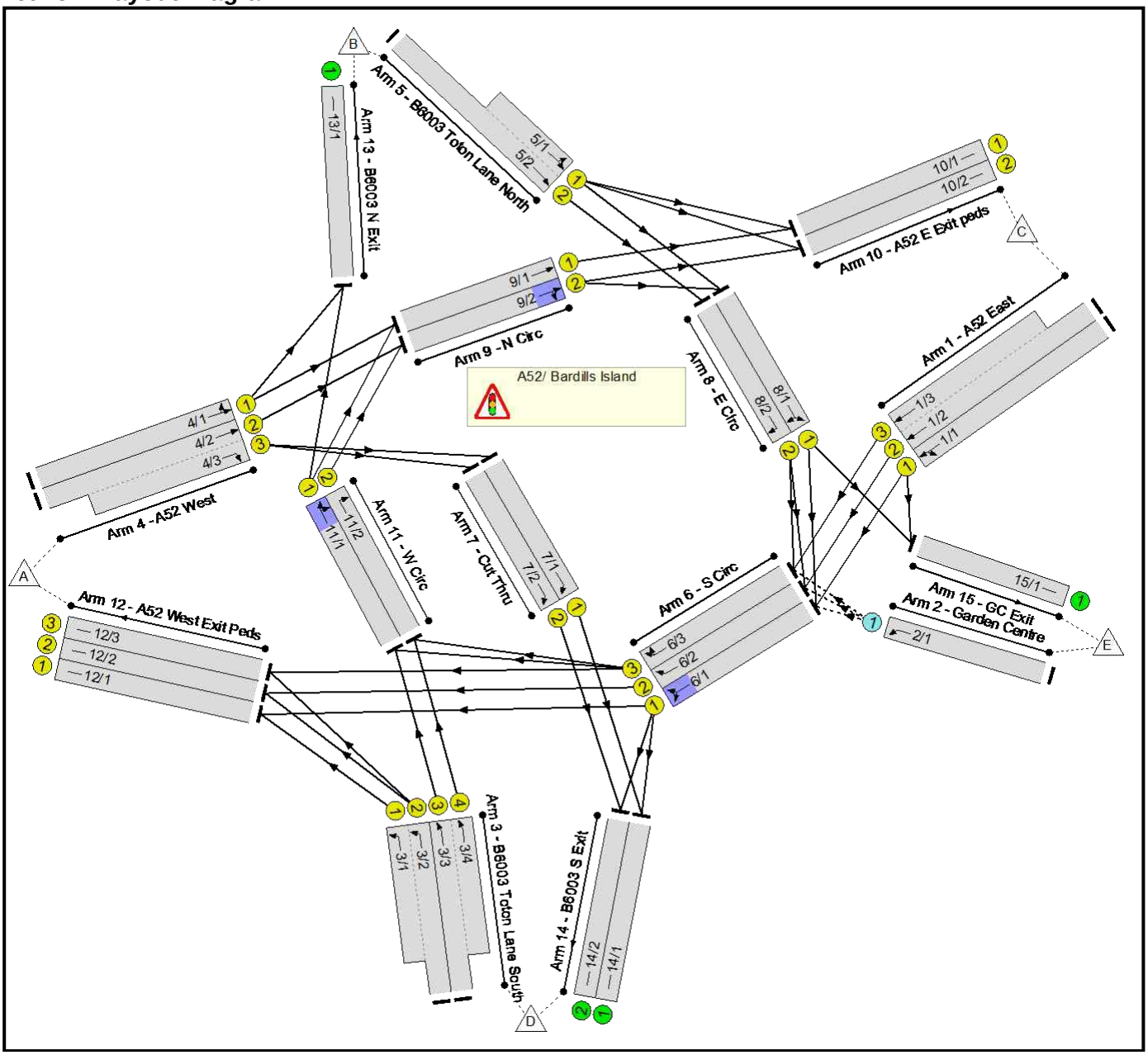
| Stream | Total Demand (PCU/hr) | Pedestrian demand (Ped/hr) | Capacity (PCU/hr) | RFC | Throughput (PCU/hr) | End queue (PCU) | Delay (s) | Unsignalised level of service |
|---|---|---|---|---|---|---|---|---|
| B-C | 161 | 0.00 | 688 | 0.234 | 162 | 0.3 | 6.848 | A |
| B-A | 8 | 0.00 | 407 | 0.020 | 8 | 0.0 | 9.030 | A |
| C-AB | 185 | 0.00 | 748 | 0.248 | 186 | 0.5 | 6.457 | A |
| C-A | 199 | 0.00 | | | 199 | | | |
| A-B | 0 | 0.00 | | | 0 | | | |
| A-C | 429 | 0.00 | | | 429 | | | |

# Detailed Input Data And Results

## User and Project Details

| | |
|---|---|
| **Project:** | |
| **Title:** | **A52 / Bardills Island** |
| **Location:** | Nottingham |
| **Additional detail:** | Existing network plus committed improvements |
| **File name:** | S4 A52 Bardills Island comMIT v2.lsg3x |
| **Author:** | |
| **Company:** | |
| **Address:** | |
| **Linsig Version:** | 3, 2, 44, 1 |

## Network Layout Diagram



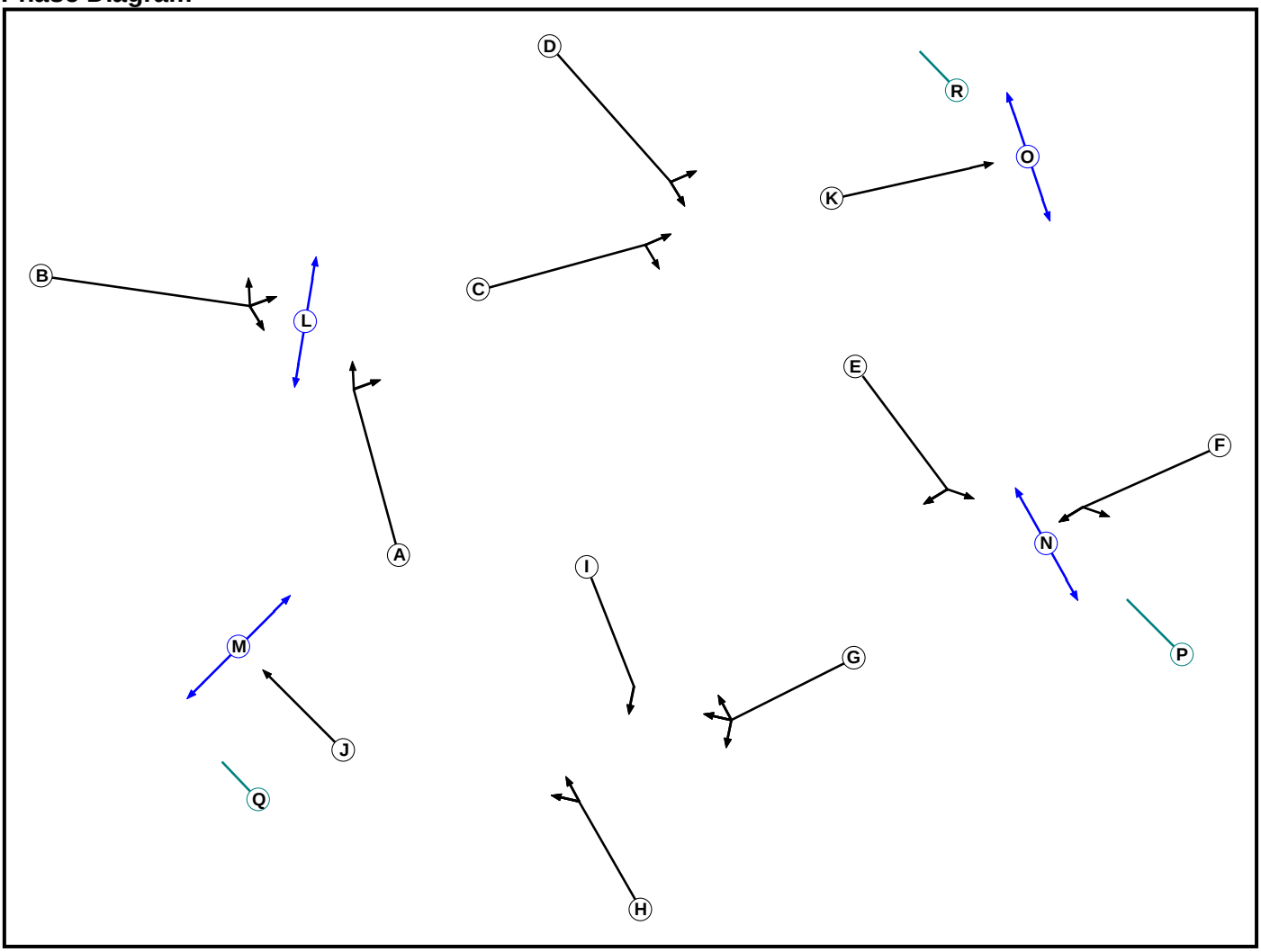
## Scenarios

| Number | Scenario Name | Flow Group | Network Control Plan | Time | Cycle Time (s) | PRC (%) | Delay (pcuHr) |
|---|---|---|---|---|---|---|---|
| 1 | Scenario 4 | 2026 Reference Case AM | Network Control Plan 2 | 08:00 - 09:00 | 70 | 3.2 | 48.56 |
| 2 | Scenario 4 | 2026 Reference Case PM | Network Control Plan 2 | 17:00 - 18:00 | 70 | 1.8 | 46.87 |
| 3 | Scenario 4 | 2026 AM Do Something | Network Control Plan 2 | 08:00 - 09:00 | 70 | 5.8 | 43.86 |
| 4 | Scenario 4 | 2026 PM Do Something | Network Control Plan 2 | 17:00 - 18:00 | 70 | -3.0 | 49.19 |
| 5 | Scenario 4 | 2041 Reference Case AM | Network Control Plan 2 | 08:00 - 09:00 | 70 | 3.1 | 53.64 |
| 6 | Scenario 4 | 2041 Reference Case PM | Network Control Plan 2 | 17:00 - 18:00 | 70 | -8.3 | 65.36 |
| 7 | Scenario 4 | 2041 Do Something AM | Network Control Plan 2 | 08:00 - 09:00 | 70 | -4.2 | 58.15 |
| 8 | Scenario 4 | 2041 Do Something PM | Network Control Plan 2 | 17:00 - 18:00 | 70 | -5.3 | 61.51 |

## Controller Summary

| Controller | Type | SCN | Stage Stream | Num Phases | Num Stages | Controls Junctions | Controller Notes |
|---|---|---|---|---|---|---|---|
| C1 - A52 / B6003 Bardills | Sms | J31311 | Stage Stream 1 | 12 | 8 | A52/ Bardills Island | |
| | | | Stage Stream 2 | 3 | 3 | A52/ Bardills Island | |
| | | | Stage Stream 3 | 3 | 3 | A52/ Bardills Island | |

## Phase Diagram



## Phase Input Data

| Phase Name | Phase Type | Stage Stream | Assoc. Phase | Street Min | Cont Min |
|---|---|---|---|---|---|
| A | Traffic | 1 | | 7 | 7 |
| B | Traffic | 1 | | 7 | 7 |
| C | Traffic | 1 | | 7 | 7 |
| D | Traffic | 1 | | 7 | 7 |
| E | Traffic | 1 | | 7 | 7 |
| F | Traffic | 1 | | 7 | 7 |
| G | Traffic | 1 | | 7 | 7 |
| H | Traffic | 1 | | 7 | 7 |
| I | Traffic | 1 | | 7 | 7 |
| J | Traffic | 2 | | 20 | 20 |
| K | Traffic | 3 | | 20 | 20 |
| L | Pedestrian | 1 | | 6 | 6 |
| M | Pedestrian | 2 | | 6 | 6 |
| N | Pedestrian | 1 | | 6 | 6 |
| O | Pedestrian | 3 | | 5 | 5 |
| P | Dummy | 1 | | 1 | 1 |
| Q | Dummy | 2 | | 1 | 1 |
| R | Dummy | 3 | | 1 | 1 |

## Phase Intergreens Matrix

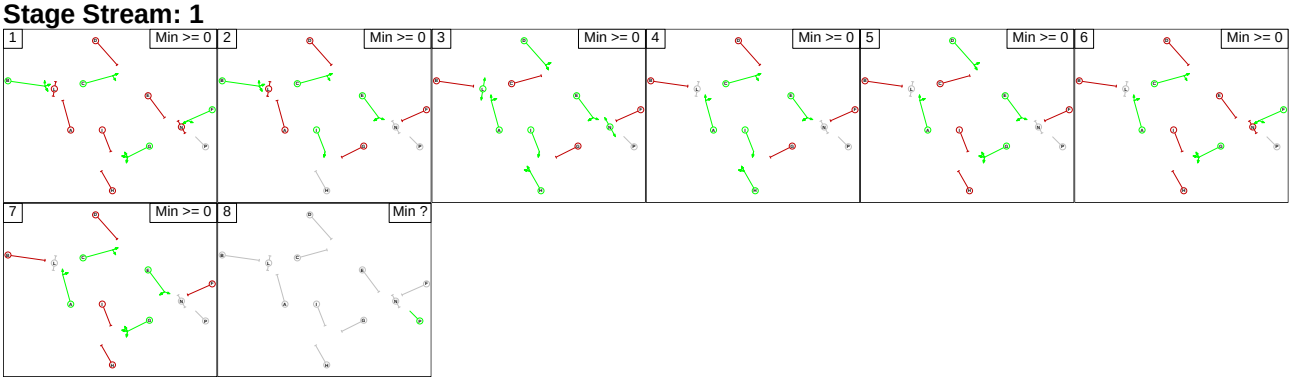
| Terminating Phase \ Starting Phase | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| A | | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| B | 6 | | - | - | - | - | - | - | - | - | - | 6 | - | - | - | - | - | - |
| C | - | - | | 5 | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| D | - | - | 5 | | - | - | - | - | - | - | - | - | - | - | - | - | - | - |
| E | - | - | - | - | | 5 | - | - | - | - | - | - | - | - | - | - | - | - |
| F | - | - | - | - | 6 | | - | - | - | - | - | - | - | 6 | - | - | - | - |
| G | - | - | - | - | - | - | | 7 | 5 | - | - | - | - | - | - | - | - | - |
| H | - | - | - | - | - | - | 5 | | - | - | - | - | - | - | - | - | - | - |
| I | - | - | - | - | - | - | 6 | - | | - | - | - | - | - | - | - | - | - |
| J | - | - | - | - | - | - | - | - | - | | - | - | 5 | - | - | - | - | - |
| K | - | - | - | - | - | - | - | - | - | - | | - | - | - | 5 | - | - | - |
| L | - | 10 | - | - | - | - | - | - | - | - | - | | - | - | - | - | - | - |
| M | - | - | - | - | - | - | - | - | - | 9 | - | - | | - | - | - | - | - |
| N | - | - | - | - | - | 10 | - | - | - | - | - | - | - | | - | - | - | - |
| O | - | - | - | - | - | - | - | - | - | - | 7 | - | - | - | | - | - | - |
| P | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | - | - |
| Q | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | | - |
| R | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | - | |

## Phases in Stage

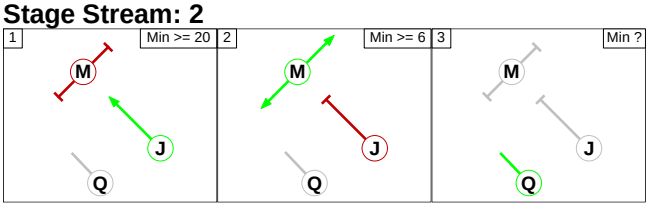
| Stream | Stage No. | Phases in Stage |
|---|---|---|
| 1 | 1 | B C F G |
| 1 | 2 | B C E I |
| 1 | 3 | A D E H I L N |
| 1 | 4 | A C E H I |
| 1 | 5 | A D E G |
| 1 | 6 | A C F G |
| 1 | 7 | A C E G |
| 1 | 8 | P |
| 2 | 1 | J |
| 2 | 2 | M |
| 2 | 3 | Q |
| 3 | 1 | K |
| 3 | 2 | O |
| 3 | 3 | R |

## Stage Diagram

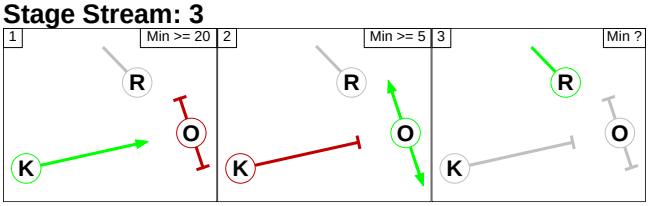
### Stage Stream: 1




### Stage Stream: 2




### Stage Stream: 3




## Phase Delays

### Stage Stream: 1

| Term. Stage | Start Stage | Phase | Type | Value | Cont value |
|---|---|---|---|---|---|
| 1 | 2 | G | Losing | 7 | 7 |
| 1 | 3 | B | Losing | 5 | 5 |
| 1 | 3 | C | Losing | 4 | 4 |
| 1 | 3 | G | Losing | 7 | 7 |
| 1 | 4 | G | Losing | 7 | 7 |
| 1 | 5 | C | Losing | 4 | 4 |
| 2 | 3 | C | Losing | 4 | 4 |
| 2 | 5 | C | Losing | 4 | 4 |
| 3 | 1 | A | Losing | 6 | 6 |
| 3 | 1 | E | Losing | 3 | 3 |
| 3 | 1 | H | Losing | 3 | 3 |
| 3 | 1 | I | Losing | 3 | 3 |
| 3 | 6 | E | Losing | 3 | 3 |
| 4 | 1 | A | Losing | 3 | 3 |
| 4 | 2 | A | Losing | 3 | 3 |
| 5 | 1 | E | Losing | 3 | 3 |
| 5 | 6 | E | Losing | 3 | 3 |

Detailed Input Data And Results

**Stage Stream: 2**

| Term. Stage | Start Stage | Phase | Type | Value | Cont value |
|---|---|---|---|---|---|
| There are no Phase Delays defined | | | | | |

**Stage Stream: 3**

| Term. Stage | Start Stage | Phase | Type | Value | Cont value |
|---|---|---|---|---|---|
| There are no Phase Delays defined | | | | | |

## Prohibited Stage Change

**Stage Stream: 1**

| From Stage \ To Stage | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
|---|---|---|---|---|---|---|---|---|
| 1 | | 12 | 14 | 14 | 9 | 6 | 6 | X |
| 2 | 6 | | 9 | 6 | 9 | 6 | 6 | X |
| 3 | 11 | 10 | | 5 | 6 | 10 | 6 | X |
| 4 | 8 | 8 | 5 | | 6 | 6 | 6 | X |
| 5 | 8 | 5 | 7 | 7 | | 8 | 5 | X |
| 6 | 5 | 6 | 7 | 7 | 6 | | 6 | X |
| 7 | 5 | 5 | 7 | 7 | 5 | 5 | | X |
| 8 | 2 | X | X | X | X | X | X | |

**Stage Stream: 2**

| From Stage \ To Stage | 1 | 2 | 3 |
|---|---|---|---|
| 1 | | 5 | X |
| 2 | 9 | | X |
| 3 | 2 | X | |

**Stage Stream: 3**

| From Stage \ To Stage | 1 | 2 | 3 |
|---|---|---|---|
| 1 | | 5 | X |
| 2 | 7 | | X |
| 3 | 2 | X | |

## Lane Input Data

**Junction: A52/ Bardills Island**

| Lane | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns | Turning Radius (m) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1/1 (A52 East) | U | F | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 1/2 (A52 East) | U | F | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 1/3 (A52 East) | U | F | 2 | 3 | 20.0 | User | 1900 | - | - | - | - | - |
| 2/1 (Garden Centre) | O | | 2 | 3 | 60.0 | User | 1800 | - | - | - | - | - |
| 3/1 (B6003 Toton Lane South) | U | H | 2 | 3 | 16.5 | User | 1900 | - | - | - | - | - |
| 3/2 (B6003 Toton Lane South) | U | H | 2 | 3 | 38.3 | User | 1900 | - | - | - | - | - |
| 3/3 (B6003 Toton Lane South) | U | H | 2 | 3 | 38.3 | User | 1900 | - | - | - | - | - |
| 3/4 (B6003 Toton Lane South) | U | H | 2 | 3 | 12.2 | User | 1900 | - | - | - | - | - |
| 4/1 (A52 West) | U | B | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 4/2 (A52 West) | U | B | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 4/3 (A52 West) | U | B | 2 | 3 | 17.0 | User | 1900 | - | - | - | - | - |
| 5/1 (B6003 Toton Lane North) | U | D | 2 | 3 | 7.0 | User | 1900 | - | - | - | - | - |
| 5/2 (B6003 Toton Lane North) | U | D | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 6/1 (S Circ) | U | G | 2 | 3 | 11.3 | User | 1900 | - | - | - | - | - |
| 6/2 (S Circ) | U | G | 2 | 3 | 11.3 | User | 1900 | - | - | - | - | - |
| 6/3 (S Circ) | U | G | 2 | 3 | 11.3 | User | 1900 | - | - | - | - | - |
| 7/1 (Cut Thru) | U | I | 2 | 3 | 8.9 | User | 1900 | - | - | - | - | - |
| 7/2 (Cut Thru) | U | I | 2 | 3 | 7.3 | User | 1900 | - | - | - | - | - |
| 8/1 (E Circ) | U | E | 2 | 3 | 7.0 | User | 1900 | - | - | - | - | - |
| 8/2 (E Circ) | U | E | 2 | 3 | 7.0 | User | 1900 | - | - | - | - | - |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 9/1 (N Circ) | U | C | 2 | 3 | 7.1 | User | 1900 | - | - | - | - | - |
| 9/2 (N Circ) | U | C | 2 | 3 | 7.1 | User | 1900 | - | - | - | - | - |
| 10/1 (A52 E Exit peds) | U | K | 2 | 3 | 7.5 | User | 1900 | - | - | - | - | - |
| 10/2 (A52 E Exit peds) | U | K | 2 | 3 | 7.5 | User | 1900 | - | - | - | - | - |
| 11/1 (W Circ) | U | A | 1 | 3 | 8.5 | User | 1900 | - | - | - | - | - |
| 11/2 (W Circ) | U | A | 2 | 3 | 8.5 | User | 1900 | - | - | - | - | - |
| 12/1 (A52 West Exit Peds) | U | J | 2 | 3 | 12.2 | User | 1900 | - | - | - | - | - |
| 12/2 (A52 West Exit Peds) | U | J | 2 | 3 | 12.2 | User | 1900 | - | - | - | - | - |
| 12/3 (A52 West Exit Peds) | U | J | 2 | 3 | 12.2 | User | 1900 | - | - | - | - | - |
| 13/1 (B6003 N Exit) | U | | 2 | 3 | 5.0 | Inf | - | - | - | - | - | - |
| 14/1 (B6003 S Exit) | U | | 2 | 3 | 3.5 | Inf | - | - | - | - | - | - |
| 14/2 (B6003 S Exit) | U | | 2 | 3 | 3.5 | Inf | - | - | - | - | - | - |
| 15/1 (GC Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

## Give-Way Lane Input Data

**Junction: A52/ Bardills Island**

| Lane | Movement | Max Flow when Giving Way (PCU/Hr) | Min Flow when Giving Way (PCU/Hr) | Opposing Lane | Opp. Lane Coeff. | Opp. Mvmnts. | Right Turn Storage (PCU) | Non-Blocking Storage (PCU) | RTF | Right Turn Move up (s) | Max Turns in Intergreen (PCU) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 2/1 (Garden Centre) | 6/1 (Left) | 1000 | 0 | 1/1 | 1.00 | All | - | - | - | - | - |
| | | | | 8/1 | 1.00 | All | | | | | |
| | 6/2 (Left) | 1000 | 0 | 1/1 | 1.00 | All | | | | | |
| | | | | 1/2 | 1.00 | All | | | | | |
| | | | | 8/1 | 1.00 | All | | | | | |
| | | | | 8/2 | 1.00 | All | | | | | |
| | 6/3 (Left) | 1000 | 0 | 8/1 | 1.00 | All | | | | | |
| | | | | 8/2 | 1.00 | All | | | | | |
| | | | | 1/1 | 1.00 | All | | | | | |
| | | | | 1/2 | 1.00 | All | | | | | |
| | | | | 1/3 | 1.00 | All | | | | | |

## Lane Connector Input Data

Detailed Input Data And Results

| Junction: A52/ Bardills Island | | | | |
|---|---|---|---|---|
| **Org Lane** | **Dest Lane** | **Junction** | **Mean Cruise Time** | **Platoon Dispersion** |
| 1/1 | 6/1 | Internal | 7 | 35 |
| 1/1 | 15/1 | Internal | 5 | 35 |
| 1/2 | 6/2 | Internal | 7 | 35 |
| 1/3 | 6/3 | Internal | 7 | 35 |
| 2/1 | 6/1 | Internal | 5 | 35 |
| 2/1 | 6/2 | Internal | 5 | 35 |
| 2/1 | 6/3 | Internal | 5 | 35 |
| 3/1 | 12/1 | Internal | 5 | 35 |
| 3/2 | 12/2 | Internal | 5 | 35 |
| 3/2 | 12/3 | Internal | 5 | 35 |
| 3/3 | 11/1 | Internal | 5 | 35 |
| 3/4 | 11/2 | Internal | 5 | 35 |
| 4/1 | 9/1 | Internal | 4 | 35 |
| 4/1 | 13/1 | Internal | 3 | N/A |
| 4/2 | 9/2 | Internal | 4 | 35 |
| 4/3 | 7/1 | Internal | 7 | 35 |
| 4/3 | 7/2 | Internal | 6 | 35 |
| 5/1 | 8/1 | Internal | 4 | 35 |
| 5/1 | 10/1 | Internal | 4 | 35 |
| 5/1 | 10/2 | Internal | 4 | 35 |
| 5/2 | 8/2 | Internal | 4 | 35 |
| 6/1 | 12/1 | Internal | 7 | 35 |
| 6/1 | 14/1 | Internal | 2 | N/A |
| 6/1 | 14/2 | Internal | 2 | N/A |
| 6/2 | 12/2 | Internal | 7 | 35 |
| 6/3 | 11/1 | Internal | 6 | 35 |
| 6/3 | 11/2 | Internal | 6 | 35 |
| 6/3 | 12/3 | Internal | 7 | 35 |
| 7/1 | 14/1 | Internal | 2 | N/A |
| 7/2 | 14/2 | Internal | 2 | N/A |
| 8/1 | 6/1 | Internal | 6 | 35 |
| 8/1 | 15/1 | Internal | 5 | 35 |
| 8/2 | 6/2 | Internal | 6 | 35 |
| 8/2 | 6/3 | Internal | 6 | 35 |
| 9/1 | 10/1 | Internal | 4 | 35 |
| 9/2 | 8/1 | Internal | 4 | 35 |
| 9/2 | 10/2 | Internal | 4 | 35 |

| | | | | |
|---|---|---|---|---|
| 11/1 | 9/1 | Internal | 4 | 35 |
| 11/1 | 13/1 | Internal | 3 | N/A |
| 11/2 | 9/2 | Internal | 4 | 35 |

**Scenario 1: 'Scenario 4'** (FG1: '2026 Reference Case AM', Plan 2: 'Network Control Plan 2')
## Lane Saturation Flows

**Junction: A52/ Bardills Island**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (A52 East Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/2 (A52 East Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/3 (A52 East Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 2/1 (Garden Centre Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| 3/1 (B6003 Toton Lane South Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (B6003 Toton Lane South Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (B6003 Toton Lane South Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (B6003 Toton Lane South Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (A52 West Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (A52 West Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (A52 West Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (B6003 Toton Lane North Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/2 (B6003 Toton Lane North Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/1 (S Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/2 (S Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/3 (S Circ Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/1 (Cut Thru Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (Cut Thru Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/1 (E Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/2 (E Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/1 (N Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/2 (N Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 10/1 (A52 E Exit peds Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 10/2<br>(A52 E Exit peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/1<br>(W Circ Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(W Circ Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(A52 West Exit Peds Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/2<br>(A52 West Exit Peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/3<br>(A52 West Exit Peds Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 13/1<br>(B6003 N Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(B6003 S Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/2<br>(B6003 S Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(GC Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 2: 'Scenario 4'** (FG2: '2026 Reference Case PM', Plan 2: 'Network Control Plan 2')

## Lane Saturation Flows

**Junction: A52/ Bardills Island**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (A52 East Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/2 (A52 East Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/3 (A52 East Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 2/1 (Garden Centre Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| 3/1 (B6003 Toton Lane South Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (B6003 Toton Lane South Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (B6003 Toton Lane South Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (B6003 Toton Lane South Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (A52 West Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (A52 West Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (A52 West Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (B6003 Toton Lane North Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/2 (B6003 Toton Lane North Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/1 (S Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/2 (S Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/3 (S Circ Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/1 (Cut Thru Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (Cut Thru Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/1 (E Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/2 (E Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/1 (N Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/2 (N Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 10/1 (A52 E Exit peds Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 10/2<br>(A52 E Exit peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/1<br>(W Circ Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(W Circ Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(A52 West Exit Peds Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/2<br>(A52 West Exit Peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/3<br>(A52 West Exit Peds Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 13/1<br>(B6003 N Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(B6003 S Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/2<br>(B6003 S Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(GC Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 3: 'Scenario 4'** (FG3: '2026 AM Do Something', Plan 2: 'Network Control Plan 2')

## Lane Saturation Flows

**Junction: A52/ Bardills Island**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (A52 East Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/2 (A52 East Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/3 (A52 East Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 2/1 (Garden Centre Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| 3/1 (B6003 Toton Lane South Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (B6003 Toton Lane South Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (B6003 Toton Lane South Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (B6003 Toton Lane South Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (A52 West Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (A52 West Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (A52 West Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (B6003 Toton Lane North Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/2 (B6003 Toton Lane North Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/1 (S Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/2 (S Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/3 (S Circ Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/1 (Cut Thru Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (Cut Thru Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/1 (E Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/2 (E Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/1 (N Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/2 (N Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 10/1 (A52 E Exit peds Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 10/2<br>(A52 E Exit peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/1<br>(W Circ Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(W Circ Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(A52 West Exit Peds Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/2<br>(A52 West Exit Peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/3<br>(A52 West Exit Peds Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 13/1<br>(B6003 N Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(B6003 S Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/2<br>(B6003 S Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(GC Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 4: 'Scenario 4'** (FG4: '2026 PM Do Something', Plan 2: 'Network Control Plan 2')

## Lane Saturation Flows

**Junction: A52/ Bardills Island**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (A52 East Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/2 (A52 East Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/3 (A52 East Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 2/1 (Garden Centre Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| 3/1 (B6003 Toton Lane South Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (B6003 Toton Lane South Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (B6003 Toton Lane South Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (B6003 Toton Lane South Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (A52 West Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (A52 West Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (A52 West Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (B6003 Toton Lane North Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/2 (B6003 Toton Lane North Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/1 (S Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/2 (S Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/3 (S Circ Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/1 (Cut Thru Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (Cut Thru Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/1 (E Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/2 (E Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/1 (N Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/2 (N Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 10/1 (A52 E Exit peds Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 10/2<br>(A52 E Exit peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/1<br>(W Circ Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(W Circ Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(A52 West Exit Peds Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/2<br>(A52 West Exit Peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/3<br>(A52 West Exit Peds Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 13/1<br>(B6003 N Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(B6003 S Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/2<br>(B6003 S Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(GC Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 5: 'Scenario 4'** (FG5: '2041 Reference Case AM', Plan 2: 'Network Control Plan 2')

## Lane Saturation Flows

**Junction: A52/ Bardills Island**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (A52 East Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/2 (A52 East Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/3 (A52 East Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 2/1 (Garden Centre Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| 3/1 (B6003 Toton Lane South Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (B6003 Toton Lane South Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (B6003 Toton Lane South Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (B6003 Toton Lane South Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (A52 West Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (A52 West Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (A52 West Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (B6003 Toton Lane North Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/2 (B6003 Toton Lane North Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/1 (S Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/2 (S Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/3 (S Circ Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/1 (Cut Thru Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (Cut Thru Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/1 (E Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/2 (E Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/1 (N Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/2 (N Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 10/1 (A52 E Exit peds Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 10/2<br>(A52 E Exit peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/1<br>(W Circ Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(W Circ Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(A52 West Exit Peds Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/2<br>(A52 West Exit Peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/3<br>(A52 West Exit Peds Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 13/1<br>(B6003 N Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(B6003 S Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/2<br>(B6003 S Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(GC Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 6: 'Scenario 4'** (FG6: '2041 Reference Case PM', Plan 2: 'Network Control Plan 2')

## Lane Saturation Flows

**Junction: A52/ Bardills Island**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (A52 East Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/2 (A52 East Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/3 (A52 East Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 2/1 (Garden Centre Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| 3/1 (B6003 Toton Lane South Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (B6003 Toton Lane South Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (B6003 Toton Lane South Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (B6003 Toton Lane South Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (A52 West Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (A52 West Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (A52 West Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (B6003 Toton Lane North Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/2 (B6003 Toton Lane North Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/1 (S Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/2 (S Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/3 (S Circ Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/1 (Cut Thru Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (Cut Thru Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/1 (E Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/2 (E Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/1 (N Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/2 (N Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 10/1 (A52 E Exit peds Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 10/2<br>(A52 E Exit peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/1<br>(W Circ Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(W Circ Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(A52 West Exit Peds Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/2<br>(A52 West Exit Peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/3<br>(A52 West Exit Peds Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 13/1<br>(B6003 N Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(B6003 S Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/2<br>(B6003 S Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(GC Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 7: 'Scenario 4'** (FG7: '2041 Do Something AM', Plan 2: 'Network Control Plan 2')

## Lane Saturation Flows

**Junction: A52/ Bardills Island**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (A52 East Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/2 (A52 East Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/3 (A52 East Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 2/1 (Garden Centre Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| 3/1 (B6003 Toton Lane South Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (B6003 Toton Lane South Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (B6003 Toton Lane South Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (B6003 Toton Lane South Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (A52 West Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (A52 West Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (A52 West Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (B6003 Toton Lane North Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/2 (B6003 Toton Lane North Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/1 (S Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/2 (S Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/3 (S Circ Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/1 (Cut Thru Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (Cut Thru Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/1 (E Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/2 (E Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/1 (N Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/2 (N Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 10/1 (A52 E Exit peds Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 10/2<br>(A52 E Exit peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/1<br>(W Circ Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(W Circ Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(A52 West Exit Peds Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/2<br>(A52 West Exit Peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/3<br>(A52 West Exit Peds Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 13/1<br>(B6003 N Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(B6003 S Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/2<br>(B6003 S Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(GC Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 8: 'Scenario 4'** (FG8: '2041 Do Something PM', Plan 2: 'Network Control Plan 2')

## Lane Saturation Flows

**Junction: A52/ Bardills Island**

| Lane | Lane Width (m) | Gradient | Nearside Lane | Allowed Turns | Turning Radius (m) | Turning Prop. | Sat Flow (PCU/Hr) | Flared Sat Flow (PCU/Hr) |
|---|---|---|---|---|---|---|---|---|
| 1/1 (A52 East Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/2 (A52 East Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 1/3 (A52 East Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 2/1 (Garden Centre Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1800 | 1800 |
| 3/1 (B6003 Toton Lane South Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (B6003 Toton Lane South Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (B6003 Toton Lane South Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (B6003 Toton Lane South Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (A52 West Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (A52 West Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (A52 West Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (B6003 Toton Lane North Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/2 (B6003 Toton Lane North Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/1 (S Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/2 (S Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 6/3 (S Circ Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/1 (Cut Thru Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (Cut Thru Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/1 (E Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 8/2 (E Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/1 (N Circ Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 9/2 (N Circ Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 10/1 (A52 E Exit peds Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 10/2<br>(A52 E Exit peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/1<br>(W Circ Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(W Circ Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(A52 West Exit Peds Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/2<br>(A52 West Exit Peds Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/3<br>(A52 West Exit Peds Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 13/1<br>(B6003 N Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(B6003 S Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 14/2<br>(B6003 S Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(GC Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

## Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|---|---|---|---|---|
| 1: '2026 Reference Case AM' | 08:00 | 09:00 | 01:00 | |
| 2: '2026 Reference Case PM' | 17:00 | 18:00 | 01:00 | |
| 3: '2026 AM Do Something' | 08:00 | 09:00 | 01:00 | |
| 4: '2026 PM Do Something' | 17:00 | 18:00 | 01:00 | |
| 5: '2041 Reference Case AM' | 08:00 | 09:00 | 01:00 | |
| 6: '2041 Reference Case PM' | 17:00 | 18:00 | 01:00 | |
| 7: '2041 Do Something AM' | 08:00 | 09:00 | 01:00 | |
| 8: '2041 Do Something PM' | 17:00 | 18:00 | 01:00 | |

## Traffic Flows, Desired

### FG1: '2026 Reference Case AM'

**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 191 | 1523 | 608 | 5 | 2327 |
| | B | 245 | 0 | 101 | 268 | 2 | 616 |
| | C | 1366 | 74 | 0 | 260 | 3 | 1703 |
| | D | 469 | 232 | 215 | 0 | 0 | 916 |
| | E | 1 | 0 | 1 | 1 | 0 | 3 |
| | Tot. | 2081 | 497 | 1840 | 1137 | 10 | 5565 |

### FG2: '2026 Reference Case PM'

**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 264 | 1426 | 475 | 0 | 2165 |
| | B | 211 | 0 | 90 | 290 | 0 | 591 |
| | C | 1018 | 83 | 0 | 267 | 0 | 1368 |
| | D | 520 | 309 | 255 | 0 | 1 | 1085 |
| | E | 2 | 4 | 0 | 1 | 0 | 7 |
| | Tot. | 1751 | 660 | 1771 | 1033 | 1 | 5216 |

### FG3: '2026 AM Do Something'

**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 190 | 1396 | 678 | 5 | 2269 |
| | B | 257 | 0 | 120 | 238 | 2 | 617 |
| | C | 1369 | 91 | 0 | 173 | 3 | 1636 |
| | D | 547 | 237 | 10 | 0 | 0 | 794 |
| | E | 1 | 0 | 1 | 1 | 0 | 3 |
| | Tot. | 2174 | 518 | 1527 | 1090 | 10 | 5319 |

**FG4: '2026 PM Do Something'**
**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 247 | 1331 | 728 | 0 | 2306 |
| | B | 195 | 0 | 89 | 349 | 0 | 633 |
| | C | 942 | 141 | 0 | 90 | 0 | 1173 |
| | D | 579 | 375 | 117 | 0 | 1 | 1072 |
| | E | 2 | 4 | 0 | 1 | 0 | 7 |
| | Tot. | 1718 | 767 | 1537 | 1168 | 1 | 5191 |

**FG5: '2041 Reference Case AM'**
**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 234 | 1520 | 679 | 5 | 2438 |
| | B | 295 | 0 | 107 | 213 | 2 | 617 |
| | C | 1626 | 80 | 0 | 146 | 3 | 1855 |
| | D | 645 | 239 | 187 | 0 | 0 | 1071 |
| | E | 1 | 0 | 1 | 1 | 0 | 3 |
| | Tot. | 2567 | 553 | 1815 | 1039 | 10 | 5984 |

**FG6: '2041 Reference Case PM'**
**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 459 | 1476 | 585 | 0 | 2520 |
| | B | 204 | 0 | 103 | 289 | 0 | 596 |
| | C | 992 | 80 | 0 | 268 | 0 | 1340 |
| | D | 609 | 371 | 261 | 0 | 1 | 1242 |
| | E | 2 | 4 | 0 | 1 | 0 | 7 |
| | Tot. | 1807 | 914 | 1840 | 1143 | 1 | 5705 |

**FG7: '2041 Do Something AM'**
**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 220 | 1332 | 808 | 5 | 2365 |
| | B | 300 | 0 | 150 | 199 | 2 | 651 |
| | C | 1762 | 120 | 0 | 118 | 3 | 2003 |
| | D | 760 | 261 | 64 | 0 | 0 | 1085 |
| | E | 1 | 0 | 1 | 1 | 0 | 3 |
| | Tot. | 2823 | 601 | 1547 | 1126 | 10 | 6107 |

**FG8: '2041 Do Something PM'**
**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 401 | 1389 | 909 | 0 | 2699 |
| | B | 195 | 0 | 131 | 306 | 0 | 632 |
| | C | 992 | 201 | 0 | 72 | 0 | 1265 |
| | D | 563 | 344 | 85 | 0 | 1 | 993 |
| | E | 2 | 4 | 0 | 1 | 0 | 7 |
| | Tot. | 1752 | 950 | 1605 | 1288 | 1 | 5596 |

**Scenario 1: 'Scenario 4'** (FG1: '2026 Reference Case AM', Plan 2: 'Network Control Plan 2')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 191 | 1523 | 608 | 5 | 2327 |
| | B | 245 | 0 | 101 | 268 | 2 | 616 |
| | C | 1366 | 74 | 0 | 260 | 3 | 1703 |
| | D | 469 | 232 | 215 | 0 | 0 | 916 |
| | E | 1 | 0 | 1 | 1 | 0 | 3 |
| | Tot. | 2081 | 497 | 1840 | 1137 | 10 | 5565 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 2: 'Scenario 4'** (FG2: '2026 Reference Case PM', Plan 2: 'Network Control Plan 2')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 264 | 1426 | 475 | 0 | 2165 |
| | B | 211 | 0 | 90 | 290 | 0 | 591 |
| | C | 1018 | 83 | 0 | 267 | 0 | 1368 |
| | D | 520 | 309 | 255 | 0 | 1 | 1085 |
| | E | 2 | 4 | 0 | 1 | 0 | 7 |
| | Tot. | 1751 | 660 | 1771 | 1033 | 1 | 5216 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 3: 'Scenario 4'** (FG3: '2026 AM Do Something', Plan 2: 'Network Control Plan 2')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 190 | 1396 | 678 | 5 | 2269 |
| | B | 257 | 0 | 120 | 238 | 2 | 617 |
| | C | 1369 | 91 | 0 | 173 | 3 | 1636 |
| | D | 547 | 237 | 10 | 0 | 0 | 794 |
| | E | 1 | 0 | 1 | 1 | 0 | 3 |
| | Tot. | 2174 | 518 | 1527 | 1090 | 10 | 5319 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 4: 'Scenario 4'** (FG4: '2026 PM Do Something', Plan 2: 'Network Control Plan 2')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 247 | 1331 | 728 | 0 | 2306 |
| | B | 195 | 0 | 89 | 349 | 0 | 633 |
| | C | 942 | 141 | 0 | 90 | 0 | 1173 |
| | D | 579 | 375 | 117 | 0 | 1 | 1072 |
| | E | 2 | 4 | 0 | 1 | 0 | 7 |
| | Tot. | 1718 | 767 | 1537 | 1168 | 1 | 5191 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 5: 'Scenario 4'** (FG5: '2041 Reference Case AM', Plan 2: 'Network Control Plan 2')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 234 | 1520 | 679 | 5 | 2438 |
| | B | 295 | 0 | 107 | 213 | 2 | 617 |
| | C | 1626 | 80 | 0 | 146 | 3 | 1855 |
| | D | 645 | 239 | 187 | 0 | 0 | 1071 |
| | E | 1 | 0 | 1 | 1 | 0 | 3 |
| | Tot. | 2567 | 553 | 1815 | 1039 | 10 | 5984 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 6: 'Scenario 4'** (FG6: '2041 Reference Case PM', Plan 2: 'Network Control Plan 2')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 459 | 1476 | 585 | 0 | 2520 |
| | B | 204 | 0 | 103 | 289 | 0 | 596 |
| | C | 992 | 80 | 0 | 268 | 0 | 1340 |
| | D | 609 | 371 | 261 | 0 | 1 | 1242 |
| | E | 2 | 4 | 0 | 1 | 0 | 7 |
| | Tot. | 1807 | 914 | 1840 | 1143 | 1 | 5705 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 7: 'Scenario 4'** (FG7: '2041 Do Something AM', Plan 2: 'Network Control Plan 2')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 220 | 1332 | 808 | 5 | 2365 |
| | B | 300 | 0 | 150 | 199 | 2 | 651 |
| | C | 1762 | 120 | 0 | 118 | 3 | 2003 |
| | D | 760 | 261 | 64 | 0 | 0 | 1085 |
| | E | 1 | 0 | 1 | 1 | 0 | 3 |
| | Tot. | 2823 | 601 | 1547 | 1126 | 10 | 6107 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 8: 'Scenario 4'** (FG8: '2041 Do Something PM', Plan 2: 'Network Control Plan 2')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 401 | 1389 | 909 | 0 | 2699 |
| | B | 195 | 0 | 131 | 306 | 0 | 632 |
| | C | 992 | 201 | 0 | 72 | 0 | 1265 |
| | D | 563 | 344 | 85 | 0 | 1 | 993 |
| | E | 2 | 4 | 0 | 1 | 0 | 7 |
| | Tot. | 1752 | 950 | 1605 | 1288 | 1 | 5596 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

## Traffic Lane Flows

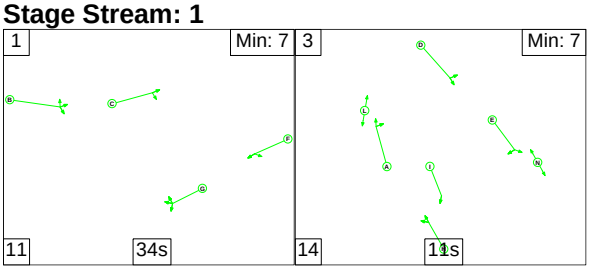
| Lane | Scenario 1: Scenario 4 | Scenario 2: Scenario 4 | Scenario 3: Scenario 4 | Scenario 4: Scenario 4 | Scenario 5: Scenario 4 | Scenario 6: Scenario 4 |
|---|---|---|---|---|---|---|
| **Junction: A52/ Bardills Island** | | | | | | |
| 1/1 | 384 | 292 | 374 | 123 | 462 | 273 |
| 1/2 (with short) | 1319(In) 659(Out) | 1076(In) 534(Out) | 1262(In) 631(Out) | 1050(In) 517(Out) | 1393(In) 697(Out) | 1067(In) 529(Out) |
| 1/3 (short) | 660 | 542 | 631 | 533 | 696 | 538 |
| 2/1 | 3 | 7 | 3 | 7 | 3 | 7 |
| 3/1 (short) | 237 | 257 | 268 | 288 | 325 | 266 |
| 3/2 (with short) | 469(In) 232(Out) | 520(In) 263(Out) | 547(In) 279(Out) | 579(In) 291(Out) | 645(In) 320(Out) | 609(In) 343(Out) |
| 3/3 (with short) | 447(In) 330(Out) | 565(In) 359(Out) | 247(In) 245(Out) | 493(In) 378(Out) | 426(In) 328(Out) | 633(In) 409(Out) |
| 3/4 (short) | 117 | 206 | 2 | 115 | 98 | 224 |
| 4/1 | 904 | 858 | 786 | 788 | 889 | 995 |
| 4/2 (with short) | 1423(In) 815(Out) | 1307(In) 832(Out) | 1483(In) 805(Out) | 1518(In) 790(Out) | 1549(In) 870(Out) | 1525(In) 940(Out) |
| 4/3 (short) | 608 | 475 | 678 | 728 | 679 | 585 |
| 5/1 (short) | 371 | 380 | 360 | 438 | 324 | 392 |
| 5/2 (with short) | 616(In) 245(Out) | 591(In) 211(Out) | 617(In) 257(Out) | 633(In) 195(Out) | 617(In) 293(Out) | 596(In) 204(Out) |
| 6/1 | 650 | 583 | 610 | 473 | 675 | 563 |
| 6/2 | 783 | 643 | 760 | 620 | 861 | 635 |
| 6/3 | 783 | 650 | 761 | 631 | 827 | 642 |
| 7/1 | 313 | 247 | 348 | 373 | 349 | 302 |
| 7/2 | 295 | 228 | 330 | 355 | 330 | 283 |
| 8/1 | 275 | 291 | 245 | 350 | 222 | 290 |
| 8/2 | 245 | 211 | 257 | 195 | 293 | 204 |
| 9/1 | 812 | 644 | 605 | 544 | 745 | 574 |
| 9/2 | 932 | 1038 | 807 | 905 | 968 | 1164 |
| 10/1 | 873 | 707 | 683 | 601 | 814 | 663 |
| 10/2 | 967 | 1064 | 844 | 936 | 1001 | 1177 |
| 11/1 | 405 | 446 | 337 | 523 | 409 | 493 |
| 11/2 | 117 | 206 | 2 | 115 | 98 | 224 |
| 12/1 | 358 | 282 | 466 | 321 | 640 | 271 |
| 12/2 | 857 | 745 | 873 | 721 | 964 | 759 |
| 12/3 | 866 | 724 | 835 | 676 | 963 | 777 |
| 13/1 | 497 | 660 | 518 | 767 | 553 | 914 |
| 14/1 | 577 | 525 | 553 | 592 | 528 | 580 |
| 14/2 | 560 | 508 | 537 | 576 | 511 | 563 |
| 15/1 | 10 | 1 | 10 | 1 | 10 | 1 |

| Lane | Scenario 7: Scenario 4 | Scenario 8: Scenario 4 |
|---|---|---|
| **Junction: A52/ Bardills Island** | | |
| 1/1 | 509 | 180 |
| 1/2 (with short) | 1494(In) 747(Out) | 1085(In) 532(Out) |
| 1/3 (short) | 747 | 553 |
| 2/1 | 3 | 7 |
| 3/1 (short) | 382 | 237 |
| 3/2 (with short) | 760(In) 378(Out) | 563(In) 326(Out) |
| 3/3 (with short) | 325(In) 295(Out) | 430(In) 355(Out) |
| 3/4 (short) | 30 | 75 |
| 4/1 | 787 | 942 |
| 4/2 (with short) | 1578(In) 770(Out) | 1757(In) 848(Out) |
| 4/3 (short) | 808 | 909 |
| 5/1 (short) | 351 | 437 |
| 5/2 (with short) | 651(In) 300(Out) | 632(In) 195(Out) |
| 6/1 | 706 | 487 |
| 6/2 | 897 | 634 |
| 6/3 | 899 | 652 |
| 7/1 | 414 | 459 |
| 7/2 | 394 | 450 |
| 8/1 | 206 | 307 |
| 8/2 | 300 | 195 |
| 9/1 | 602 | 552 |
| 9/2 | 800 | 923 |
| 10/1 | 694 | 635 |
| 10/2 | 853 | 970 |
| 11/1 | 416 | 560 |
| 11/2 | 30 | 75 |
| 12/1 | 770 | 345 |
| 12/2 | 1101 | 727 |
| 12/3 | 952 | 680 |
| 13/1 | 601 | 950 |
| 14/1 | 572 | 648 |
| 14/2 | 554 | 640 |
| 15/1 | 10 | 1 |

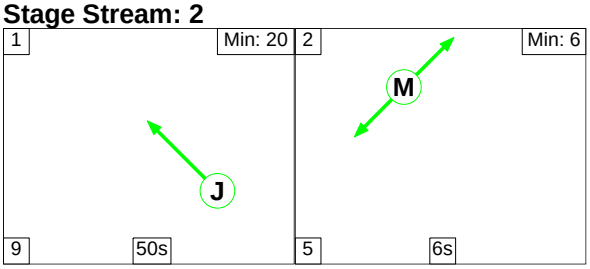
**Scenario 1: 'Scenario 4'** (FG1: '2026 Reference Case AM', Plan 2: 'Network Control Plan 2')

## Stage Sequence Diagram

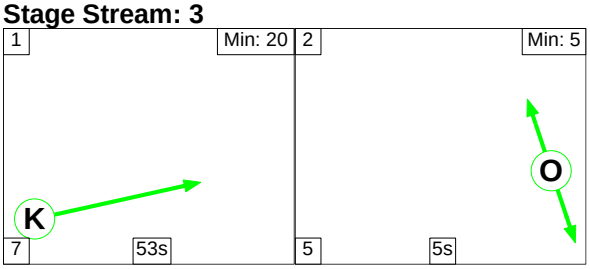
### Stage Stream: 1




### Stage Stream: 2




### Stage Stream: 3




## Stage Timings

### Stage Stream: 1

| Stage | 1 | 3 |
|---|---|---|
| Duration | 34 | 11 |
| Change Point | 62 | 37 |

### Stage Stream: 2

| Stage | 1 | 2 |
|---|---|---|
| Duration | 50 | 6 |
| Change Point | 61 | 50 |

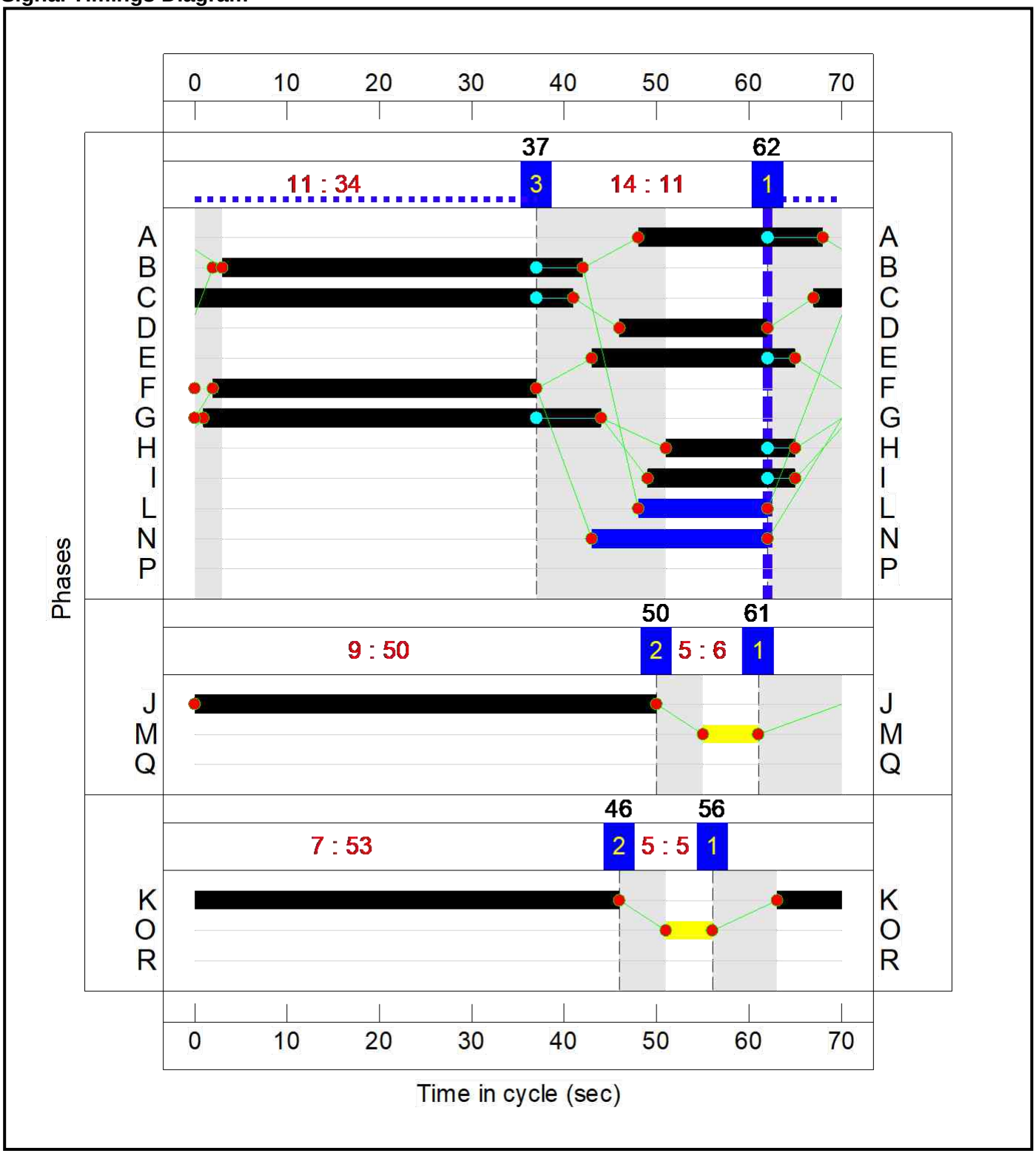
### Stage Stream: 3

| Stage | 1 | 2 |
|---|---|---|
| Duration | 53 | 5 |
| Change Point | 56 | 46 |

## Phase Timings

| Phase Name | Description | Phase | Stage Stream | Green Period 1 | | |
|---|---|---|---|---|---|---|
| | | | | Total Green | Start Time | End Time |
| A | W Circ Right Ahead | Traffic | 1 | 20 | 48 | 68 |
| B | A52 West Right Ahead Left | Traffic | 1 | 39 | 3 | 42 |
| C | N Circ Right Ahead | Traffic | 1 | 44 | 67 | 41 |
| D | B6003 Toton Lane North Ahead Left | Traffic | 1 | 16 | 46 | 62 |
| E | E Circ Right Ahead | Traffic | 1 | 22 | 43 | 65 |
| F | A52 East Ahead Left | Traffic | 1 | 35 | 2 | 37 |
| G | S Circ Right Ahead Left (25) | Traffic | 1 | 43 | 1 | 44 |
| H | B6003 Toton Lane South Ahead Left (21) | Traffic | 1 | 14 | 51 | 65 |
| I | Cut Thru Ahead (29) | Traffic | 1 | 16 | 49 | 65 |
| J | A52 West Exit Peds | Traffic | 2 | 50 | 0 | 50 |
| K | A52 E Exit peds | Traffic | 3 | 53 | 63 | 46 |
| L | Pedestrians across | Pedestrian | 1 | 14 | 48 | 62 |
| M | Pedestrians across | Pedestrian | 2 | 6 | 55 | 61 |
| N | Pedestrians across | Pedestrian | 1 | 19 | 43 | 62 |
| O | Pedestrians across | Pedestrian | 3 | 5 | 51 | 56 |
| P | Dummy | Dummy | 1 | | | |
| Q | Dummy | Dummy | 2 | | | |
| R | Dummy | Dummy | 3 | | | |

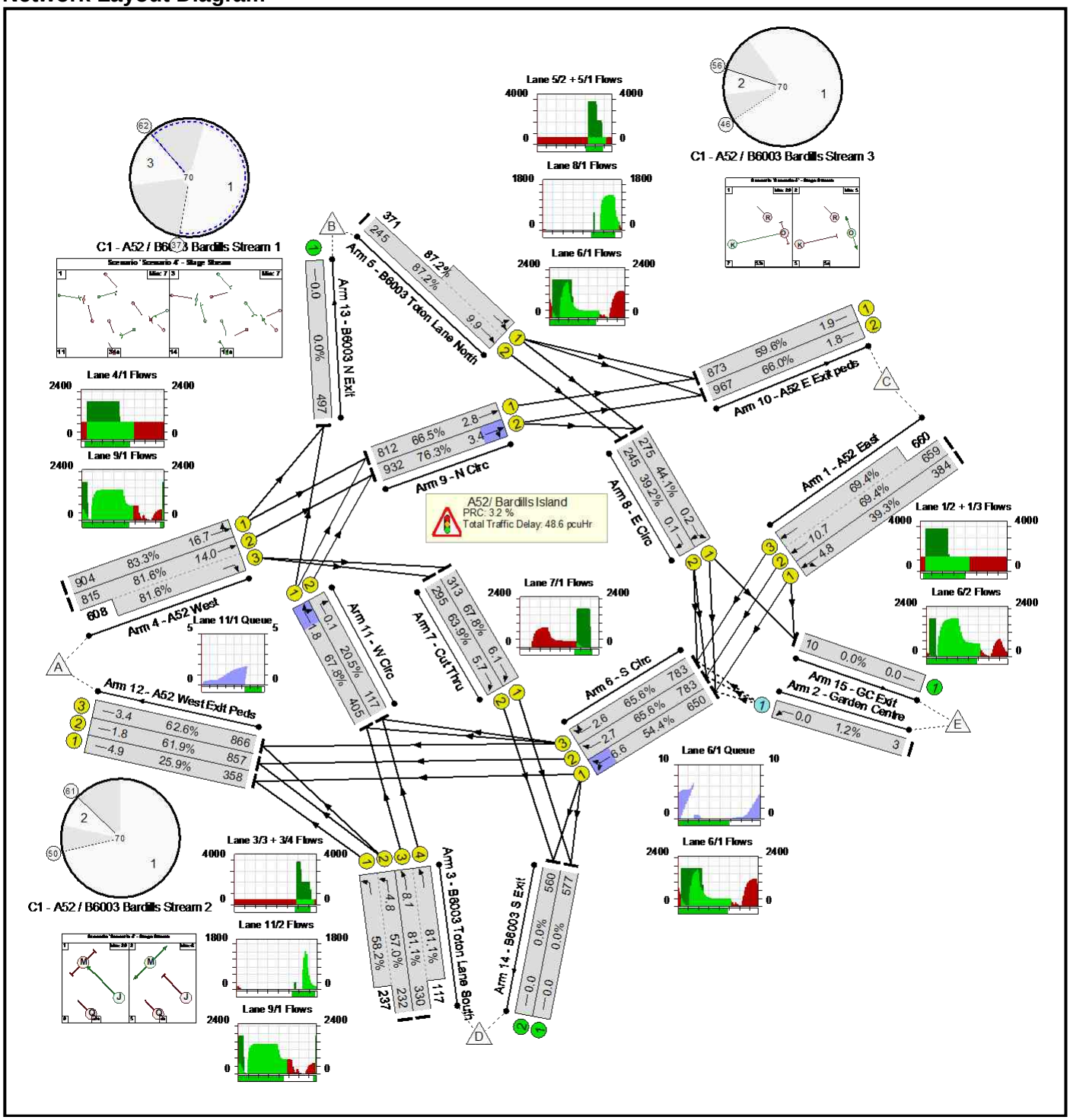
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52/ Bardills Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 1/1 | A52 East Ahead Left | U | F | 2 | 37 |
| 1/2 | A52 East Ahead | U | F | 2 | 37 |
| 1/3 | A52 East Ahead | U | F | 2 | 37 |
| 3/1 | B6003 Toton Lane South Left | U | H | 51 | 65 |
| 3/2 | B6003 Toton Lane South Left | U | H | 51 | 65 |
| 3/3 | B6003 Toton Lane South Ahead | U | H | 51 | 65 |
| 3/4 | B6003 Toton Lane South Ahead | U | H | 51 | 65 |
| 4/1 | A52 West Ahead Left | U | B | 3 | 42 |
| 4/2 | A52 West Ahead | U | B | 3 | 42 |
| 4/3 | A52 West Right | U | B | 3 | 42 |
| 5/1 | B6003 Toton Lane North Ahead Left | U | D | 46 | 62 |
| 5/2 | B6003 Toton Lane North Ahead | U | D | 46 | 62 |
| 6/1 | S Circ Ahead Left | U | G | 1 | 44 |
| 6/2 | S Circ Ahead | U | G | 1 | 44 |
| 6/3 | S Circ Right Ahead | U | G | 1 | 44 |
| 7/1 | Cut Thru Ahead | U | I | 49 | 65 |
| 7/2 | Cut Thru Ahead | U | I | 49 | 65 |
| 8/1 | E Circ Right Ahead | U | E | 43 | 65 |
| 8/2 | E Circ Right | U | E | 43 | 65 |
| 9/1 | N Circ Ahead | U | C | 67 | 41 |
| 9/2 | N Circ Right Ahead | U | C | 67 | 41 |
| 10/1 | A52 E Exit peds | U | K | 63 | 46 |
| 10/2 | A52 E Exit peds | U | K | 63 | 46 |
| 11/1 | W Circ Right Ahead | U | A | 48 | 68 |
| 11/2 | W Circ Right | U | A | 48 | 68 |
| 12/1 | A52 West Exit Peds | U | J | 0 | 50 |
| 12/2 | A52 West Exit Peds | U | J | 0 | 50 |
| 12/3 | A52 West Exit Peds | U | J | 0 | 50 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **87.2%** |
| **A52/ Bardills Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **87.2%** |
| 1/1 | A52 East Ahead Left | U | 1 | N/A | F | | 1 | 35 | - | - | 384 | 1900 | 977 | 39.3% |
| 1/2+1/3 | A52 East Ahead | U | 1 | N/A | F | | 1 | 35 | - | - | 1319 | 1900:1900 | 949+951 | 69.4 : 69.4% |
| 2/1 | Garden Centre Left | O | N/A | N/A | - | | - | - | - | - | 3 | 1800 | 245 | 1.2% |
| 3/2+3/1 | B6003 Toton Lane South Left | U | 1 | N/A | H | | 1 | 14 | - | - | 469 | 1900:1900 | 407+407 | 57.0 : 58.2% |
| 3/3+3/4 | B6003 Toton Lane South Ahead | U | 1 | N/A | H | | 1 | 14 | - | - | 447 | 1900:1900 | 407+144 | 81.1 : 81.1% |
| 4/1 | A52 West Ahead Left | U | 1 | N/A | B | | 1 | 39 | - | - | 904 | 1900 | 1086 | 83.3% |
| 4/2+4/3 | A52 West Right Ahead | U | 1 | N/A | B | | 1 | 39 | - | - | 1423 | 1900:1900 | 999+745 | 81.6 : 81.6% |
| 5/2+5/1 | B6003 Toton Lane North Ahead Left | U | 1 | N/A | D | | 1 | 16 | - | - | 616 | 1900:1900 | 281+425 | 87.2 : 87.2% |
| 6/1 | S Circ Ahead Left | U | 1 | N/A | G | | 1 | 43 | - | - | 650 | 1900 | 1194 | 54.4% |
| 6/2 | S Circ Ahead | U | 1 | N/A | G | | 1 | 43 | - | - | 783 | 1900 | 1194 | 65.6% |
| 6/3 | S Circ Right Ahead | U | 1 | N/A | G | | 1 | 43 | - | - | 783 | 1900 | 1194 | 65.6% |
| 7/1 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 16 | - | - | 313 | 1900 | 461 | 67.8% |
| 7/2 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 16 | - | - | 295 | 1900 | 461 | 63.9% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/1 | E Circ Right Ahead | U | 1 | N/A | E | | 1 | 22 | - | - | 275 | 1900 | 624 | 44.1% |
| 8/2 | E Circ Right | U | 1 | N/A | E | | 1 | 22 | - | - | 245 | 1900 | 624 | 39.2% |
| 9/1 | N Circ Ahead | U | 1 | N/A | C | | 1 | 44 | - | - | 812 | 1900 | 1221 | 66.5% |
| 9/2 | N Circ Right Ahead | U | 1 | N/A | C | | 1 | 44 | - | - | 932 | 1900 | 1221 | 76.3% |
| 10/1 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 873 | 1900 | 1466 | 59.6% |
| 10/2 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 967 | 1900 | 1466 | 66.0% |
| 11/1 | W Circ Right Ahead | U | 1 | N/A | A | | 1 | 20 | - | - | 405 | 1900 | 597 | 67.8% |
| 11/2 | W Circ Right | U | 1 | N/A | A | | 1 | 20 | - | - | 117 | 1900 | 570 | 20.5% |
| 12/1 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 358 | 1900 | 1384 | 25.9% |
| 12/2 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 857 | 1900 | 1384 | 61.9% |
| 12/3 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 866 | 1900 | 1384 | 62.6% |
| 13/1 | B6003 N Exit | U | N/A | N/A | - | | - | - | - | - | 497 | Inf | Inf | 0.0% |
| 14/1 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 577 | Inf | Inf | 0.0% |
| 14/2 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 560 | Inf | Inf | 0.0% |
| 15/1 | GC Exit | U | N/A | N/A | - | | - | - | - | - | 10 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **1** | **2** | **0** | **34.7** | **13.9** | **0.0** | **48.6** | **-** | **-** | **-** | **-** | **Network: A52 / Bardills Island** |
| **A52/ Bardills Island** | **-** | **-** | **1** | **2** | **0** | **34.7** | **13.9** | **0.0** | **48.6** | **-** | **-** | **-** | **-** | **A52/ Bardills Island** |
| 1/1 | 384 | 384 | - | - | - | 1.1 | 0.3 | - | 1.4 | 13.4 | 4.5 | 0.3 | 4.8 | 1/1 |
| 1/2+1/3 | 1319 | 1319 | - | - | - | 4.6 | 1.1 | - | 5.8 | 15.7 | 9.5 | 1.1 | 10.7 | 1/2+1/3 |
| 2/1 | 3 | 3 | 1 | 2 | 0 | 0.0 | 0.0 | - | 0.0 | 18.5 | 0.0 | 0.0 | 0.0 | 2/1 |
| 3/2+3/1 | 469 | 469 | - | - | - | 3.2 | 0.7 | - | 3.9 | 29.9 | 4.1 | 0.7 | 4.8 | 3/2+3/1 |
| 3/3+3/4 | 447 | 447 | - | - | - | 3.1 | 2.1 | - | 5.2 | 41.9 | 6.1 | 2.1 | 8.1 | 3/3+3/4 |
| 4/1 | 904 | 904 | - | - | - | 3.1 | 2.4 | - | 5.5 | 21.9 | 14.3 | 2.4 | 16.7 | 4/1 |
| 4/2+4/3 | 1423 | 1423 | - | - | - | 4.1 | 2.2 | - | 6.3 | 16.0 | 11.8 | 2.2 | 14.0 | 4/2+4/3 |
| 5/2+5/1 | 616 | 616 | - | - | - | 4.1 | 3.2 | - | 7.3 | 42.8 | 6.7 | 3.2 | 9.9 | 5/2+5/1 |
| 6/1 | 650 | 650 | - | - | - | 1.1 | 0.0 | - | 1.1 | 6.1 | 6.6 | 0.0 | 6.6 | 6/1 |
| 6/2 | 783 | 783 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.4 | 2.7 | 0.0 | 2.7 | 6/2 |
| 6/3 | 783 | 783 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.3 | 2.6 | 0.0 | 2.6 | 6/3 |
| 7/1 | 313 | 313 | - | - | - | 2.5 | 0.0 | - | 2.5 | 29.2 | 6.1 | 0.0 | 6.1 | 7/1 |
| 7/2 | 295 | 295 | - | - | - | 2.5 | 0.0 | - | 2.5 | 30.2 | 5.7 | 0.0 | 5.7 | 7/2 |
| 8/1 | 275 | 275 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.2 | 0.2 | 0.0 | 0.2 | 8/1 |
| 8/2 | 245 | 245 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.7 | 0.1 | 0.0 | 0.1 | 8/2 |
| 9/1 | 812 | 812 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.2 | 2.8 | 0.0 | 2.8 | 9/1 |
| 9/2 | 932 | 932 | - | - | - | 0.7 | 0.0 | - | 0.7 | 2.6 | 3.4 | 0.0 | 3.4 | 9/2 |
| 10/1 | 873 | 873 | - | - | - | 0.1 | 0.7 | - | 0.9 | 3.6 | 1.2 | 0.7 | 1.9 | 10/1 |
| 10/2 | 967 | 967 | - | - | - | 0.1 | 1.0 | - | 1.1 | 3.9 | 0.8 | 1.0 | 1.8 | 10/2 |
| 11/1 | 405 | 405 | - | - | - | 0.7 | 0.0 | - | 0.7 | 6.0 | 1.8 | 0.0 | 1.8 | 11/1 |

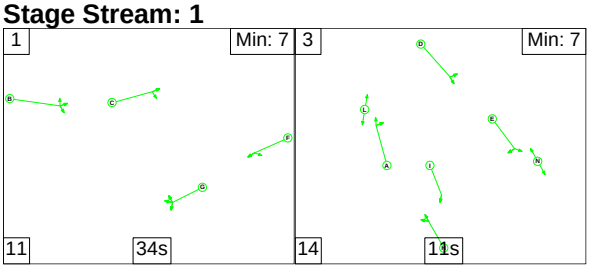
| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11/2 | 117 | 117 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.7 | 0.1 | 0.0 | 0.1 | 11/2 |
| 12/1 | 358 | 358 | - | - | - | 0.9 | 0.2 | - | 1.1 | 10.8 | 4.7 | 0.2 | 4.9 | 12/1 |
| 12/2 | 857 | 857 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.3 | 1.8 | 0.0 | 1.8 | 12/2 |
| 12/3 | 866 | 866 | - | - | - | 0.6 | 0.0 | - | 0.6 | 2.6 | 3.4 | 0.0 | 3.4 | 12/3 |
| 13/1 | 497 | 497 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 14/1 | 577 | 577 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 14/2 | 560 | 560 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/2 |
| 15/1 | 10 | 10 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A52 / B6003 Bardills | Stream: 1 PRC for Signalled Lanes (%): | 3.2 | Total Delay for Signalled Lanes (pcuHr): | 44.61 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 2 PRC for Signalled Lanes (%): | 43.9 | Total Delay for Signalled Lanes (pcuHr): | 2.00 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 3 PRC for Signalled Lanes (%): | 36.4 | Total Delay for Signalled Lanes (pcuHr): | 1.93 | Cycle Time (s): 70 |
| | PRC Over All Lanes (%): | 3.2 | Total Delay Over All Lanes(pcuHr): | 48.56 | |

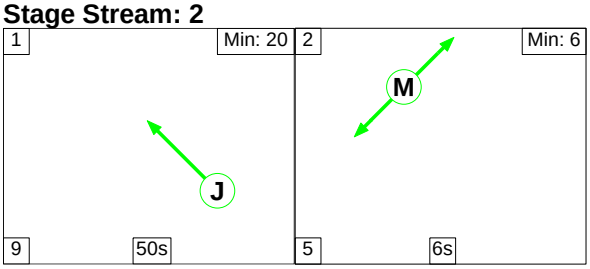
**Scenario 2: 'Scenario 4'** (FG2: '2026 Reference Case PM', Plan 2: 'Network Control Plan 2')

## Stage Sequence Diagram

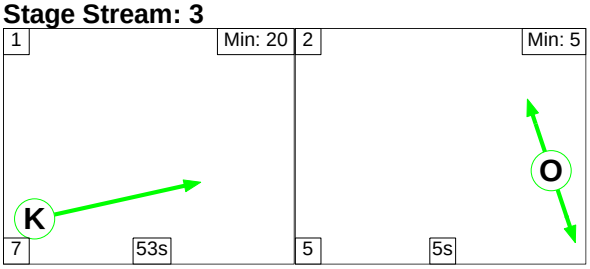
### Stage Stream: 1




### Stage Stream: 2




### Stage Stream: 3




## Stage Timings

### Stage Stream: 1

| Stage | 1 | 3 |
|---|---|---|
| Duration | 34 | 11 |
| Change Point | 62 | 37 |

### Stage Stream: 2

| Stage | 1 | 2 |
|---|---|---|
| Duration | 50 | 6 |
| Change Point | 43 | 32 |

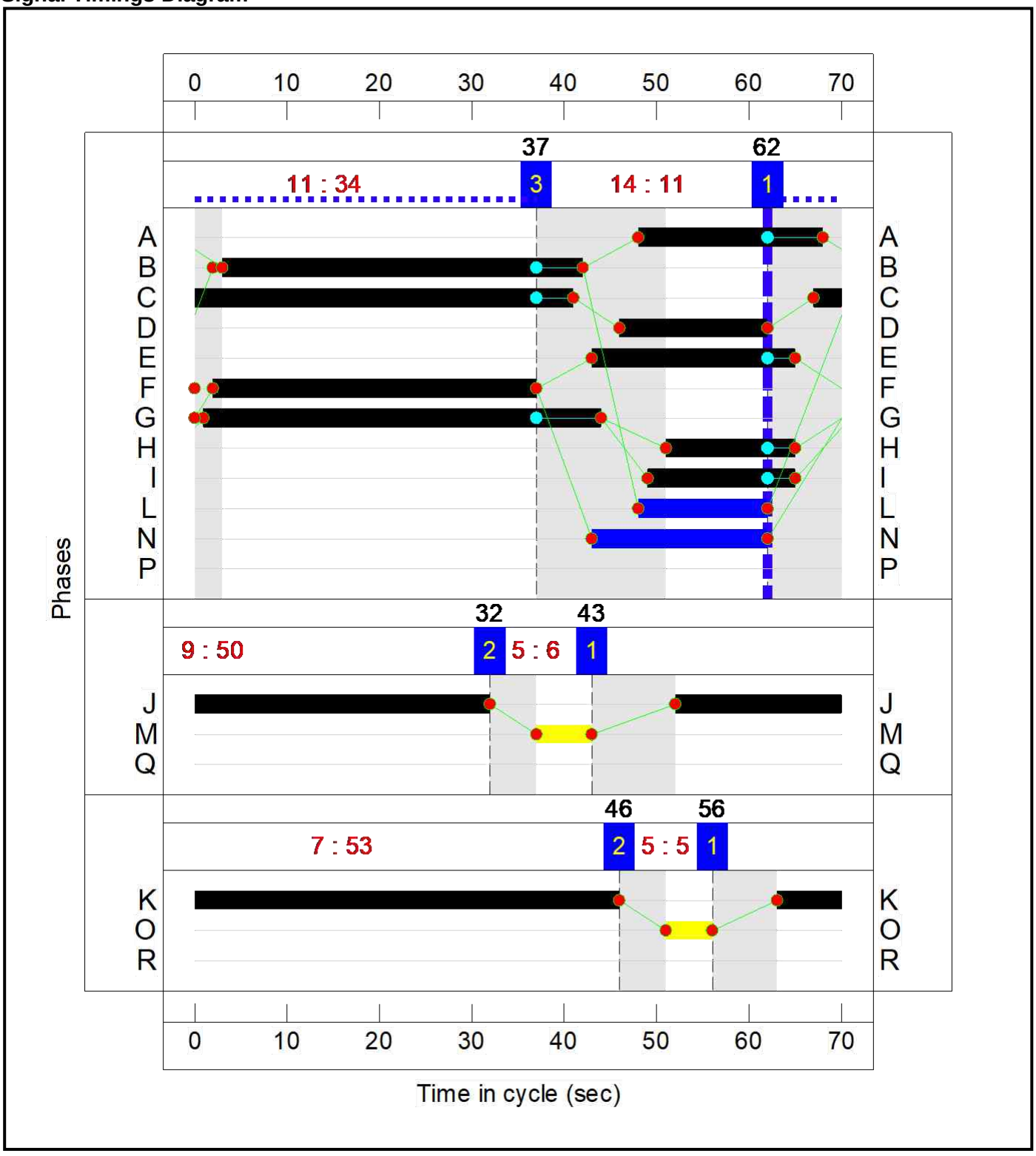
### Stage Stream: 3

| Stage | 1 | 2 |
|---|---|---|
| Duration | 53 | 5 |
| Change Point | 56 | 46 |

## Phase Timings

| Phase Name | Description | Phase | Stage Stream | Green Period 1 | | |
|---|---|---|---|---|---|---|
| | | | | Total Green | Start Time | End Time |
| A | W Circ Right Ahead | Traffic | 1 | 20 | 48 | 68 |
| B | A52 West Right Ahead Left | Traffic | 1 | 39 | 3 | 42 |
| C | N Circ Right Ahead | Traffic | 1 | 44 | 67 | 41 |
| D | B6003 Toton Lane North Ahead Left | Traffic | 1 | 16 | 46 | 62 |
| E | E Circ Right Ahead | Traffic | 1 | 22 | 43 | 65 |
| F | A52 East Ahead Left | Traffic | 1 | 35 | 2 | 37 |
| G | S Circ Right Ahead Left (25) | Traffic | 1 | 43 | 1 | 44 |
| H | B6003 Toton Lane South Ahead Left (21) | Traffic | 1 | 14 | 51 | 65 |
| I | Cut Thru Ahead (29) | Traffic | 1 | 16 | 49 | 65 |
| J | A52 West Exit Peds | Traffic | 2 | 50 | 52 | 32 |
| K | A52 E Exit peds | Traffic | 3 | 53 | 63 | 46 |
| L | Pedestrians across | Pedestrian | 1 | 14 | 48 | 62 |
| M | Pedestrians across | Pedestrian | 2 | 6 | 37 | 43 |
| N | Pedestrians across | Pedestrian | 1 | 19 | 43 | 62 |
| O | Pedestrians across | Pedestrian | 3 | 5 | 51 | 56 |
| P | Dummy | Dummy | 1 | | | |
| Q | Dummy | Dummy | 2 | | | |
| R | Dummy | Dummy | 3 | | | |

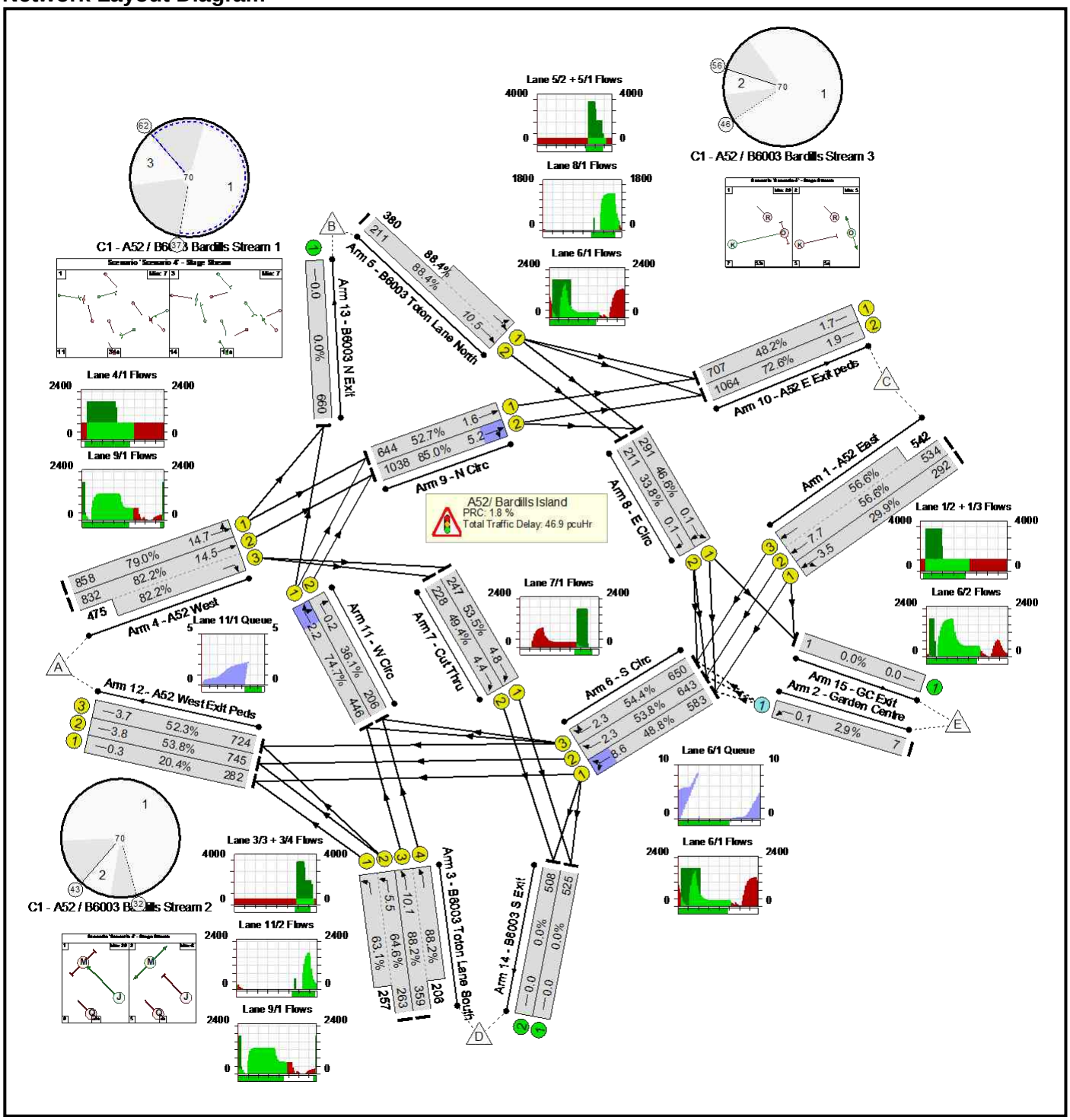
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52/ Bardills Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 1/1 | A52 East Ahead Left | U | F | 2 | 37 |
| 1/2 | A52 East Ahead | U | F | 2 | 37 |
| 1/3 | A52 East Ahead | U | F | 2 | 37 |
| 3/1 | B6003 Toton Lane South Left | U | H | 51 | 65 |
| 3/2 | B6003 Toton Lane South Left | U | H | 51 | 65 |
| 3/3 | B6003 Toton Lane South Ahead | U | H | 51 | 65 |
| 3/4 | B6003 Toton Lane South Ahead | U | H | 51 | 65 |
| 4/1 | A52 West Ahead Left | U | B | 3 | 42 |
| 4/2 | A52 West Ahead | U | B | 3 | 42 |
| 4/3 | A52 West Right | U | B | 3 | 42 |
| 5/1 | B6003 Toton Lane North Ahead Left | U | D | 46 | 62 |
| 5/2 | B6003 Toton Lane North Ahead | U | D | 46 | 62 |
| 6/1 | S Circ Ahead Left | U | G | 1 | 44 |
| 6/2 | S Circ Ahead | U | G | 1 | 44 |
| 6/3 | S Circ Right Ahead | U | G | 1 | 44 |
| 7/1 | Cut Thru Ahead | U | I | 49 | 65 |
| 7/2 | Cut Thru Ahead | U | I | 49 | 65 |
| 8/1 | E Circ Right Ahead | U | E | 43 | 65 |
| 8/2 | E Circ Right | U | E | 43 | 65 |
| 9/1 | N Circ Ahead | U | C | 67 | 41 |
| 9/2 | N Circ Right Ahead | U | C | 67 | 41 |
| 10/1 | A52 E Exit peds | U | K | 63 | 46 |
| 10/2 | A52 E Exit peds | U | K | 63 | 46 |
| 11/1 | W Circ Right Ahead | U | A | 48 | 68 |
| 11/2 | W Circ Right | U | A | 48 | 68 |
| 12/1 | A52 West Exit Peds | U | J | 52 | 32 |
| 12/2 | A52 West Exit Peds | U | J | 52 | 32 |
| 12/3 | A52 West Exit Peds | U | J | 52 | 32 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **88.4%** |
| **A52/ Bardills Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **88.4%** |
| 1/1 | A52 East Ahead Left | U | 1 | N/A | F | | 1 | 35 | - | - | 292 | 1900 | 977 | 29.9% |
| 1/2+1/3 | A52 East Ahead | U | 1 | N/A | F | | 1 | 35 | - | - | 1076 | 1900:1900 | 943+957 | 56.6 : 56.6% |
| 2/1 | Garden Centre Left | O | N/A | N/A | - | | - | - | - | - | 7 | 1800 | 245 | 2.9% |
| 3/2+3/1 | B6003 Toton Lane South Left | U | 1 | N/A | H | | 1 | 14 | - | - | 520 | 1900:1900 | 407+407 | 64.6 : 63.1% |
| 3/3+3/4 | B6003 Toton Lane South Ahead | U | 1 | N/A | H | | 1 | 14 | - | - | 565 | 1900:1900 | 407+234 | 88.2 : 88.2% |
| 4/1 | A52 West Ahead Left | U | 1 | N/A | B | | 1 | 39 | - | - | 858 | 1900 | 1086 | 79.0% |
| 4/2+4/3 | A52 West Right Ahead | U | 1 | N/A | B | | 1 | 39 | - | - | 1307 | 1900:1900 | 1013+578 | 82.2 : 82.2% |
| 5/2+5/1 | B6003 Toton Lane North Ahead Left | U | 1 | N/A | D | | 1 | 16 | - | - | 591 | 1900:1900 | 239+430 | 88.4 : 88.4% |
| 6/1 | S Circ Ahead Left | U | 1 | N/A | G | | 1 | 43 | - | - | 583 | 1900 | 1194 | 48.8% |
| 6/2 | S Circ Ahead | U | 1 | N/A | G | | 1 | 43 | - | - | 643 | 1900 | 1194 | 53.8% |
| 6/3 | S Circ Right Ahead | U | 1 | N/A | G | | 1 | 43 | - | - | 650 | 1900 | 1194 | 54.4% |
| 7/1 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 16 | - | - | 247 | 1900 | 461 | 53.5% |
| 7/2 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 16 | - | - | 228 | 1900 | 461 | 49.4% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/1 | E Circ Right Ahead | U | 1 | N/A | E | | 1 | 22 | - | - | 291 | 1900 | 624 | 46.6% |
| 8/2 | E Circ Right | U | 1 | N/A | E | | 1 | 22 | - | - | 211 | 1900 | 624 | 33.8% |
| 9/1 | N Circ Ahead | U | 1 | N/A | C | | 1 | 44 | - | - | 644 | 1900 | 1221 | 52.7% |
| 9/2 | N Circ Right Ahead | U | 1 | N/A | C | | 1 | 44 | - | - | 1038 | 1900 | 1221 | 85.0% |
| 10/1 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 707 | 1900 | 1466 | 48.2% |
| 10/2 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 1064 | 1900 | 1466 | 72.6% |
| 11/1 | W Circ Right Ahead | U | 1 | N/A | A | | 1 | 20 | - | - | 446 | 1900 | 597 | 74.7% |
| 11/2 | W Circ Right | U | 1 | N/A | A | | 1 | 20 | - | - | 206 | 1900 | 570 | 36.1% |
| 12/1 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 282 | 1900 | 1384 | 20.4% |
| 12/2 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 745 | 1900 | 1384 | 53.8% |
| 12/3 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 724 | 1900 | 1384 | 52.3% |
| 13/1 | B6003 N Exit | U | N/A | N/A | - | | - | - | - | - | 660 | Inf | Inf | 0.0% |
| 14/1 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 525 | Inf | Inf | 0.0% |
| 14/2 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 508 | Inf | Inf | 0.0% |
| 15/1 | GC Exit | U | N/A | N/A | - | | - | - | - | - | 1 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **2** | **5** | **0** | **32.2** | **14.7** | **0.0** | **46.9** | **-** | **-** | **-** | **-** | **Network: A52 / Bardills Island** |
| **A52/ Bardills Island** | **-** | **-** | **2** | **5** | **0** | **32.2** | **14.7** | **0.0** | **46.9** | **-** | **-** | **-** | **-** | **A52/ Bardills Island** |
| 1/1 | 292 | 292 | - | - | - | 0.8 | 0.2 | - | 1.0 | 12.4 | 3.2 | 0.2 | 3.5 | 1/1 |
| 1/2+1/3 | 1076 | 1076 | - | - | - | 3.4 | 0.7 | - | 4.1 | 13.7 | 7.1 | 0.7 | 7.7 | 1/2+1/3 |
| 2/1 | 7 | 7 | 2 | 5 | 0 | 0.0 | 0.0 | - | 0.0 | 18.6 | 0.1 | 0.0 | 0.1 | 2/1 |
| 3/2+3/1 | 520 | 520 | - | - | - | 3.6 | 0.9 | - | 4.5 | 31.1 | 4.6 | 0.9 | 5.5 | 3/2+3/1 |
| 3/3+3/4 | 565 | 565 | - | - | - | 4.0 | 3.4 | - | 7.5 | 47.6 | 6.7 | 3.4 | 10.1 | 3/3+3/4 |
| 4/1 | 858 | 858 | - | - | - | 2.8 | 1.9 | - | 4.6 | 19.5 | 12.9 | 1.9 | 14.7 | 4/1 |
| 4/2+4/3 | 1307 | 1307 | - | - | - | 3.8 | 2.3 | - | 6.0 | 16.6 | 12.2 | 2.3 | 14.5 | 4/2+4/3 |
| 5/2+5/1 | 591 | 591 | - | - | - | 4.0 | 3.5 | - | 7.5 | 45.5 | 7.0 | 3.5 | 10.5 | 5/2+5/1 |
| 6/1 | 583 | 583 | - | - | - | 1.2 | 0.0 | - | 1.2 | 7.4 | 8.6 | 0.0 | 8.6 | 6/1 |
| 6/2 | 643 | 643 | - | - | - | 0.4 | 0.0 | - | 0.4 | 2.5 | 2.3 | 0.0 | 2.3 | 6/2 |
| 6/3 | 650 | 650 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.5 | 2.3 | 0.0 | 2.3 | 6/3 |
| 7/1 | 247 | 247 | - | - | - | 2.0 | 0.0 | - | 2.0 | 28.9 | 4.8 | 0.0 | 4.8 | 7/1 |
| 7/2 | 228 | 228 | - | - | - | 1.9 | 0.0 | - | 1.9 | 29.9 | 4.4 | 0.0 | 4.4 | 7/2 |
| 8/1 | 291 | 291 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.0 | 0.1 | 0.0 | 0.1 | 8/1 |
| 8/2 | 211 | 211 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.7 | 0.1 | 0.0 | 0.1 | 8/2 |
| 9/1 | 644 | 644 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.9 | 1.6 | 0.0 | 1.6 | 9/1 |
| 9/2 | 1038 | 1038 | - | - | - | 0.9 | 0.0 | - | 0.9 | 3.2 | 5.2 | 0.0 | 5.2 | 9/2 |
| 10/1 | 707 | 707 | - | - | - | 0.1 | 0.5 | - | 0.6 | 3.1 | 1.2 | 0.5 | 1.7 | 10/1 |
| 10/2 | 1064 | 1064 | - | - | - | 0.1 | 1.3 | - | 1.4 | 4.7 | 0.6 | 1.3 | 1.9 | 10/2 |
| 11/1 | 446 | 446 | - | - | - | 0.9 | 0.0 | - | 0.9 | 7.3 | 2.2 | 0.0 | 2.2 | 11/1 |

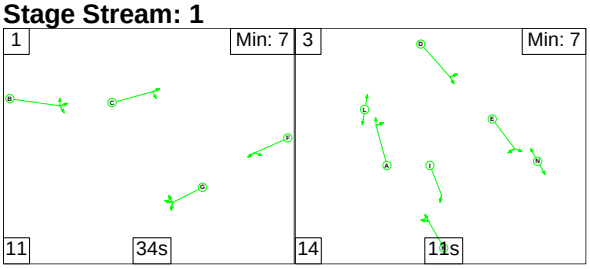
| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11/2 | 206 | 206 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.8 | 0.2 | 0.0 | 0.2 | 11/2 |
| 12/1 | 282 | 282 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.9 | 0.1 | 0.1 | 0.3 | 12/1 |
| 12/2 | 745 | 745 | - | - | - | 0.6 | 0.0 | - | 0.6 | 2.9 | 3.8 | 0.0 | 3.8 | 12/2 |
| 12/3 | 724 | 724 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.5 | 3.7 | 0.0 | 3.7 | 12/3 |
| 13/1 | 660 | 660 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 14/1 | 525 | 525 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 14/2 | 508 | 508 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/2 |
| 15/1 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A52 / B6003 Bardills | Stream: 1 PRC for Signalled Lanes (%): | 1.8 | Total Delay for Signalled Lanes (pcuHr): | 43.59 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 2 PRC for Signalled Lanes (%): | 67.2 | Total Delay for Signalled Lanes (pcuHr): | 1.26 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 3 PRC for Signalled Lanes (%): | 24.0 | Total Delay for Signalled Lanes (pcuHr): | 1.98 | Cycle Time (s): 70 |
| | PRC Over All Lanes (%): | 1.8 | Total Delay Over All Lanes(pcuHr): | 46.87 | |

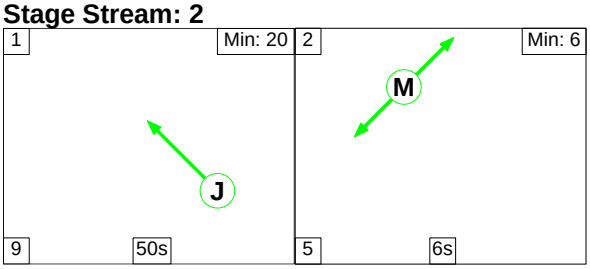
**Scenario 3: 'Scenario 4'** (FG3: '2026 AM Do Something', Plan 2: 'Network Control Plan 2')

## Stage Sequence Diagram

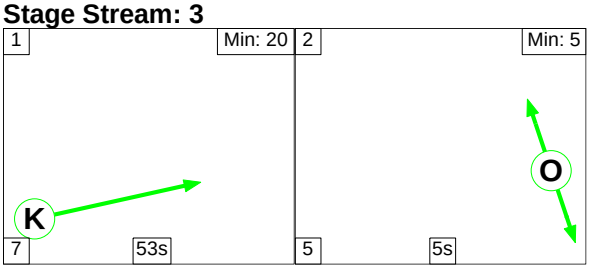
### Stage Stream: 1




### Stage Stream: 2




### Stage Stream: 3




## Stage Timings

### Stage Stream: 1

| Stage | 1 | 3 |
|---|---|---|
| Duration | 34 | 11 |
| Change Point | 62 | 37 |

### Stage Stream: 2

| Stage | 1 | 2 |
|---|---|---|
| Duration | 50 | 6 |
| Change Point | 62 | 51 |

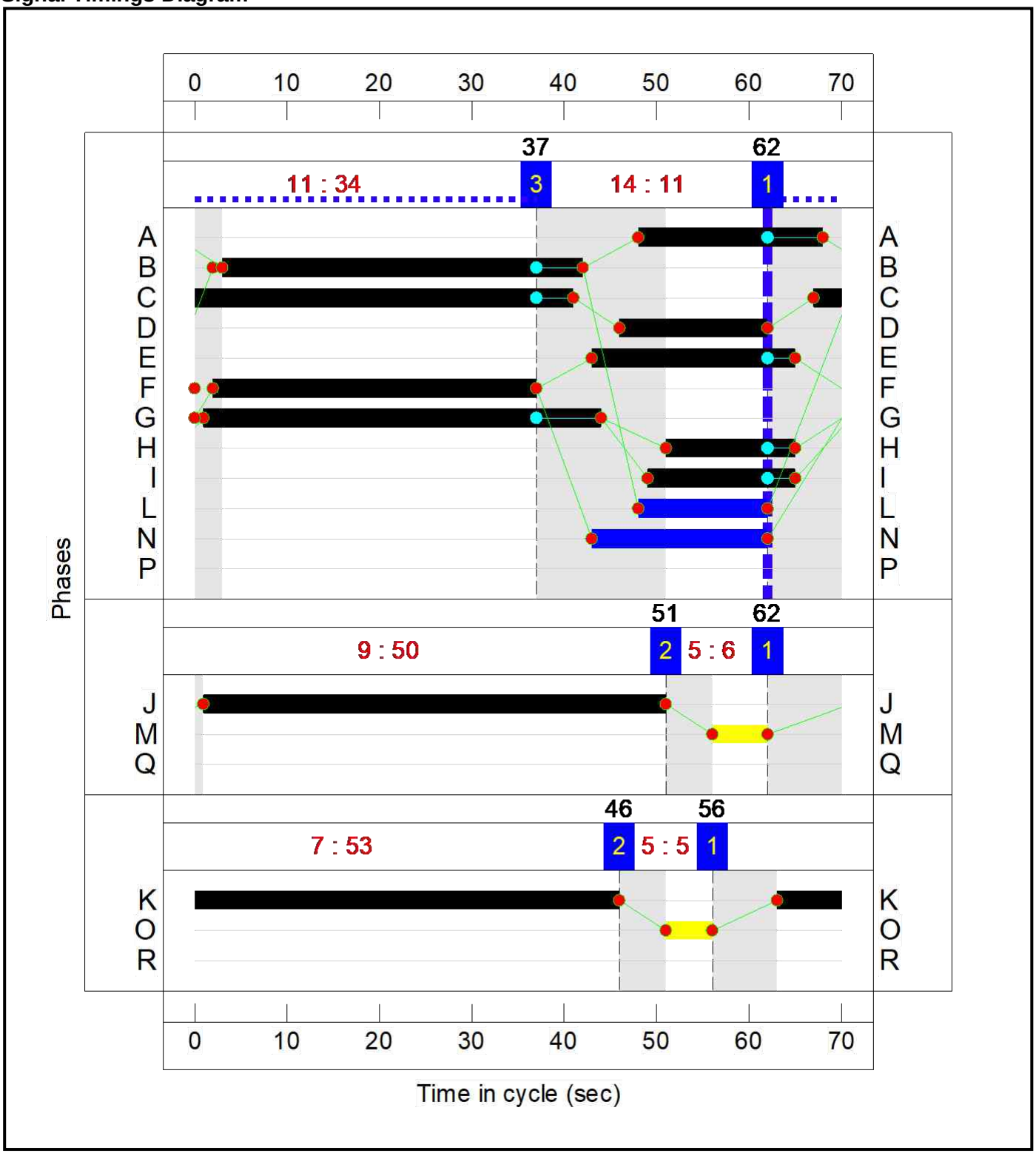
### Stage Stream: 3

| Stage | 1 | 2 |
|---|---|---|
| Duration | 53 | 5 |
| Change Point | 56 | 46 |

## Phase Timings

| Phase Name | Description | Phase | Stage Stream | Green Period 1 | | |
|---|---|---|---|---|---|---|
| | | | | Total Green | Start Time | End Time |
| A | W Circ Right Ahead | Traffic | 1 | 20 | 48 | 68 |
| B | A52 West Right Ahead Left | Traffic | 1 | 39 | 3 | 42 |
| C | N Circ Right Ahead | Traffic | 1 | 44 | 67 | 41 |
| D | B6003 Toton Lane North Ahead Left | Traffic | 1 | 16 | 46 | 62 |
| E | E Circ Right Ahead | Traffic | 1 | 22 | 43 | 65 |
| F | A52 East Ahead Left | Traffic | 1 | 35 | 2 | 37 |
| G | S Circ Right Ahead Left (25) | Traffic | 1 | 43 | 1 | 44 |
| H | B6003 Toton Lane South Ahead Left (21) | Traffic | 1 | 14 | 51 | 65 |
| I | Cut Thru Ahead (29) | Traffic | 1 | 16 | 49 | 65 |
| J | A52 West Exit Peds | Traffic | 2 | 50 | 1 | 51 |
| K | A52 E Exit peds | Traffic | 3 | 53 | 63 | 46 |
| L | Pedestrians across | Pedestrian | 1 | 14 | 48 | 62 |
| M | Pedestrians across | Pedestrian | 2 | 6 | 56 | 62 |
| N | Pedestrians across | Pedestrian | 1 | 19 | 43 | 62 |
| O | Pedestrians across | Pedestrian | 3 | 5 | 51 | 56 |
| P | Dummy | Dummy | 1 | | | |
| Q | Dummy | Dummy | 2 | | | |
| R | Dummy | Dummy | 3 | | | |

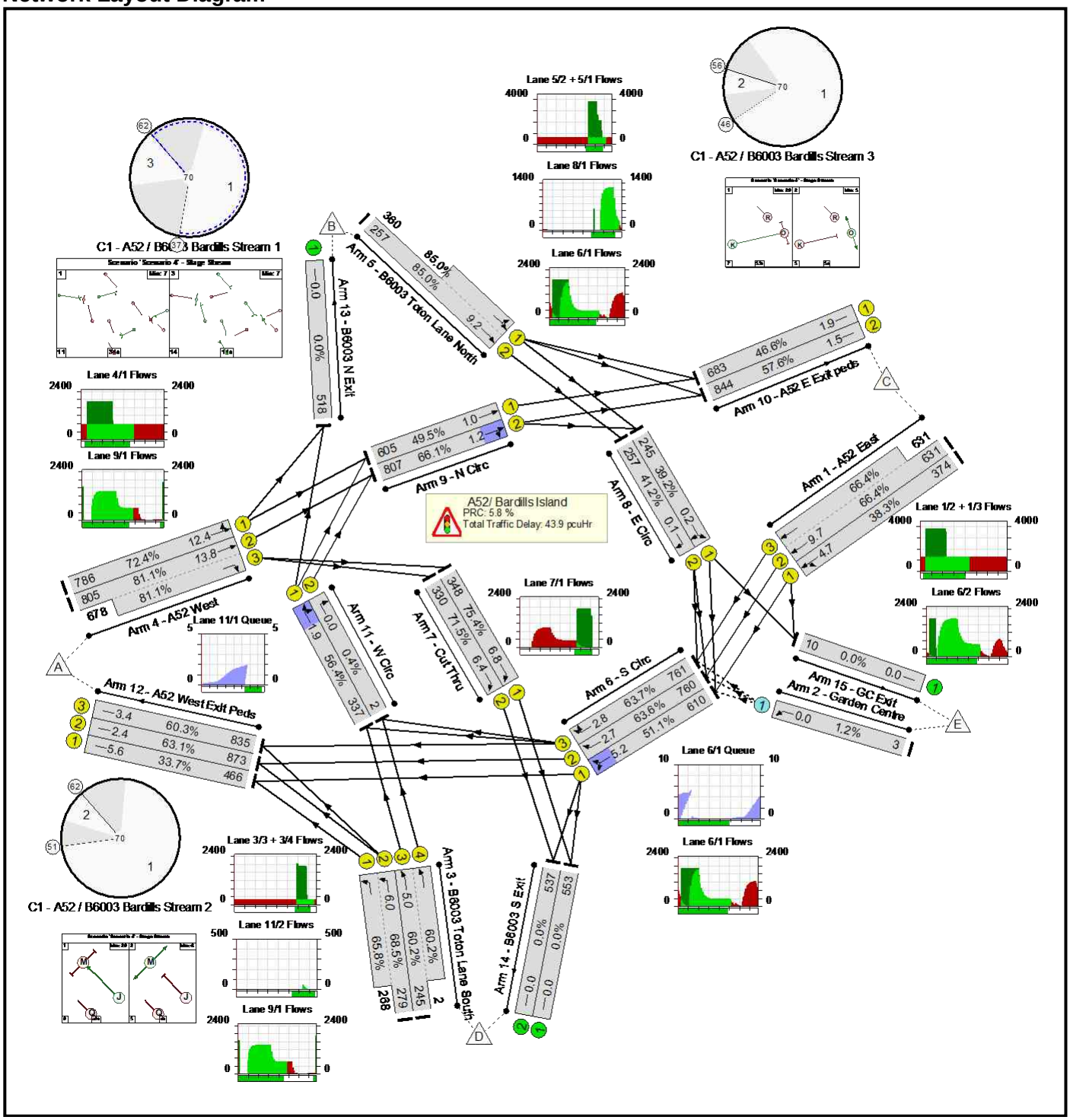
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52/ Bardills Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 1/1 | A52 East Ahead Left | U | F | 2 | 37 |
| 1/2 | A52 East Ahead | U | F | 2 | 37 |
| 1/3 | A52 East Ahead | U | F | 2 | 37 |
| 3/1 | B6003 Toton Lane South Left | U | H | 51 | 65 |
| 3/2 | B6003 Toton Lane South Left | U | H | 51 | 65 |
| 3/3 | B6003 Toton Lane South Ahead | U | H | 51 | 65 |
| 3/4 | B6003 Toton Lane South Ahead | U | H | 51 | 65 |
| 4/1 | A52 West Ahead Left | U | B | 3 | 42 |
| 4/2 | A52 West Ahead | U | B | 3 | 42 |
| 4/3 | A52 West Right | U | B | 3 | 42 |
| 5/1 | B6003 Toton Lane North Ahead Left | U | D | 46 | 62 |
| 5/2 | B6003 Toton Lane North Ahead | U | D | 46 | 62 |
| 6/1 | S Circ Ahead Left | U | G | 1 | 44 |
| 6/2 | S Circ Ahead | U | G | 1 | 44 |
| 6/3 | S Circ Right Ahead | U | G | 1 | 44 |
| 7/1 | Cut Thru Ahead | U | I | 49 | 65 |
| 7/2 | Cut Thru Ahead | U | I | 49 | 65 |
| 8/1 | E Circ Right Ahead | U | E | 43 | 65 |
| 8/2 | E Circ Right | U | E | 43 | 65 |
| 9/1 | N Circ Ahead | U | C | 67 | 41 |
| 9/2 | N Circ Right Ahead | U | C | 67 | 41 |
| 10/1 | A52 E Exit peds | U | K | 63 | 46 |
| 10/2 | A52 E Exit peds | U | K | 63 | 46 |
| 11/1 | W Circ Right Ahead | U | A | 48 | 68 |
| 11/2 | W Circ Right | U | A | 48 | 68 |
| 12/1 | A52 West Exit Peds | U | J | 1 | 51 |
| 12/2 | A52 West Exit Peds | U | J | 1 | 51 |
| 12/3 | A52 West Exit Peds | U | J | 1 | 51 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **85.0%** |
| **A52/ Bardills Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **85.0%** |
| 1/1 | A52 East Ahead Left | U | 1 | N/A | F | | 1 | 35 | - | - | 374 | 1900 | 977 | 38.3% |
| 1/2+1/3 | A52 East Ahead | U | 1 | N/A | F | | 1 | 35 | - | - | 1262 | 1900:1900 | 950+950 | 66.4 : 66.4% |
| 2/1 | Garden Centre Left | O | N/A | N/A | - | | - | - | - | - | 3 | 1800 | 251 | 1.2% |
| 3/2+3/1 | B6003 Toton Lane South Left | U | 1 | N/A | H | | 1 | 14 | - | - | 547 | 1900:1900 | 407+407 | 68.5 : 65.8% |
| 3/3+3/4 | B6003 Toton Lane South Ahead | U | 1 | N/A | H | | 1 | 14 | - | - | 247 | 1900:1900 | 407+3 | 60.2 : 60.2% |
| 4/1 | A52 West Ahead Left | U | 1 | N/A | B | | 1 | 39 | - | - | 786 | 1900 | 1086 | 72.4% |
| 4/2+4/3 | A52 West Right Ahead | U | 1 | N/A | B | | 1 | 39 | - | - | 1483 | 1900:1900 | 992+836 | 81.1 : 81.1% |
| 5/2+5/1 | B6003 Toton Lane North Ahead Left | U | 1 | N/A | D | | 1 | 16 | - | - | 617 | 1900:1900 | 302+423 | 85.0 : 85.0% |
| 6/1 | S Circ Ahead Left | U | 1 | N/A | G | | 1 | 43 | - | - | 610 | 1900 | 1194 | 51.1% |
| 6/2 | S Circ Ahead | U | 1 | N/A | G | | 1 | 43 | - | - | 760 | 1900 | 1194 | 63.6% |
| 6/3 | S Circ Right Ahead | U | 1 | N/A | G | | 1 | 43 | - | - | 761 | 1900 | 1194 | 63.7% |
| 7/1 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 16 | - | - | 348 | 1900 | 461 | 75.4% |
| 7/2 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 16 | - | - | 330 | 1900 | 461 | 71.5% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/1 | E Circ Right Ahead | U | 1 | N/A | E | | 1 | 22 | - | - | 245 | 1900 | 624 | 39.2% |
| 8/2 | E Circ Right | U | 1 | N/A | E | | 1 | 22 | - | - | 257 | 1900 | 624 | 41.2% |
| 9/1 | N Circ Ahead | U | 1 | N/A | C | | 1 | 44 | - | - | 605 | 1900 | 1221 | 49.5% |
| 9/2 | N Circ Right Ahead | U | 1 | N/A | C | | 1 | 44 | - | - | 807 | 1900 | 1221 | 66.1% |
| 10/1 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 683 | 1900 | 1466 | 46.6% |
| 10/2 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 844 | 1900 | 1466 | 57.6% |
| 11/1 | W Circ Right Ahead | U | 1 | N/A | A | | 1 | 20 | - | - | 337 | 1900 | 597 | 56.4% |
| 11/2 | W Circ Right | U | 1 | N/A | A | | 1 | 20 | - | - | 2 | 1900 | 570 | 0.4% |
| 12/1 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 466 | 1900 | 1384 | 33.7% |
| 12/2 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 873 | 1900 | 1384 | 63.1% |
| 12/3 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 835 | 1900 | 1384 | 60.3% |
| 13/1 | B6003 N Exit | U | N/A | N/A | - | | - | - | - | - | 518 | Inf | Inf | 0.0% |
| 14/1 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 553 | Inf | Inf | 0.0% |
| 14/2 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 537 | Inf | Inf | 0.0% |
| 15/1 | GC Exit | U | N/A | N/A | - | | - | - | - | - | 10 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **1** | **2** | **0** | **33.3** | **10.6** | **0.0** | **43.9** | **-** | **-** | **-** | **-** | **Network: A52 / Bardills Island** |
| **A52/ Bardills Island** | **-** | **-** | **1** | **2** | **0** | **33.3** | **10.6** | **0.0** | **43.9** | **-** | **-** | **-** | **-** | **A52/ Bardills Island** |
| 1/1 | 374 | 374 | - | - | - | 1.1 | 0.3 | - | 1.4 | 13.3 | 4.4 | 0.3 | 4.7 | 1/1 |
| 1/2+1/3 | 1262 | 1262 | - | - | - | 4.3 | 1.0 | - | 5.3 | 15.2 | 8.8 | 1.0 | 9.7 | 1/2+1/3 |
| 2/1 | 3 | 3 | 1 | 2 | 0 | 0.0 | 0.0 | - | 0.0 | 18.1 | 0.0 | 0.0 | 0.0 | 2/1 |
| 3/2+3/1 | 547 | 547 | - | - | - | 3.8 | 1.0 | - | 4.9 | 31.9 | 5.0 | 1.0 | 6.0 | 3/2+3/1 |
| 3/3+3/4 | 247 | 247 | - | - | - | 1.7 | 0.7 | - | 2.4 | 35.7 | 4.3 | 0.7 | 5.0 | 3/3+3/4 |
| 4/1 | 786 | 786 | - | - | - | 2.4 | 1.3 | - | 3.7 | 16.9 | 11.1 | 1.3 | 12.4 | 4/1 |
| 4/2+4/3 | 1483 | 1483 | - | - | - | 4.4 | 2.1 | - | 6.5 | 15.8 | 11.6 | 2.1 | 13.8 | 4/2+4/3 |
| 5/2+5/1 | 617 | 617 | - | - | - | 4.1 | 2.7 | - | 6.8 | 39.9 | 6.5 | 2.7 | 9.2 | 5/2+5/1 |
| 6/1 | 610 | 610 | - | - | - | 0.9 | 0.0 | - | 0.9 | 5.3 | 5.2 | 0.0 | 5.2 | 6/1 |
| 6/2 | 760 | 760 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.5 | 2.7 | 0.0 | 2.7 | 6/2 |
| 6/3 | 761 | 761 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.5 | 2.8 | 0.0 | 2.8 | 6/3 |
| 7/1 | 348 | 348 | - | - | - | 2.8 | 0.0 | - | 2.8 | 29.3 | 6.8 | 0.0 | 6.8 | 7/1 |
| 7/2 | 330 | 330 | - | - | - | 2.8 | 0.0 | - | 2.8 | 30.3 | 6.4 | 0.0 | 6.4 | 7/2 |
| 8/1 | 245 | 245 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.2 | 0.2 | 0.0 | 0.2 | 8/1 |
| 8/2 | 257 | 257 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.7 | 0.1 | 0.0 | 0.1 | 8/2 |
| 9/1 | 605 | 605 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.7 | 1.0 | 0.0 | 1.0 | 9/1 |
| 9/2 | 807 | 807 | - | - | - | 0.4 | 0.0 | - | 0.4 | 1.7 | 1.2 | 0.0 | 1.2 | 9/2 |
| 10/1 | 683 | 683 | - | - | - | 0.2 | 0.4 | - | 0.6 | 3.2 | 1.5 | 0.4 | 1.9 | 10/1 |
| 10/2 | 844 | 844 | - | - | - | 0.1 | 0.7 | - | 0.8 | 3.3 | 0.8 | 0.7 | 1.5 | 10/2 |
| 11/1 | 337 | 337 | - | - | - | 0.6 | 0.0 | - | 0.6 | 6.8 | 1.9 | 0.0 | 1.9 | 11/1 |

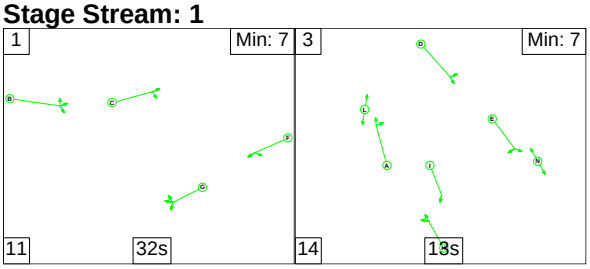
| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11/2 | 2 | 2 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 11/2 |
| 12/1 | 466 | 466 | - | - | - | 1.1 | 0.3 | - | 1.4 | 10.5 | 5.3 | 0.3 | 5.6 | 12/1 |
| 12/2 | 873 | 873 | - | - | - | 0.4 | 0.0 | - | 0.4 | 1.7 | 2.4 | 0.0 | 2.4 | 12/2 |
| 12/3 | 835 | 835 | - | - | - | 0.6 | 0.0 | - | 0.6 | 2.7 | 3.4 | 0.0 | 3.4 | 12/3 |
| 13/1 | 518 | 518 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 14/1 | 553 | 553 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 14/2 | 537 | 537 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/2 |
| 15/1 | 10 | 10 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A52 / B6003 Bardills | Stream: 1 PRC for Signalled Lanes (%): | 5.8 | Total Delay for Signalled Lanes (pcuHr): | 40.05 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 2 PRC for Signalled Lanes (%): | 42.7 | Total Delay for Signalled Lanes (pcuHr): | 2.41 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 3 PRC for Signalled Lanes (%): | 56.3 | Total Delay for Signalled Lanes (pcuHr): | 1.39 | Cycle Time (s): 70 |
| | PRC Over All Lanes (%): | 5.8 | Total Delay Over All Lanes(pcuHr): | 43.86 | |

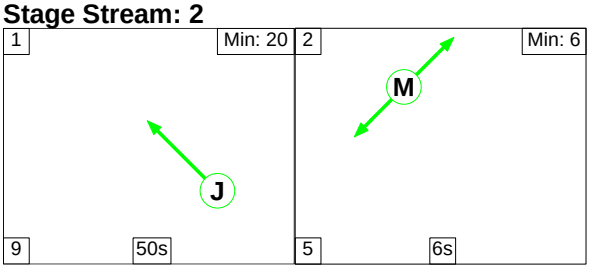
**Scenario 4: 'Scenario 4'** (FG4: '2026 PM Do Something', Plan 2: 'Network Control Plan 2')

## Stage Sequence Diagram

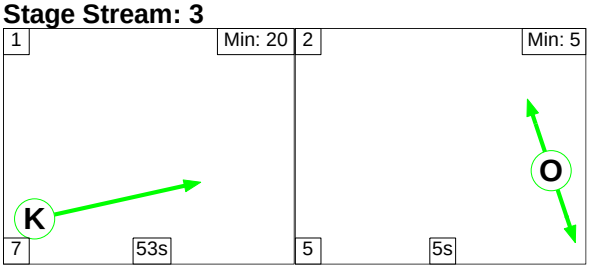
### Stage Stream: 1




### Stage Stream: 2




### Stage Stream: 3




## Stage Timings

### Stage Stream: 1

| Stage | 1 | 3 |
|---|---|---|
| Duration | 32 | 13 |
| Change Point | 62 | 35 |

### Stage Stream: 2

| Stage | 1 | 2 |
|---|---|---|
| Duration | 50 | 6 |
| Change Point | 44 | 33 |

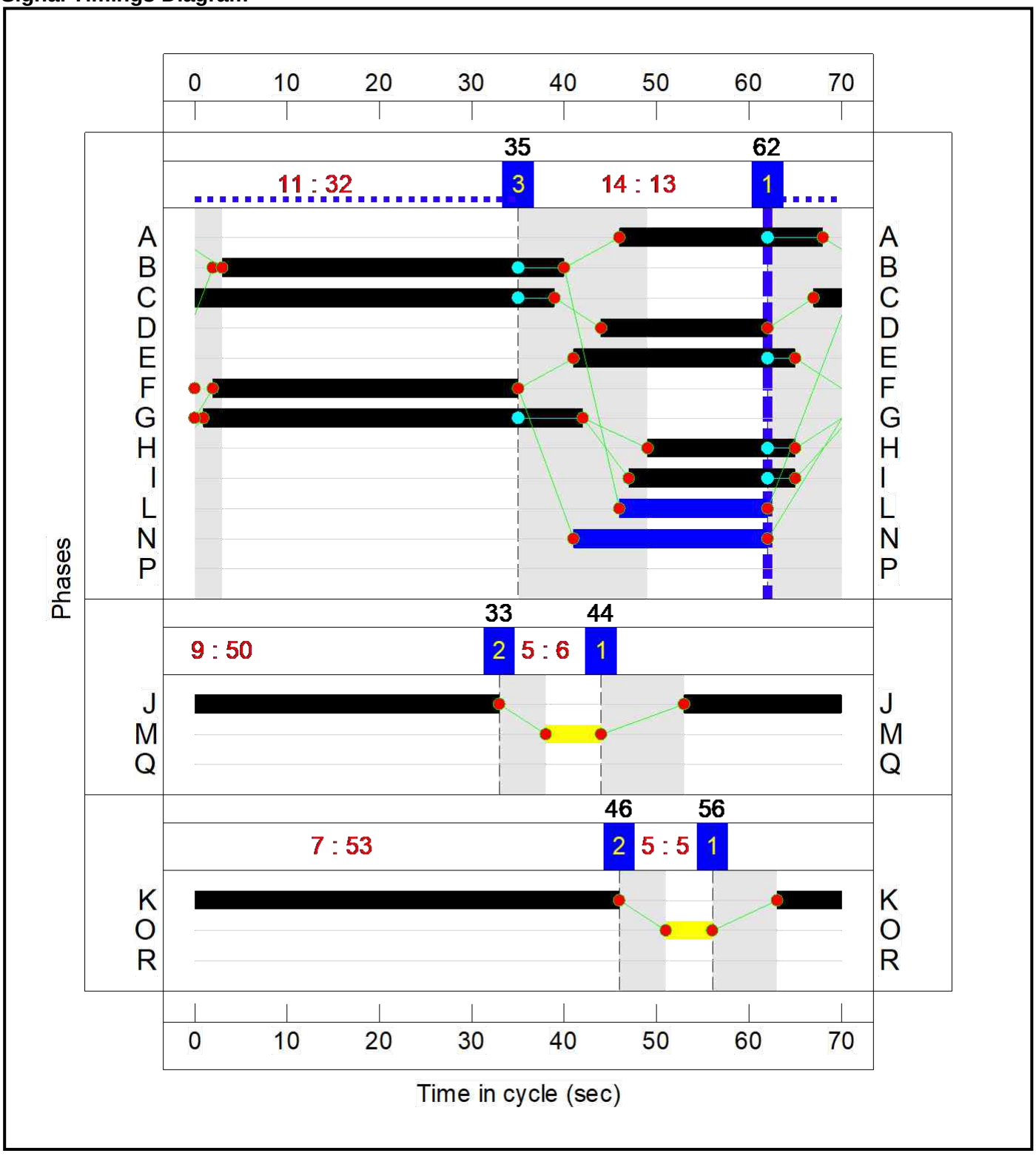
### Stage Stream: 3

| Stage | 1 | 2 |
|---|---|---|
| Duration | 53 | 5 |
| Change Point | 56 | 46 |

## Phase Timings

| Phase Name | Description | Phase | Stage Stream | Green Period 1 | | |
|---|---|---|---|---|---|---|
| | | | | Total Green | Start Time | End Time |
| A | W Circ Right Ahead | Traffic | 1 | 22 | 46 | 68 |
| B | A52 West Right Ahead Left | Traffic | 1 | 37 | 3 | 40 |
| C | N Circ Right Ahead | Traffic | 1 | 42 | 67 | 39 |
| D | B6003 Toton Lane North Ahead Left | Traffic | 1 | 18 | 44 | 62 |
| E | E Circ Right Ahead | Traffic | 1 | 24 | 41 | 65 |
| F | A52 East Ahead Left | Traffic | 1 | 33 | 2 | 35 |
| G | S Circ Right Ahead Left (25) | Traffic | 1 | 41 | 1 | 42 |
| H | B6003 Toton Lane South Ahead Left (21) | Traffic | 1 | 16 | 49 | 65 |
| I | Cut Thru Ahead (29) | Traffic | 1 | 18 | 47 | 65 |
| J | A52 West Exit Peds | Traffic | 2 | 50 | 53 | 33 |
| K | A52 E Exit peds | Traffic | 3 | 53 | 63 | 46 |
| L | Pedestrians across | Pedestrian | 1 | 16 | 46 | 62 |
| M | Pedestrians across | Pedestrian | 2 | 6 | 38 | 44 |
| N | Pedestrians across | Pedestrian | 1 | 21 | 41 | 62 |
| O | Pedestrians across | Pedestrian | 3 | 5 | 51 | 56 |
| P | Dummy | Dummy | 1 | | | |
| Q | Dummy | Dummy | 2 | | | |
| R | Dummy | Dummy | 3 | | | |

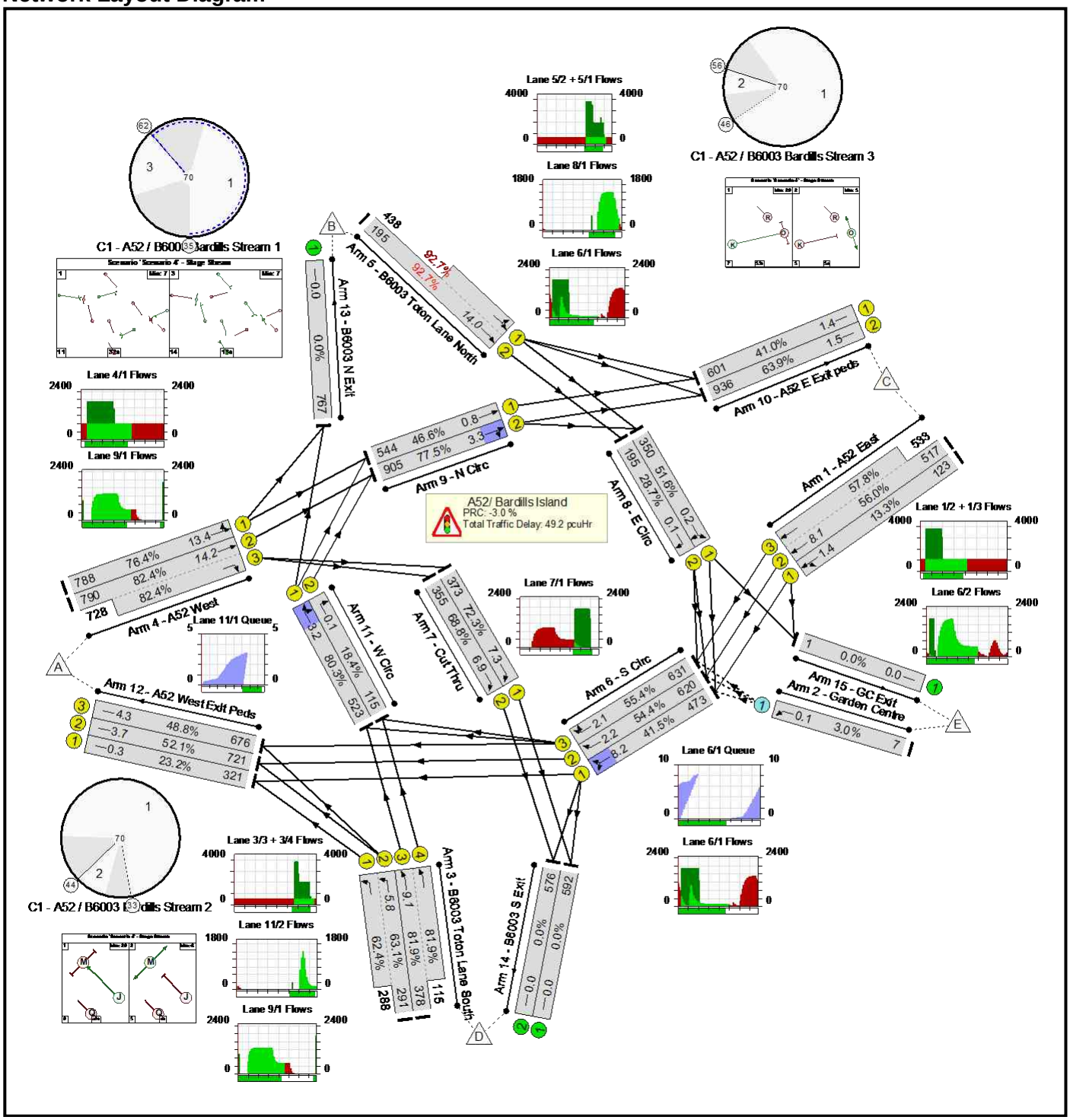
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52/ Bardills Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 1/1 | A52 East Ahead Left | U | F | 2 | 35 |
| 1/2 | A52 East Ahead | U | F | 2 | 35 |
| 1/3 | A52 East Ahead | U | F | 2 | 35 |
| 3/1 | B6003 Toton Lane South Left | U | H | 49 | 65 |
| 3/2 | B6003 Toton Lane South Left | U | H | 49 | 65 |
| 3/3 | B6003 Toton Lane South Ahead | U | H | 49 | 65 |
| 3/4 | B6003 Toton Lane South Ahead | U | H | 49 | 65 |
| 4/1 | A52 West Ahead Left | U | B | 3 | 40 |
| 4/2 | A52 West Ahead | U | B | 3 | 40 |
| 4/3 | A52 West Right | U | B | 3 | 40 |
| 5/1 | B6003 Toton Lane North Ahead Left | U | D | 44 | 62 |
| 5/2 | B6003 Toton Lane North Ahead | U | D | 44 | 62 |
| 6/1 | S Circ Ahead Left | U | G | 1 | 42 |
| 6/2 | S Circ Ahead | U | G | 1 | 42 |
| 6/3 | S Circ Right Ahead | U | G | 1 | 42 |
| 7/1 | Cut Thru Ahead | U | I | 47 | 65 |
| 7/2 | Cut Thru Ahead | U | I | 47 | 65 |
| 8/1 | E Circ Right Ahead | U | E | 41 | 65 |
| 8/2 | E Circ Right | U | E | 41 | 65 |
| 9/1 | N Circ Ahead | U | C | 67 | 39 |
| 9/2 | N Circ Right Ahead | U | C | 67 | 39 |
| 10/1 | A52 E Exit peds | U | K | 63 | 46 |
| 10/2 | A52 E Exit peds | U | K | 63 | 46 |
| 11/1 | W Circ Right Ahead | U | A | 46 | 68 |
| 11/2 | W Circ Right | U | A | 46 | 68 |
| 12/1 | A52 West Exit Peds | U | J | 53 | 33 |
| 12/2 | A52 West Exit Peds | U | J | 53 | 33 |
| 12/3 | A52 West Exit Peds | U | J | 53 | 33 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **92.7%** |
| **A52/ Bardills Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **92.7%** |
| 1/1 | A52 East Ahead Left | U | 1 | N/A | F | | 1 | 33 | - | - | 123 | 1900 | 923 | 13.3% |
| 1/2+1/3 | A52 East Ahead | U | 1 | N/A | F | | 1 | 33 | - | - | 1050 | 1900:1900 | 923+923 | 56.0 : 57.8% |
| 2/1 | Garden Centre Left | O | N/A | N/A | - | | - | - | - | - | 7 | 1800 | 237 | 3.0% |
| 3/2+3/1 | B6003 Toton Lane South Left | U | 1 | N/A | H | | 1 | 16 | - | - | 579 | 1900:1900 | 461+461 | 63.1 : 62.4% |
| 3/3+3/4 | B6003 Toton Lane South Ahead | U | 1 | N/A | H | | 1 | 16 | - | - | 493 | 1900:1900 | 461+140 | 81.9 : 81.9% |
| 4/1 | A52 West Ahead Left | U | 1 | N/A | B | | 1 | 37 | - | - | 788 | 1900 | 1031 | 76.4% |
| 4/2+4/3 | A52 West Right Ahead | U | 1 | N/A | B | | 1 | 37 | - | - | 1518 | 1900:1900 | 959+884 | 82.4 : 82.4% |
| 5/2+5/1 | B6003 Toton Lane North Ahead Left | U | 1 | N/A | D | | 1 | 18 | - | - | 633 | 1900:1900 | 210+473 | 92.7 : 92.7% |
| 6/1 | S Circ Ahead Left | U | 1 | N/A | G | | 1 | 41 | - | - | 473 | 1900 | 1140 | 41.5% |
| 6/2 | S Circ Ahead | U | 1 | N/A | G | | 1 | 41 | - | - | 620 | 1900 | 1140 | 54.4% |
| 6/3 | S Circ Right Ahead | U | 1 | N/A | G | | 1 | 41 | - | - | 631 | 1900 | 1140 | 55.4% |
| 7/1 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 18 | - | - | 373 | 1900 | 516 | 72.3% |
| 7/2 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 18 | - | - | 355 | 1900 | 516 | 68.8% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/1 | E Circ Right Ahead | U | 1 | N/A | E | | 1 | 24 | - | - | 350 | 1900 | 679 | 51.6% |
| 8/2 | E Circ Right | U | 1 | N/A | E | | 1 | 24 | - | - | 195 | 1900 | 679 | 28.7% |
| 9/1 | N Circ Ahead | U | 1 | N/A | C | | 1 | 42 | - | - | 544 | 1900 | 1167 | 46.6% |
| 9/2 | N Circ Right Ahead | U | 1 | N/A | C | | 1 | 42 | - | - | 905 | 1900 | 1167 | 77.5% |
| 10/1 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 601 | 1900 | 1466 | 41.0% |
| 10/2 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 936 | 1900 | 1466 | 63.9% |
| 11/1 | W Circ Right Ahead | U | 1 | N/A | A | | 1 | 22 | - | - | 523 | 1900 | 651 | 80.3% |
| 11/2 | W Circ Right | U | 1 | N/A | A | | 1 | 22 | - | - | 115 | 1900 | 624 | 18.4% |
| 12/1 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 321 | 1900 | 1384 | 23.2% |
| 12/2 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 721 | 1900 | 1384 | 52.1% |
| 12/3 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 676 | 1900 | 1384 | 48.8% |
| 13/1 | B6003 N Exit | U | N/A | N/A | - | | - | - | - | - | 767 | Inf | Inf | 0.0% |
| 14/1 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 592 | Inf | Inf | 0.0% |
| 14/2 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 576 | Inf | Inf | 0.0% |
| 15/1 | GC Exit | U | N/A | N/A | - | | - | - | - | - | 1 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **3** | **5** | **0** | **34.9** | **14.3** | **0.0** | **49.2** | **-** | **-** | **-** | **-** | **Network: A52 / Bardills Island** |
| **A52/ Bardills Island** | **-** | **-** | **3** | **5** | **0** | **34.9** | **14.3** | **0.0** | **49.2** | **-** | **-** | **-** | **-** | **A52/ Bardills Island** |
| 1/1 | 123 | 123 | - | - | - | 0.3 | 0.1 | - | 0.4 | 12.2 | 1.3 | 0.1 | 1.4 | 1/1 |
| 1/2+1/3 | 1050 | 1050 | - | - | - | 3.7 | 0.7 | - | 4.4 | 15.1 | 7.4 | 0.7 | 8.1 | 1/2+1/3 |
| 2/1 | 7 | 7 | 3 | 5 | 0 | 0.0 | 0.0 | - | 0.0 | 18.6 | 0.1 | 0.0 | 0.1 | 2/1 |
| 3/2+3/1 | 579 | 579 | - | - | - | 3.8 | 0.8 | - | 4.6 | 28.9 | 5.0 | 0.8 | 5.8 | 3/2+3/1 |
| 3/3+3/4 | 493 | 493 | - | - | - | 3.3 | 2.2 | - | 5.5 | 40.1 | 6.9 | 2.2 | 9.1 | 3/3+3/4 |
| 4/1 | 788 | 788 | - | - | - | 2.7 | 1.6 | - | 4.3 | 19.8 | 11.8 | 1.6 | 13.4 | 4/1 |
| 4/2+4/3 | 1518 | 1518 | - | - | - | 5.1 | 2.3 | - | 7.4 | 17.7 | 11.8 | 2.3 | 14.2 | 4/2+4/3 |
| 5/2+5/1 | 633 | 633 | - | - | - | 4.1 | 5.2 | - | 9.3 | 53.0 | 8.8 | 5.2 | 14.0 | 5/2+5/1 |
| 6/1 | 473 | 473 | - | - | - | 1.6 | 0.0 | - | 1.6 | 11.9 | 8.2 | 0.0 | 8.2 | 6/1 |
| 6/2 | 620 | 620 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.7 | 2.2 | 0.0 | 2.2 | 6/2 |
| 6/3 | 631 | 631 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.6 | 2.1 | 0.0 | 2.1 | 6/3 |
| 7/1 | 373 | 373 | - | - | - | 2.9 | 0.0 | - | 2.9 | 27.9 | 7.3 | 0.0 | 7.3 | 7/1 |
| 7/2 | 355 | 355 | - | - | - | 2.9 | 0.0 | - | 2.9 | 28.9 | 6.9 | 0.0 | 6.9 | 7/2 |
| 8/1 | 350 | 350 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.0 | 0.2 | 0.0 | 0.2 | 8/1 |
| 8/2 | 195 | 195 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.8 | 0.1 | 0.0 | 0.1 | 8/2 |
| 9/1 | 544 | 544 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.8 | 0.8 | 0.0 | 0.8 | 9/1 |
| 9/2 | 905 | 905 | - | - | - | 0.7 | 0.0 | - | 0.7 | 2.9 | 3.3 | 0.0 | 3.3 | 9/2 |
| 10/1 | 601 | 601 | - | - | - | 0.1 | 0.3 | - | 0.5 | 2.8 | 1.1 | 0.3 | 1.4 | 10/1 |
| 10/2 | 936 | 936 | - | - | - | 0.1 | 0.9 | - | 1.0 | 3.7 | 0.6 | 0.9 | 1.5 | 10/2 |
| 11/1 | 523 | 523 | - | - | - | 1.1 | 0.0 | - | 1.1 | 7.5 | 3.2 | 0.0 | 3.2 | 11/1 |

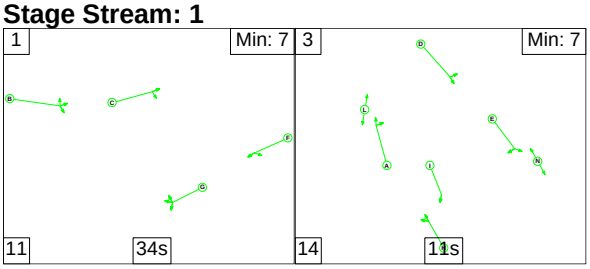
| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11/2 | 115 | 115 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.6 | 0.1 | 0.0 | 0.1 | 11/2 |
| 12/1 | 321 | 321 | - | - | - | 0.0 | 0.2 | - | 0.2 | 2.0 | 0.2 | 0.2 | 0.3 | 12/1 |
| 12/2 | 721 | 721 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.7 | 3.7 | 0.0 | 3.7 | 12/2 |
| 12/3 | 676 | 676 | - | - | - | 0.4 | 0.0 | - | 0.4 | 2.3 | 4.3 | 0.0 | 4.3 | 12/3 |
| 13/1 | 767 | 767 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 14/1 | 592 | 592 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 14/2 | 576 | 576 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/2 |
| 15/1 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A52 / B6003 Bardills | Stream: 1 PRC for Signalled Lanes (%): | -3.0 | Total Delay for Signalled Lanes (pcuHr): | 46.57 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 2 PRC for Signalled Lanes (%): | 72.8 | Total Delay for Signalled Lanes (pcuHr): | 1.15 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 3 PRC for Signalled Lanes (%): | 40.9 | Total Delay for Signalled Lanes (pcuHr): | 1.43 | Cycle Time (s): 70 |
| | PRC Over All Lanes (%): | -3.0 | Total Delay Over All Lanes(pcuHr): | 49.19 | |

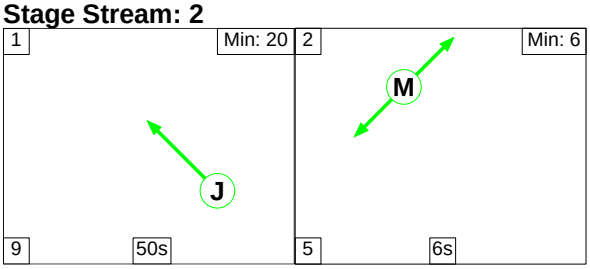
**Scenario 5: 'Scenario 4'** (FG5: '2041 Reference Case AM', Plan 2: 'Network Control Plan 2')

## Stage Sequence Diagram

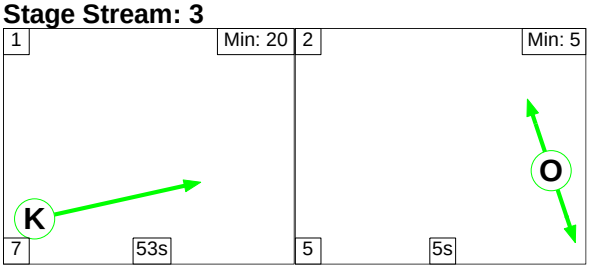
### Stage Stream: 1




### Stage Stream: 2




### Stage Stream: 3




## Stage Timings

### Stage Stream: 1

| Stage | 1 | 3 |
|---|---|---|
| Duration | 34 | 11 |
| Change Point | 62 | 37 |

### Stage Stream: 2

| Stage | 1 | 2 |
|---|---|---|
| Duration | 50 | 6 |
| Change Point | 63 | 52 |

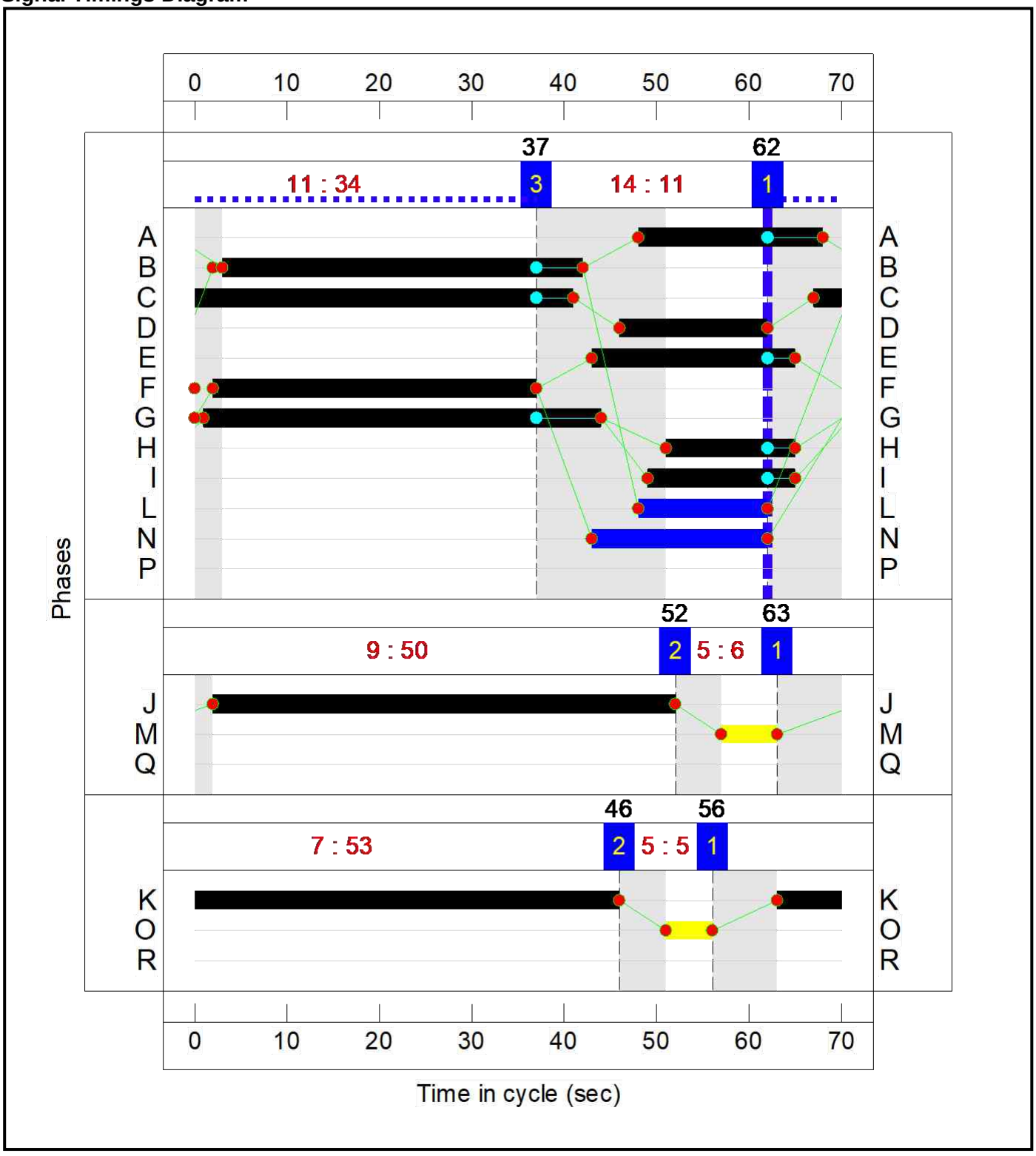
### Stage Stream: 3

| Stage | 1 | 2 |
|---|---|---|
| Duration | 53 | 5 |
| Change Point | 56 | 46 |

## Phase Timings

| Phase Name | Description | Phase | Stage Stream | Green Period 1 | | |
|---|---|---|---|---|---|---|
| | | | | Total Green | Start Time | End Time |
| A | W Circ Right Ahead | Traffic | 1 | 20 | 48 | 68 |
| B | A52 West Right Ahead Left | Traffic | 1 | 39 | 3 | 42 |
| C | N Circ Right Ahead | Traffic | 1 | 44 | 67 | 41 |
| D | B6003 Toton Lane North Ahead Left | Traffic | 1 | 16 | 46 | 62 |
| E | E Circ Right Ahead | Traffic | 1 | 22 | 43 | 65 |
| F | A52 East Ahead Left | Traffic | 1 | 35 | 2 | 37 |
| G | S Circ Right Ahead Left (25) | Traffic | 1 | 43 | 1 | 44 |
| H | B6003 Toton Lane South Ahead Left (21) | Traffic | 1 | 14 | 51 | 65 |
| I | Cut Thru Ahead (29) | Traffic | 1 | 16 | 49 | 65 |
| J | A52 West Exit Peds | Traffic | 2 | 50 | 2 | 52 |
| K | A52 E Exit peds | Traffic | 3 | 53 | 63 | 46 |
| L | Pedestrians across | Pedestrian | 1 | 14 | 48 | 62 |
| M | Pedestrians across | Pedestrian | 2 | 6 | 57 | 63 |
| N | Pedestrians across | Pedestrian | 1 | 19 | 43 | 62 |
| O | Pedestrians across | Pedestrian | 3 | 5 | 51 | 56 |
| P | Dummy | Dummy | 1 | | | |
| Q | Dummy | Dummy | 2 | | | |
| R | Dummy | Dummy | 3 | | | |

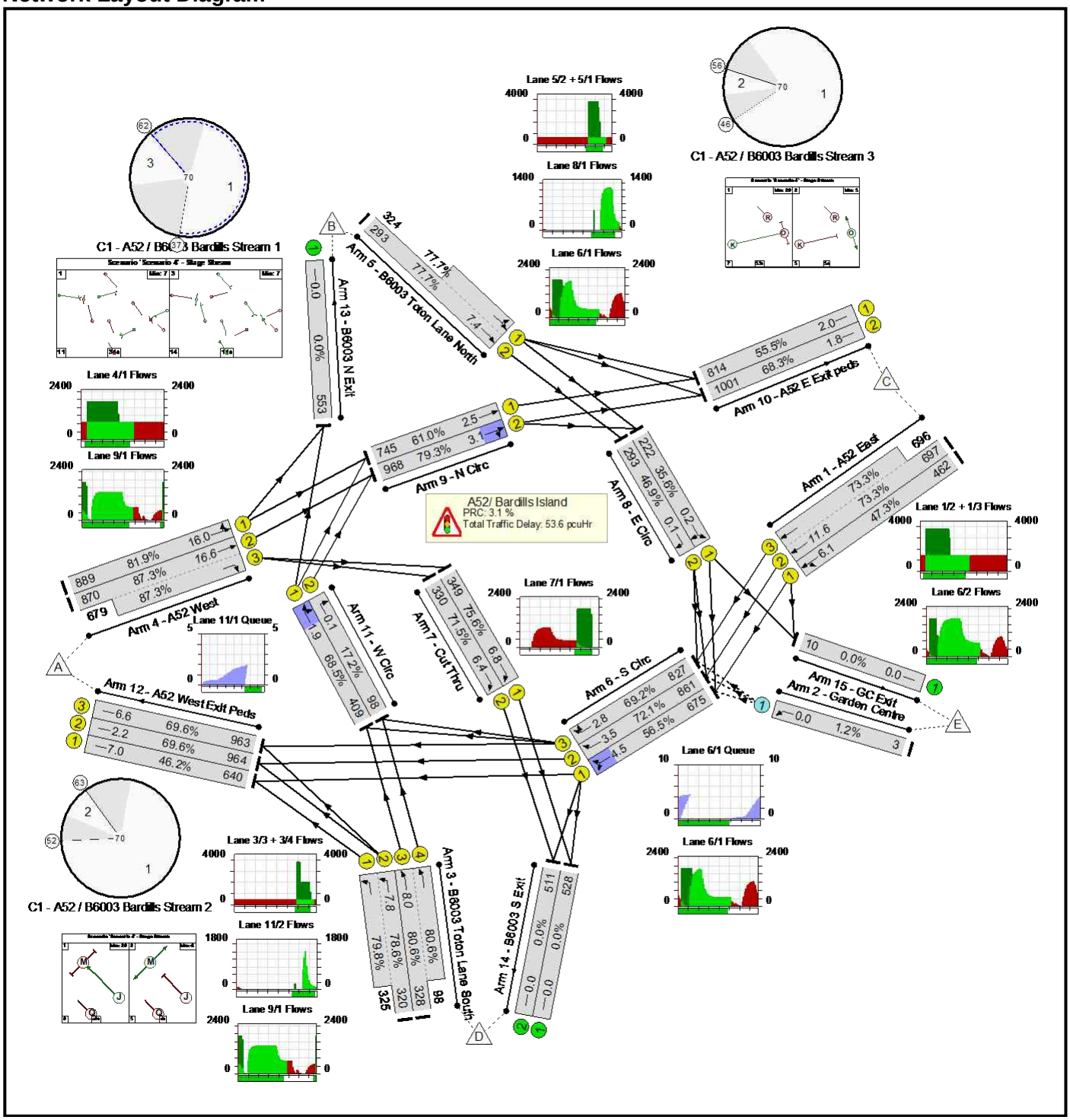
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52/ Bardills Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 1/1 | A52 East Ahead Left | U | F | 2 | 37 |
| 1/2 | A52 East Ahead | U | F | 2 | 37 |
| 1/3 | A52 East Ahead | U | F | 2 | 37 |
| 3/1 | B6003 Toton Lane South Left | U | H | 51 | 65 |
| 3/2 | B6003 Toton Lane South Left | U | H | 51 | 65 |
| 3/3 | B6003 Toton Lane South Ahead | U | H | 51 | 65 |
| 3/4 | B6003 Toton Lane South Ahead | U | H | 51 | 65 |
| 4/1 | A52 West Ahead Left | U | B | 3 | 42 |
| 4/2 | A52 West Ahead | U | B | 3 | 42 |
| 4/3 | A52 West Right | U | B | 3 | 42 |
| 5/1 | B6003 Toton Lane North Ahead Left | U | D | 46 | 62 |
| 5/2 | B6003 Toton Lane North Ahead | U | D | 46 | 62 |
| 6/1 | S Circ Ahead Left | U | G | 1 | 44 |
| 6/2 | S Circ Ahead | U | G | 1 | 44 |
| 6/3 | S Circ Right Ahead | U | G | 1 | 44 |
| 7/1 | Cut Thru Ahead | U | I | 49 | 65 |
| 7/2 | Cut Thru Ahead | U | I | 49 | 65 |
| 8/1 | E Circ Right Ahead | U | E | 43 | 65 |
| 8/2 | E Circ Right | U | E | 43 | 65 |
| 9/1 | N Circ Ahead | U | C | 67 | 41 |
| 9/2 | N Circ Right Ahead | U | C | 67 | 41 |
| 10/1 | A52 E Exit peds | U | K | 63 | 46 |
| 10/2 | A52 E Exit peds | U | K | 63 | 46 |
| 11/1 | W Circ Right Ahead | U | A | 48 | 68 |
| 11/2 | W Circ Right | U | A | 48 | 68 |
| 12/1 | A52 West Exit Peds | U | J | 2 | 52 |
| 12/2 | A52 West Exit Peds | U | J | 2 | 52 |
| 12/3 | A52 West Exit Peds | U | J | 2 | 52 |

## Network Layout Diagram



**Network Results**

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **87.3%** |
| **A52/ Bardills Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **87.3%** |
| 1/1 | A52 East Ahead Left | U | 1 | N/A | F | | 1 | 35 | - | - | 462 | 1900 | 977 | 47.3% |
| 1/2+1/3 | A52 East Ahead | U | 1 | N/A | F | | 1 | 35 | - | - | 1393 | 1900:1900 | 951+949 | 73.3 : 73.3% |
| 2/1 | Garden Centre Left | O | N/A | N/A | - | | - | - | - | - | 3 | 1800 | 257 | 1.2% |
| 3/2+3/1 | B6003 Toton Lane South Left | U | 1 | N/A | H | | 1 | 14 | - | - | 645 | 1900:1900 | 407+407 | 78.6 : 79.8% |
| 3/3+3/4 | B6003 Toton Lane South Ahead | U | 1 | N/A | H | | 1 | 14 | - | - | 426 | 1900:1900 | 407+122 | 80.6 : 80.6% |
| 4/1 | A52 West Ahead Left | U | 1 | N/A | B | | 1 | 39 | - | - | 889 | 1900 | 1086 | 81.9% |
| 4/2+4/3 | A52 West Right Ahead | U | 1 | N/A | B | | 1 | 39 | - | - | 1549 | 1900:1900 | 996+778 | 87.3 : 87.3% |
| 5/2+5/1 | B6003 Toton Lane North Ahead Left | U | 1 | N/A | D | | 1 | 16 | - | - | 617 | 1900:1900 | 377+417 | 77.7 : 77.7% |
| 6/1 | S Circ Ahead Left | U | 1 | N/A | G | | 1 | 43 | - | - | 675 | 1900 | 1194 | 56.5% |
| 6/2 | S Circ Ahead | U | 1 | N/A | G | | 1 | 43 | - | - | 861 | 1900 | 1194 | 72.1% |
| 6/3 | S Circ Right Ahead | U | 1 | N/A | G | | 1 | 43 | - | - | 827 | 1900 | 1194 | 69.2% |
| 7/1 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 16 | - | - | 349 | 1900 | 461 | 75.6% |
| 7/2 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 16 | - | - | 330 | 1900 | 461 | 71.5% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/1 | E Circ Right Ahead | U | 1 | N/A | E | | 1 | 22 | - | - | 222 | 1900 | 624 | 35.6% |
| 8/2 | E Circ Right | U | 1 | N/A | E | | 1 | 22 | - | - | 293 | 1900 | 624 | 46.9% |
| 9/1 | N Circ Ahead | U | 1 | N/A | C | | 1 | 44 | - | - | 745 | 1900 | 1221 | 61.0% |
| 9/2 | N Circ Right Ahead | U | 1 | N/A | C | | 1 | 44 | - | - | 968 | 1900 | 1221 | 79.3% |
| 10/1 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 814 | 1900 | 1466 | 55.5% |
| 10/2 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 1001 | 1900 | 1466 | 68.3% |
| 11/1 | W Circ Right Ahead | U | 1 | N/A | A | | 1 | 20 | - | - | 409 | 1900 | 597 | 68.5% |
| 11/2 | W Circ Right | U | 1 | N/A | A | | 1 | 20 | - | - | 98 | 1900 | 570 | 17.2% |
| 12/1 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 640 | 1900 | 1384 | 46.2% |
| 12/2 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 964 | 1900 | 1384 | 69.6% |
| 12/3 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 963 | 1900 | 1384 | 69.6% |
| 13/1 | B6003 N Exit | U | N/A | N/A | - | | - | - | - | - | 553 | Inf | Inf | 0.0% |
| 14/1 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 528 | Inf | Inf | 0.0% |
| 14/2 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 511 | Inf | Inf | 0.0% |
| 15/1 | GC Exit | U | N/A | N/A | - | | - | - | - | - | 10 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **1** | **2** | **0** | **38.6** | **15.1** | **0.0** | **53.6** | **-** | **-** | **-** | **-** | **Network: A52 / Bardills Island** |
| **A52/ Bardills Island** | **-** | **-** | **1** | **2** | **0** | **38.6** | **15.1** | **0.0** | **53.6** | **-** | **-** | **-** | **-** | **A52/ Bardills Island** |
| 1/1 | 462 | 462 | - | - | - | 1.4 | 0.4 | - | 1.8 | 14.4 | 5.6 | 0.4 | 6.1 | 1/1 |
| 1/2+1/3 | 1393 | 1393 | - | - | - | 5.0 | 1.4 | - | 6.4 | 16.6 | 10.3 | 1.4 | 11.6 | 1/2+1/3 |
| 2/1 | 3 | 3 | 1 | 2 | 0 | 0.0 | 0.0 | - | 0.0 | 17.7 | 0.0 | 0.0 | 0.0 | 2/1 |
| 3/2+3/1 | 645 | 645 | - | - | - | 4.7 | 1.9 | - | 6.5 | 36.4 | 6.0 | 1.9 | 7.8 | 3/2+3/1 |
| 3/3+3/4 | 426 | 426 | - | - | - | 3.0 | 2.0 | - | 5.0 | 42.2 | 6.0 | 2.0 | 8.0 | 3/3+3/4 |
| 4/1 | 889 | 889 | - | - | - | 3.0 | 2.2 | - | 5.2 | 21.0 | 13.8 | 2.2 | 16.0 | 4/1 |
| 4/2+4/3 | 1549 | 1549 | - | - | - | 4.8 | 3.3 | - | 8.1 | 18.8 | 13.3 | 3.3 | 16.6 | 4/2+4/3 |
| 5/2+5/1 | 617 | 617 | - | - | - | 4.1 | 1.7 | - | 5.8 | 33.9 | 5.7 | 1.7 | 7.4 | 5/2+5/1 |
| 6/1 | 675 | 675 | - | - | - | 0.8 | 0.0 | - | 0.8 | 4.4 | 4.5 | 0.0 | 4.5 | 6/1 |
| 6/2 | 861 | 861 | - | - | - | 0.7 | 0.0 | - | 0.7 | 2.8 | 3.5 | 0.0 | 3.5 | 6/2 |
| 6/3 | 827 | 827 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.3 | 2.8 | 0.0 | 2.8 | 6/3 |
| 7/1 | 349 | 349 | - | - | - | 2.8 | 0.0 | - | 2.8 | 29.3 | 6.8 | 0.0 | 6.8 | 7/1 |
| 7/2 | 330 | 330 | - | - | - | 2.8 | 0.0 | - | 2.8 | 30.3 | 6.4 | 0.0 | 6.4 | 7/2 |
| 8/1 | 222 | 222 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.2 | 0.2 | 0.0 | 0.2 | 8/1 |
| 8/2 | 293 | 293 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.7 | 0.1 | 0.0 | 0.1 | 8/2 |
| 9/1 | 745 | 745 | - | - | - | 0.4 | 0.0 | - | 0.4 | 2.1 | 2.5 | 0.0 | 2.5 | 9/1 |
| 9/2 | 968 | 968 | - | - | - | 0.6 | 0.0 | - | 0.6 | 2.4 | 3.1 | 0.0 | 3.1 | 9/2 |
| 10/1 | 814 | 814 | - | - | - | 0.2 | 0.6 | - | 0.8 | 3.5 | 1.3 | 0.6 | 2.0 | 10/1 |
| 10/2 | 1001 | 1001 | - | - | - | 0.1 | 1.1 | - | 1.2 | 4.2 | 0.8 | 1.1 | 1.8 | 10/2 |
| 11/1 | 409 | 409 | - | - | - | 0.7 | 0.0 | - | 0.7 | 6.1 | 1.9 | 0.0 | 1.9 | 11/1 |

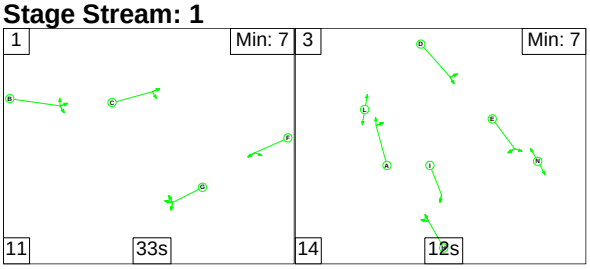
| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11/2 | 98 | 98 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.7 | 0.1 | 0.0 | 0.1 | 11/2 |
| 12/1 | 640 | 640 | - | - | - | 1.4 | 0.4 | - | 1.9 | 10.5 | 6.5 | 0.4 | 7.0 | 12/1 |
| 12/2 | 964 | 964 | - | - | - | 0.4 | 0.0 | - | 0.4 | 1.4 | 2.2 | 0.0 | 2.2 | 12/2 |
| 12/3 | 963 | 963 | - | - | - | 0.9 | 0.0 | - | 0.9 | 3.5 | 6.6 | 0.0 | 6.6 | 12/3 |
| 13/1 | 553 | 553 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 14/1 | 528 | 528 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 14/2 | 511 | 511 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/2 |
| 15/1 | 10 | 10 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A52 / B6003 Bardills | Stream: 1 PRC for Signalled Lanes (%): | 3.1 | Total Delay for Signalled Lanes (pcuHr): | 48.49 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 2 PRC for Signalled Lanes (%): | 29.2 | Total Delay for Signalled Lanes (pcuHr): | 3.18 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 3 PRC for Signalled Lanes (%): | 31.8 | Total Delay for Signalled Lanes (pcuHr): | 1.96 | Cycle Time (s): 70 |
| | PRC Over All Lanes (%): | 3.1 | Total Delay Over All Lanes(pcuHr): | 53.64 | |

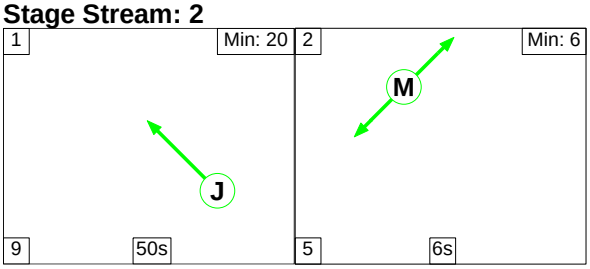
**Scenario 6: 'Scenario 4'** (FG6: '2041 Reference Case PM', Plan 2: 'Network Control Plan 2')

## Stage Sequence Diagram

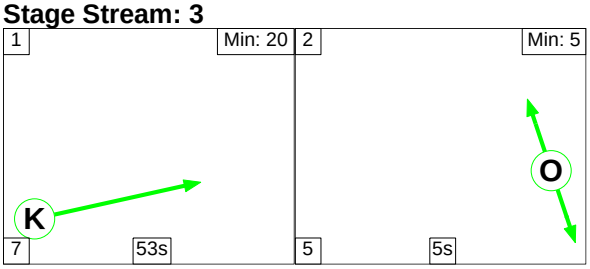
### Stage Stream: 1




### Stage Stream: 2




### Stage Stream: 3




## Stage Timings

### Stage Stream: 1

| Stage | 1 | 3 |
|---|---|---|
| Duration | 33 | 12 |
| Change Point | 62 | 36 |

### Stage Stream: 2

| Stage | 1 | 2 |
|---|---|---|
| Duration | 50 | 6 |
| Change Point | 44 | 33 |

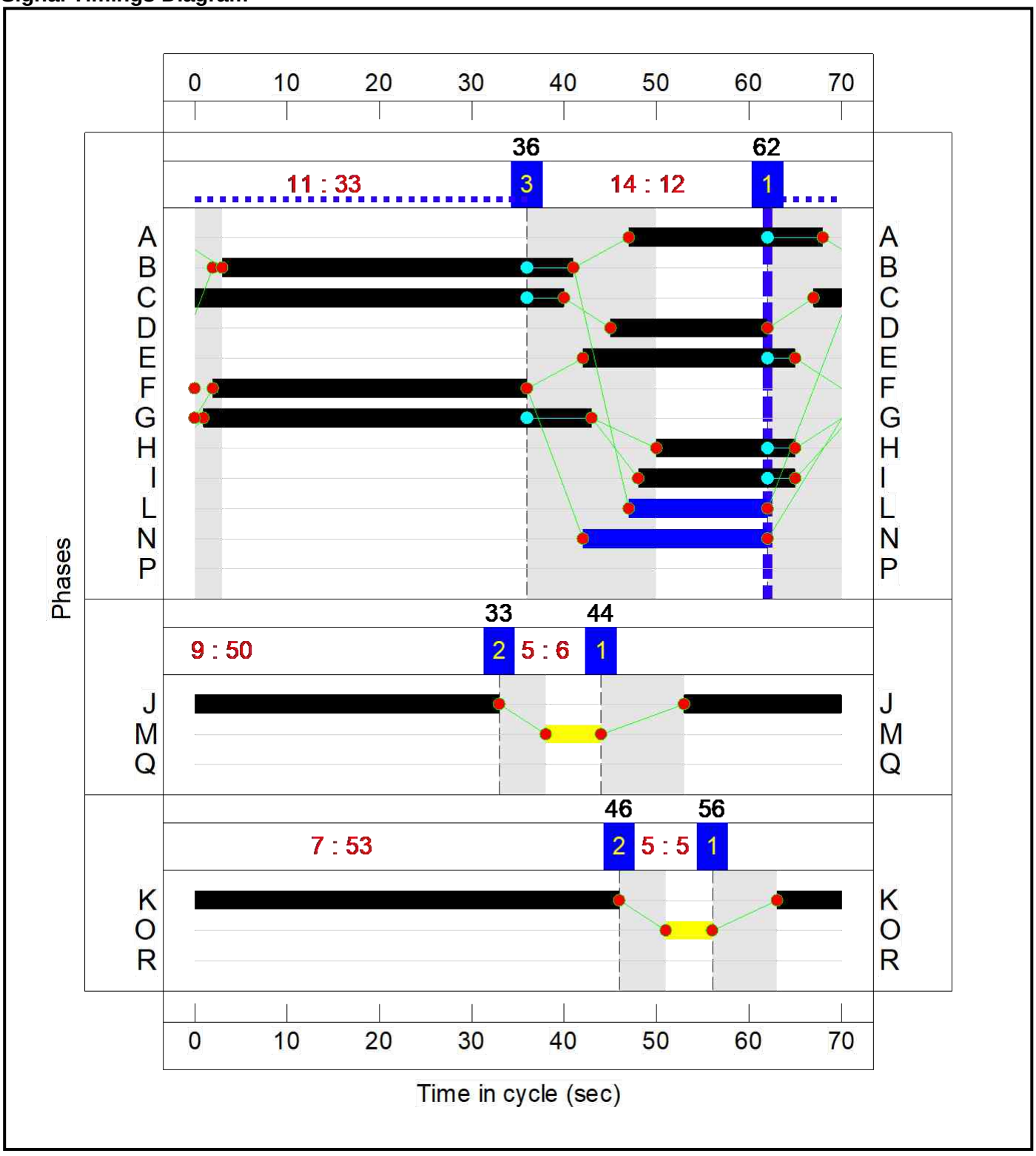
### Stage Stream: 3

| Stage | 1 | 2 |
|---|---|---|
| Duration | 53 | 5 |
| Change Point | 56 | 46 |

## Phase Timings

| Phase Name | Description | Phase | Stage Stream | Green Period 1 | | |
|---|---|---|---|---|---|---|
| | | | | Total Green | Start Time | End Time |
| A | W Circ Right Ahead | Traffic | 1 | 21 | 47 | 68 |
| B | A52 West Right Ahead Left | Traffic | 1 | 38 | 3 | 41 |
| C | N Circ Right Ahead | Traffic | 1 | 43 | 67 | 40 |
| D | B6003 Toton Lane North Ahead Left | Traffic | 1 | 17 | 45 | 62 |
| E | E Circ Right Ahead | Traffic | 1 | 23 | 42 | 65 |
| F | A52 East Ahead Left | Traffic | 1 | 34 | 2 | 36 |
| G | S Circ Right Ahead Left (25) | Traffic | 1 | 42 | 1 | 43 |
| H | B6003 Toton Lane South Ahead Left (21) | Traffic | 1 | 15 | 50 | 65 |
| I | Cut Thru Ahead (29) | Traffic | 1 | 17 | 48 | 65 |
| J | A52 West Exit Peds | Traffic | 2 | 50 | 53 | 33 |
| K | A52 E Exit peds | Traffic | 3 | 53 | 63 | 46 |
| L | Pedestrians across | Pedestrian | 1 | 15 | 47 | 62 |
| M | Pedestrians across | Pedestrian | 2 | 6 | 38 | 44 |
| N | Pedestrians across | Pedestrian | 1 | 20 | 42 | 62 |
| O | Pedestrians across | Pedestrian | 3 | 5 | 51 | 56 |
| P | Dummy | Dummy | 1 | | | |
| Q | Dummy | Dummy | 2 | | | |
| R | Dummy | Dummy | 3 | | | |

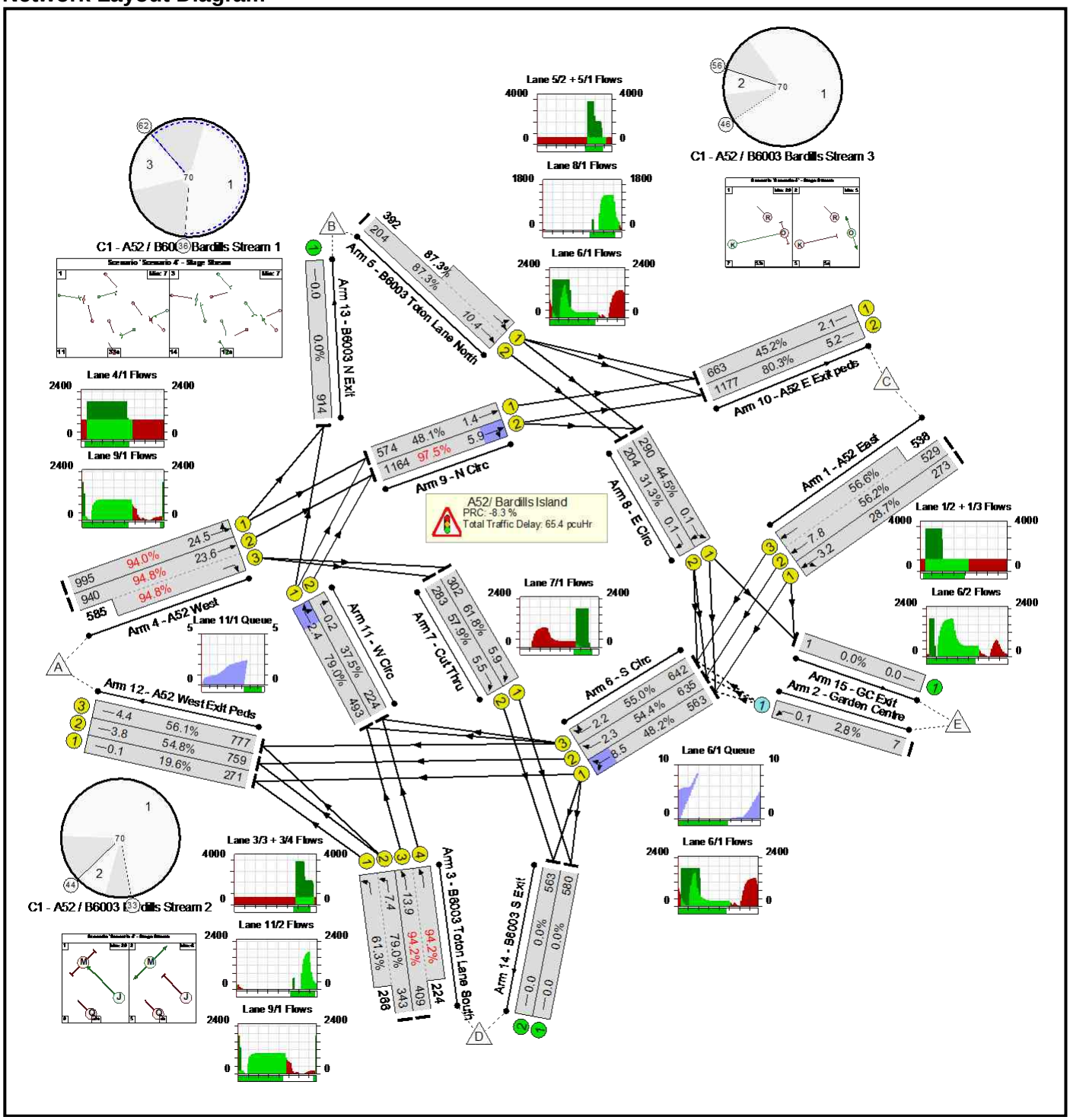
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52/ Bardills Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 1/1 | A52 East Ahead Left | U | F | 2 | 36 |
| 1/2 | A52 East Ahead | U | F | 2 | 36 |
| 1/3 | A52 East Ahead | U | F | 2 | 36 |
| 3/1 | B6003 Toton Lane South Left | U | H | 50 | 65 |
| 3/2 | B6003 Toton Lane South Left | U | H | 50 | 65 |
| 3/3 | B6003 Toton Lane South Ahead | U | H | 50 | 65 |
| 3/4 | B6003 Toton Lane South Ahead | U | H | 50 | 65 |
| 4/1 | A52 West Ahead Left | U | B | 3 | 41 |
| 4/2 | A52 West Ahead | U | B | 3 | 41 |
| 4/3 | A52 West Right | U | B | 3 | 41 |
| 5/1 | B6003 Toton Lane North Ahead Left | U | D | 45 | 62 |
| 5/2 | B6003 Toton Lane North Ahead | U | D | 45 | 62 |
| 6/1 | S Circ Ahead Left | U | G | 1 | 43 |
| 6/2 | S Circ Ahead | U | G | 1 | 43 |
| 6/3 | S Circ Right Ahead | U | G | 1 | 43 |
| 7/1 | Cut Thru Ahead | U | I | 48 | 65 |
| 7/2 | Cut Thru Ahead | U | I | 48 | 65 |
| 8/1 | E Circ Right Ahead | U | E | 42 | 65 |
| 8/2 | E Circ Right | U | E | 42 | 65 |
| 9/1 | N Circ Ahead | U | C | 67 | 40 |
| 9/2 | N Circ Right Ahead | U | C | 67 | 40 |
| 10/1 | A52 E Exit peds | U | K | 63 | 46 |
| 10/2 | A52 E Exit peds | U | K | 63 | 46 |
| 11/1 | W Circ Right Ahead | U | A | 47 | 68 |
| 11/2 | W Circ Right | U | A | 47 | 68 |
| 12/1 | A52 West Exit Peds | U | J | 53 | 33 |
| 12/2 | A52 West Exit Peds | U | J | 53 | 33 |
| 12/3 | A52 West Exit Peds | U | J | 53 | 33 |

## Network Layout Diagram



**Network Results**

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **97.5%** |
| **A52/ Bardills Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **97.5%** |
| 1/1 | A52 East Ahead Left | U | 1 | N/A | F | | 1 | 34 | - | - | 273 | 1900 | 950 | 28.7% |
| 1/2+1/3 | A52 East Ahead | U | 1 | N/A | F | | 1 | 34 | - | - | 1067 | 1900:1900 | 942+950 | 56.2 : 56.6% |
| 2/1 | Garden Centre Left | O | N/A | N/A | - | | - | - | - | - | 7 | 1800 | 251 | 2.8% |
| 3/2+3/1 | B6003 Toton Lane South Left | U | 1 | N/A | H | | 1 | 15 | - | - | 609 | 1900:1900 | 434+434 | 79.0 : 61.3% |
| 3/3+3/4 | B6003 Toton Lane South Ahead | U | 1 | N/A | H | | 1 | 15 | - | - | 633 | 1900:1900 | 434+238 | 94.2 : 94.2% |
| 4/1 | A52 West Ahead Left | U | 1 | N/A | B | | 1 | 38 | - | - | 995 | 1900 | 1059 | 94.0% |
| 4/2+4/3 | A52 West Right Ahead | U | 1 | N/A | B | | 1 | 38 | - | - | 1525 | 1900:1900 | 991+617 | 94.8 : 94.8% |
| 5/2+5/1 | B6003 Toton Lane North Ahead Left | U | 1 | N/A | D | | 1 | 17 | - | - | 596 | 1900:1900 | 234+449 | 87.3 : 87.3% |
| 6/1 | S Circ Ahead Left | U | 1 | N/A | G | | 1 | 42 | - | - | 563 | 1900 | 1167 | 48.2% |
| 6/2 | S Circ Ahead | U | 1 | N/A | G | | 1 | 42 | - | - | 635 | 1900 | 1167 | 54.4% |
| 6/3 | S Circ Right Ahead | U | 1 | N/A | G | | 1 | 42 | - | - | 642 | 1900 | 1167 | 55.0% |
| 7/1 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 17 | - | - | 302 | 1900 | 489 | 61.8% |
| 7/2 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 17 | - | - | 283 | 1900 | 489 | 57.9% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/1 | E Circ Right Ahead | U | 1 | N/A | E | | 1 | 23 | - | - | 290 | 1900 | 651 | 44.5% |
| 8/2 | E Circ Right | U | 1 | N/A | E | | 1 | 23 | - | - | 204 | 1900 | 651 | 31.3% |
| 9/1 | N Circ Ahead | U | 1 | N/A | C | | 1 | 43 | - | - | 574 | 1900 | 1194 | 48.1% |
| 9/2 | N Circ Right Ahead | U | 1 | N/A | C | | 1 | 43 | - | - | 1164 | 1900 | 1194 | 97.5% |
| 10/1 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 663 | 1900 | 1466 | 45.2% |
| 10/2 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 1177 | 1900 | 1466 | 80.3% |
| 11/1 | W Circ Right Ahead | U | 1 | N/A | A | | 1 | 21 | - | - | 493 | 1900 | 624 | 79.0% |
| 11/2 | W Circ Right | U | 1 | N/A | A | | 1 | 21 | - | - | 224 | 1900 | 597 | 37.5% |
| 12/1 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 271 | 1900 | 1384 | 19.6% |
| 12/2 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 759 | 1900 | 1384 | 54.8% |
| 12/3 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 777 | 1900 | 1384 | 56.1% |
| 13/1 | B6003 N Exit | U | N/A | N/A | - | | - | - | - | - | 914 | Inf | Inf | 0.0% |
| 14/1 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 580 | Inf | Inf | 0.0% |
| 14/2 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 563 | Inf | Inf | 0.0% |
| 15/1 | GC Exit | U | N/A | N/A | - | | - | - | - | - | 1 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **2** | **5** | **0** | **37.2** | **28.1** | **0.0** | **65.4** | **-** | **-** | **-** | **-** | **Network: A52 / Bardills Island** |
| **A52/ Bardills Island** | **-** | **-** | **2** | **5** | **0** | **37.2** | **28.1** | **0.0** | **65.4** | **-** | **-** | **-** | **-** | **A52/ Bardills Island** |
| 1/1 | 273 | 273 | - | - | - | 0.8 | 0.2 | - | 1.0 | 12.9 | 3.0 | 0.2 | 3.2 | 1/1 |
| 1/2+1/3 | 1067 | 1067 | - | - | - | 3.6 | 0.6 | - | 4.3 | 14.3 | 7.2 | 0.6 | 7.8 | 1/2+1/3 |
| 2/1 | 7 | 7 | 2 | 5 | 0 | 0.0 | 0.0 | - | 0.0 | 18.0 | 0.1 | 0.0 | 0.1 | 2/1 |
| 3/2+3/1 | 609 | 609 | - | - | - | 4.2 | 1.2 | - | 5.4 | 31.8 | 6.2 | 1.2 | 7.4 | 3/2+3/1 |
| 3/3+3/4 | 633 | 633 | - | - | - | 4.5 | 6.2 | - | 10.6 | 60.5 | 7.7 | 6.2 | 13.9 | 3/3+3/4 |
| 4/1 | 995 | 995 | - | - | - | 4.0 | 6.5 | - | 10.5 | 37.9 | 18.0 | 6.5 | 24.5 | 4/1 |
| 4/2+4/3 | 1525 | 1525 | - | - | - | 5.2 | 7.7 | - | 12.9 | 30.4 | 15.9 | 7.7 | 23.6 | 4/2+4/3 |
| 5/2+5/1 | 596 | 596 | - | - | - | 3.9 | 3.2 | - | 7.1 | 42.7 | 7.2 | 3.2 | 10.4 | 5/2+5/1 |
| 6/1 | 563 | 563 | - | - | - | 1.2 | 0.0 | - | 1.2 | 8.0 | 8.5 | 0.0 | 8.5 | 6/1 |
| 6/2 | 635 | 635 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.6 | 2.3 | 0.0 | 2.3 | 6/2 |
| 6/3 | 642 | 642 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.6 | 2.2 | 0.0 | 2.2 | 6/3 |
| 7/1 | 302 | 302 | - | - | - | 2.4 | 0.0 | - | 2.4 | 28.6 | 5.9 | 0.0 | 5.9 | 7/1 |
| 7/2 | 283 | 283 | - | - | - | 2.3 | 0.0 | - | 2.3 | 29.6 | 5.5 | 0.0 | 5.5 | 7/2 |
| 8/1 | 290 | 290 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.9 | 0.1 | 0.0 | 0.1 | 8/1 |
| 8/2 | 204 | 204 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.7 | 0.1 | 0.0 | 0.1 | 8/2 |
| 9/1 | 574 | 574 | - | - | - | 0.3 | 0.0 | - | 0.3 | 2.1 | 1.4 | 0.0 | 1.4 | 9/1 |
| 9/2 | 1164 | 1164 | - | - | - | 1.3 | 0.0 | - | 1.3 | 4.0 | 5.9 | 0.0 | 5.9 | 9/2 |
| 10/1 | 663 | 663 | - | - | - | 0.2 | 0.4 | - | 0.6 | 3.4 | 1.7 | 0.4 | 2.1 | 10/1 |
| 10/2 | 1177 | 1177 | - | - | - | 0.0 | 2.0 | - | 2.0 | 6.3 | 3.2 | 2.0 | 5.2 | 10/2 |
| 11/1 | 493 | 493 | - | - | - | 1.0 | 0.0 | - | 1.0 | 7.6 | 2.4 | 0.0 | 2.4 | 11/1 |

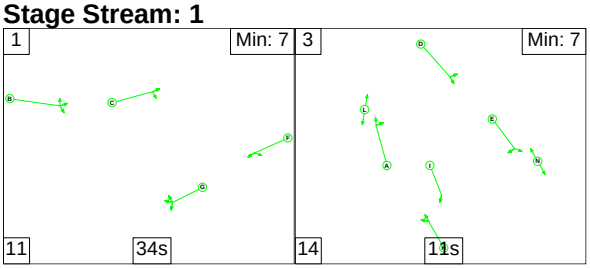
| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11/2 | 224 | 224 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.7 | 0.2 | 0.0 | 0.2 | 11/2 |
| 12/1 | 271 | 271 | - | - | - | 0.0 | 0.1 | - | 0.1 | 1.7 | 0.0 | 0.1 | 0.1 | 12/1 |
| 12/2 | 759 | 759 | - | - | - | 0.6 | 0.0 | - | 0.6 | 2.7 | 3.8 | 0.0 | 3.8 | 12/2 |
| 12/3 | 777 | 777 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.3 | 4.4 | 0.0 | 4.4 | 12/3 |
| 13/1 | 914 | 914 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 14/1 | 580 | 580 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 14/2 | 563 | 563 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/2 |
| 15/1 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A52 / B6003 Bardills | Stream: 1 PRC for Signalled Lanes (%): | -8.3 | Total Delay for Signalled Lanes (pcuHr): | 61.45 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 2 PRC for Signalled Lanes (%): | 60.3 | Total Delay for Signalled Lanes (pcuHr): | 1.20 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 3 PRC for Signalled Lanes (%): | 12.1 | Total Delay for Signalled Lanes (pcuHr): | 2.68 | Cycle Time (s): 70 |
| | PRC Over All Lanes (%): | -8.3 | Total Delay Over All Lanes(pcuHr): | 65.36 | |

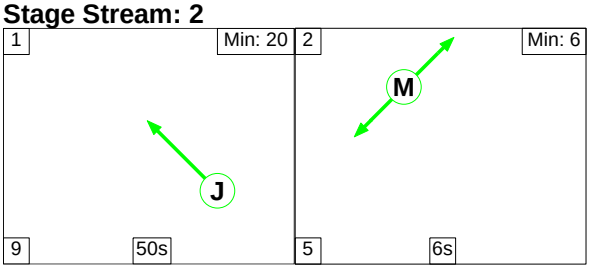
**Scenario 7: 'Scenario 4'** (FG7: '2041 Do Something AM', Plan 2: 'Network Control Plan 2')

## Stage Sequence Diagram

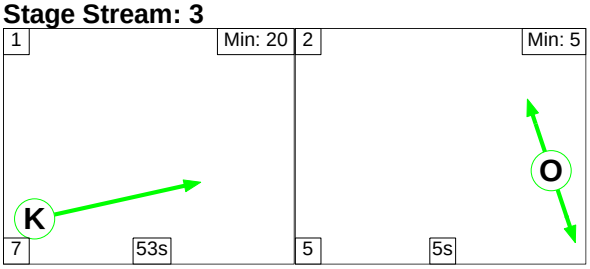
### Stage Stream: 1




### Stage Stream: 2




### Stage Stream: 3




## Stage Timings

### Stage Stream: 1

| Stage | 1 | 3 |
|---|---|---|
| Duration | 34 | 11 |
| Change Point | 62 | 37 |

### Stage Stream: 2

| Stage | 1 | 2 |
|---|---|---|
| Duration | 50 | 6 |
| Change Point | 63 | 52 |

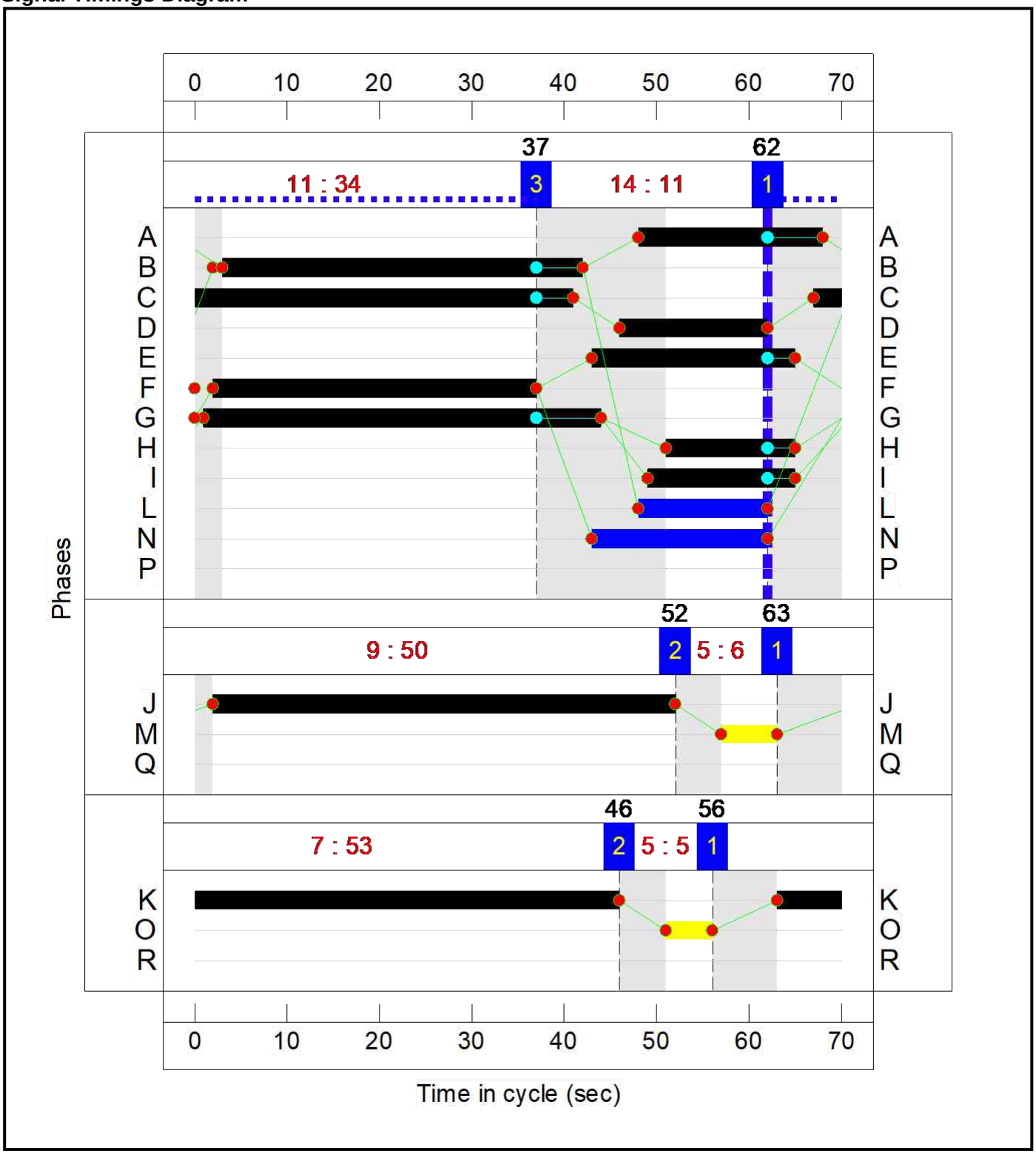
### Stage Stream: 3

| Stage | 1 | 2 |
|---|---|---|
| Duration | 53 | 5 |
| Change Point | 56 | 46 |

## Phase Timings

| Phase Name | Description | Phase | Stage Stream | Green Period 1 | | |
|---|---|---|---|---|---|---|
| | | | | Total Green | Start Time | End Time |
| A | W Circ Right Ahead | Traffic | 1 | 20 | 48 | 68 |
| B | A52 West Right Ahead Left | Traffic | 1 | 39 | 3 | 42 |
| C | N Circ Right Ahead | Traffic | 1 | 44 | 67 | 41 |
| D | B6003 Toton Lane North Ahead Left | Traffic | 1 | 16 | 46 | 62 |
| E | E Circ Right Ahead | Traffic | 1 | 22 | 43 | 65 |
| F | A52 East Ahead Left | Traffic | 1 | 35 | 2 | 37 |
| G | S Circ Right Ahead Left (25) | Traffic | 1 | 43 | 1 | 44 |
| H | B6003 Toton Lane South Ahead Left (21) | Traffic | 1 | 14 | 51 | 65 |
| I | Cut Thru Ahead (29) | Traffic | 1 | 16 | 49 | 65 |
| J | A52 West Exit Peds | Traffic | 2 | 50 | 2 | 52 |
| K | A52 E Exit peds | Traffic | 3 | 53 | 63 | 46 |
| L | Pedestrians across | Pedestrian | 1 | 14 | 48 | 62 |
| M | Pedestrians across | Pedestrian | 2 | 6 | 57 | 63 |
| N | Pedestrians across | Pedestrian | 1 | 19 | 43 | 62 |
| O | Pedestrians across | Pedestrian | 3 | 5 | 51 | 56 |
| P | Dummy | Dummy | 1 | | | |
| Q | Dummy | Dummy | 2 | | | |
| R | Dummy | Dummy | 3 | | | |

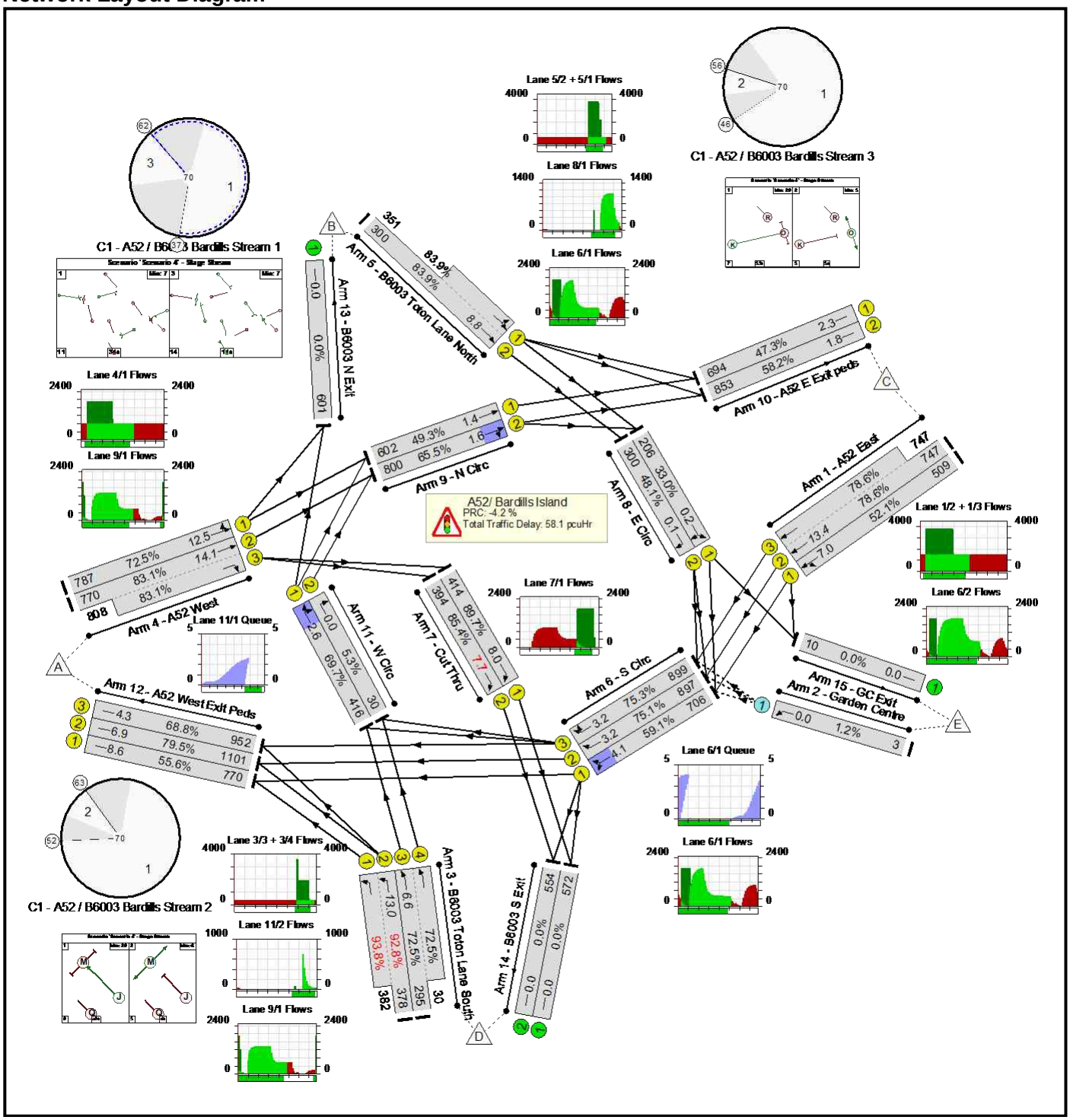
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52/ Bardills Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 1/1 | A52 East Ahead Left | U | F | 2 | 37 |
| 1/2 | A52 East Ahead | U | F | 2 | 37 |
| 1/3 | A52 East Ahead | U | F | 2 | 37 |
| 3/1 | B6003 Toton Lane South Left | U | H | 51 | 65 |
| 3/2 | B6003 Toton Lane South Left | U | H | 51 | 65 |
| 3/3 | B6003 Toton Lane South Ahead | U | H | 51 | 65 |
| 3/4 | B6003 Toton Lane South Ahead | U | H | 51 | 65 |
| 4/1 | A52 West Ahead Left | U | B | 3 | 42 |
| 4/2 | A52 West Ahead | U | B | 3 | 42 |
| 4/3 | A52 West Right | U | B | 3 | 42 |
| 5/1 | B6003 Toton Lane North Ahead Left | U | D | 46 | 62 |
| 5/2 | B6003 Toton Lane North Ahead | U | D | 46 | 62 |
| 6/1 | S Circ Ahead Left | U | G | 1 | 44 |
| 6/2 | S Circ Ahead | U | G | 1 | 44 |
| 6/3 | S Circ Right Ahead | U | G | 1 | 44 |
| 7/1 | Cut Thru Ahead | U | I | 49 | 65 |
| 7/2 | Cut Thru Ahead | U | I | 49 | 65 |
| 8/1 | E Circ Right Ahead | U | E | 43 | 65 |
| 8/2 | E Circ Right | U | E | 43 | 65 |
| 9/1 | N Circ Ahead | U | C | 67 | 41 |
| 9/2 | N Circ Right Ahead | U | C | 67 | 41 |
| 10/1 | A52 E Exit peds | U | K | 63 | 46 |
| 10/2 | A52 E Exit peds | U | K | 63 | 46 |
| 11/1 | W Circ Right Ahead | U | A | 48 | 68 |
| 11/2 | W Circ Right | U | A | 48 | 68 |
| 12/1 | A52 West Exit Peds | U | J | 2 | 52 |
| 12/2 | A52 West Exit Peds | U | J | 2 | 52 |
| 12/3 | A52 West Exit Peds | U | J | 2 | 52 |

## Network Layout Diagram



**Network Results**

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **93.8%** |
| **A52/ Bardills Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **93.8%** |
| 1/1 | A52 East Ahead Left | U | 1 | N/A | F | | 1 | 35 | - | - | 509 | 1900 | 977 | 52.1% |
| 1/2+1/3 | A52 East Ahead | U | 1 | N/A | F | | 1 | 35 | - | - | 1494 | 1900:1900 | 950+950 | 78.6 : 78.6% |
| 2/1 | Garden Centre Left | O | N/A | N/A | - | | - | - | - | - | 3 | 1800 | 253 | 1.2% |
| 3/2+3/1 | B6003 Toton Lane South Left | U | 1 | N/A | H | | 1 | 14 | - | - | 760 | 1900:1900 | 407+407 | 92.8 : 93.8% |
| 3/3+3/4 | B6003 Toton Lane South Ahead | U | 1 | N/A | H | | 1 | 14 | - | - | 325 | 1900:1900 | 407+41 | 72.5 : 72.5% |
| 4/1 | A52 West Ahead Left | U | 1 | N/A | B | | 1 | 39 | - | - | 787 | 1900 | 1086 | 72.5% |
| 4/2+4/3 | A52 West Right Ahead | U | 1 | N/A | B | | 1 | 39 | - | - | 1578 | 1900:1900 | 927+973 | 83.1 : 83.1% |
| 5/2+5/1 | B6003 Toton Lane North Ahead Left | U | 1 | N/A | D | | 1 | 16 | - | - | 651 | 1900:1900 | 358+419 | 83.9 : 83.9% |
| 6/1 | S Circ Ahead Left | U | 1 | N/A | G | | 1 | 43 | - | - | 706 | 1900 | 1194 | 59.1% |
| 6/2 | S Circ Ahead | U | 1 | N/A | G | | 1 | 43 | - | - | 897 | 1900 | 1194 | 75.1% |
| 6/3 | S Circ Right Ahead | U | 1 | N/A | G | | 1 | 43 | - | - | 899 | 1900 | 1194 | 75.3% |
| 7/1 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 16 | - | - | 414 | 1900 | 461 | 89.7% |
| 7/2 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 16 | - | - | 394 | 1900 | 461 | 85.4% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/1 | E Circ Right Ahead | U | 1 | N/A | E | | 1 | 22 | - | - | 206 | 1900 | 624 | 33.0% |
| 8/2 | E Circ Right | U | 1 | N/A | E | | 1 | 22 | - | - | 300 | 1900 | 624 | 48.1% |
| 9/1 | N Circ Ahead | U | 1 | N/A | C | | 1 | 44 | - | - | 602 | 1900 | 1221 | 49.3% |
| 9/2 | N Circ Right Ahead | U | 1 | N/A | C | | 1 | 44 | - | - | 800 | 1900 | 1221 | 65.5% |
| 10/1 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 694 | 1900 | 1466 | 47.3% |
| 10/2 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 853 | 1900 | 1466 | 58.2% |
| 11/1 | W Circ Right Ahead | U | 1 | N/A | A | | 1 | 20 | - | - | 416 | 1900 | 597 | 69.7% |
| 11/2 | W Circ Right | U | 1 | N/A | A | | 1 | 20 | - | - | 30 | 1900 | 570 | 5.3% |
| 12/1 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 770 | 1900 | 1384 | 55.6% |
| 12/2 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 1101 | 1900 | 1384 | 79.5% |
| 12/3 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 952 | 1900 | 1384 | 68.8% |
| 13/1 | B6003 N Exit | U | N/A | N/A | - | | - | - | - | - | 601 | Inf | Inf | 0.0% |
| 14/1 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 572 | Inf | Inf | 0.0% |
| 14/2 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 554 | Inf | Inf | 0.0% |
| 15/1 | GC Exit | U | N/A | N/A | - | | - | - | - | - | 10 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **1** | **2** | **0** | **40.7** | **17.4** | **0.0** | **58.1** | **-** | **-** | **-** | **-** | **Network: A52 / Bardills Island** |
| **A52/ Bardills Island** | **-** | **-** | **1** | **2** | **0** | **40.7** | **17.4** | **0.0** | **58.1** | **-** | **-** | **-** | **-** | **A52/ Bardills Island** |
| 1/1 | 509 | 509 | - | - | - | 1.6 | 0.5 | - | 2.1 | 15.1 | 6.5 | 0.5 | 7.0 | 1/1 |
| 1/2+1/3 | 1494 | 1494 | - | - | - | 5.6 | 1.8 | - | 7.5 | 18.0 | 11.6 | 1.8 | 13.4 | 1/2+1/3 |
| 2/1 | 3 | 3 | 1 | 2 | 0 | 0.0 | 0.0 | - | 0.0 | 18.0 | 0.0 | 0.0 | 0.0 | 2/1 |
| 3/2+3/1 | 760 | 760 | - | - | - | 5.7 | 5.8 | - | 11.5 | 54.4 | 7.2 | 5.8 | 13.0 | 3/2+3/1 |
| 3/3+3/4 | 325 | 325 | - | - | - | 2.3 | 1.3 | - | 3.6 | 39.5 | 5.3 | 1.3 | 6.6 | 3/3+3/4 |
| 4/1 | 787 | 787 | - | - | - | 2.4 | 1.3 | - | 3.7 | 16.9 | 11.1 | 1.3 | 12.5 | 4/1 |
| 4/2+4/3 | 1578 | 1578 | - | - | - | 4.8 | 2.4 | - | 7.2 | 16.5 | 11.7 | 2.4 | 14.1 | 4/2+4/3 |
| 5/2+5/1 | 651 | 651 | - | - | - | 4.4 | 2.5 | - | 6.9 | 38.1 | 6.3 | 2.5 | 8.8 | 5/2+5/1 |
| 6/1 | 706 | 706 | - | - | - | 0.7 | 0.0 | - | 0.7 | 3.8 | 4.1 | 0.0 | 4.1 | 6/1 |
| 6/2 | 897 | 897 | - | - | - | 0.6 | 0.0 | - | 0.6 | 2.4 | 3.2 | 0.0 | 3.2 | 6/2 |
| 6/3 | 899 | 899 | - | - | - | 0.6 | 0.0 | - | 0.6 | 2.5 | 3.2 | 0.0 | 3.2 | 6/3 |
| 7/1 | 414 | 414 | - | - | - | 3.4 | 0.0 | - | 3.4 | 29.3 | 8.0 | 0.0 | 8.0 | 7/1 |
| 7/2 | 394 | 394 | - | - | - | 3.3 | 0.0 | - | 3.3 | 30.3 | 7.7 | 0.0 | 7.7 | 7/2 |
| 8/1 | 206 | 206 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.3 | 0.2 | 0.0 | 0.2 | 8/1 |
| 8/2 | 300 | 300 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.7 | 0.1 | 0.0 | 0.1 | 8/2 |
| 9/1 | 602 | 602 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.8 | 1.4 | 0.0 | 1.4 | 9/1 |
| 9/2 | 800 | 800 | - | - | - | 0.4 | 0.0 | - | 0.4 | 1.9 | 1.6 | 0.0 | 1.6 | 9/2 |
| 10/1 | 694 | 694 | - | - | - | 0.2 | 0.4 | - | 0.7 | 3.5 | 1.8 | 0.4 | 2.3 | 10/1 |
| 10/2 | 853 | 853 | - | - | - | 0.1 | 0.7 | - | 0.8 | 3.5 | 1.1 | 0.7 | 1.8 | 10/2 |
| 11/1 | 416 | 416 | - | - | - | 0.8 | 0.0 | - | 0.8 | 7.2 | 2.6 | 0.0 | 2.6 | 11/1 |

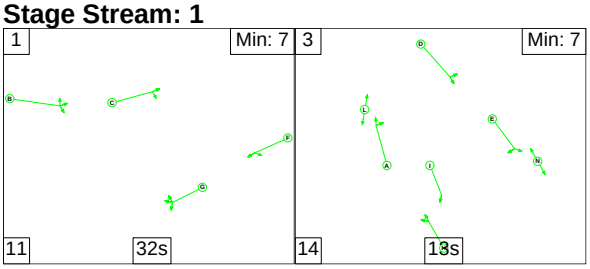
| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11/2 | 30 | 30 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.7 | 0.0 | 0.0 | 0.0 | 11/2 |
| 12/1 | 770 | 770 | - | - | - | 1.7 | 0.6 | - | 2.3 | 10.9 | 8.0 | 0.6 | 8.6 | 12/1 |
| 12/2 | 1101 | 1101 | - | - | - | 0.8 | 0.0 | - | 0.8 | 2.7 | 6.9 | 0.0 | 6.9 | 12/2 |
| 12/3 | 952 | 952 | - | - | - | 0.6 | 0.0 | - | 0.6 | 2.4 | 4.3 | 0.0 | 4.3 | 12/3 |
| 13/1 | 601 | 601 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 14/1 | 572 | 572 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 14/2 | 554 | 554 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/2 |
| 15/1 | 10 | 10 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |

| | | | | | |
|---|---|---|---|---|---|
| C1 - A52 / B6003 Bardills | Stream: 1 PRC for Signalled Lanes (%): | -4.2 | Total Delay for Signalled Lanes (pcuHr): | 52.85 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 2 PRC for Signalled Lanes (%): | 13.2 | Total Delay for Signalled Lanes (pcuHr): | 3.78 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 3 PRC for Signalled Lanes (%): | 54.6 | Total Delay for Signalled Lanes (pcuHr): | 1.50 | Cycle Time (s): 70 |
| | PRC Over All Lanes (%): | -4.2 | Total Delay Over All Lanes(pcuHr): | 58.15 | |

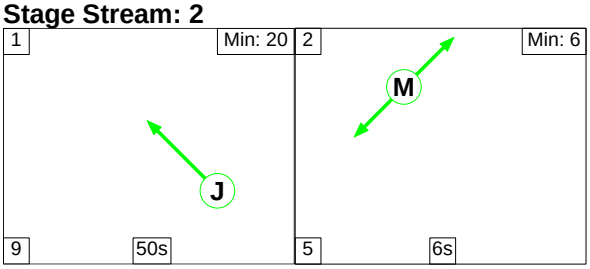
**Scenario 8: 'Scenario 4'** (FG8: '2041 Do Something PM', Plan 2: 'Network Control Plan 2')

## Stage Sequence Diagram

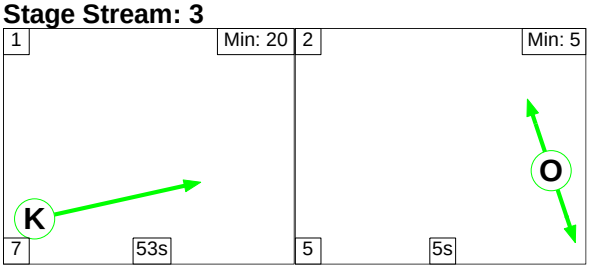
### Stage Stream: 1




### Stage Stream: 2




### Stage Stream: 3




## Stage Timings

### Stage Stream: 1

| Stage | 1 | 3 |
|---|---|---|
| Duration | 32 | 13 |
| Change Point | 62 | 35 |

### Stage Stream: 2

| Stage | 1 | 2 |
|---|---|---|
| Duration | 50 | 6 |
| Change Point | 45 | 34 |

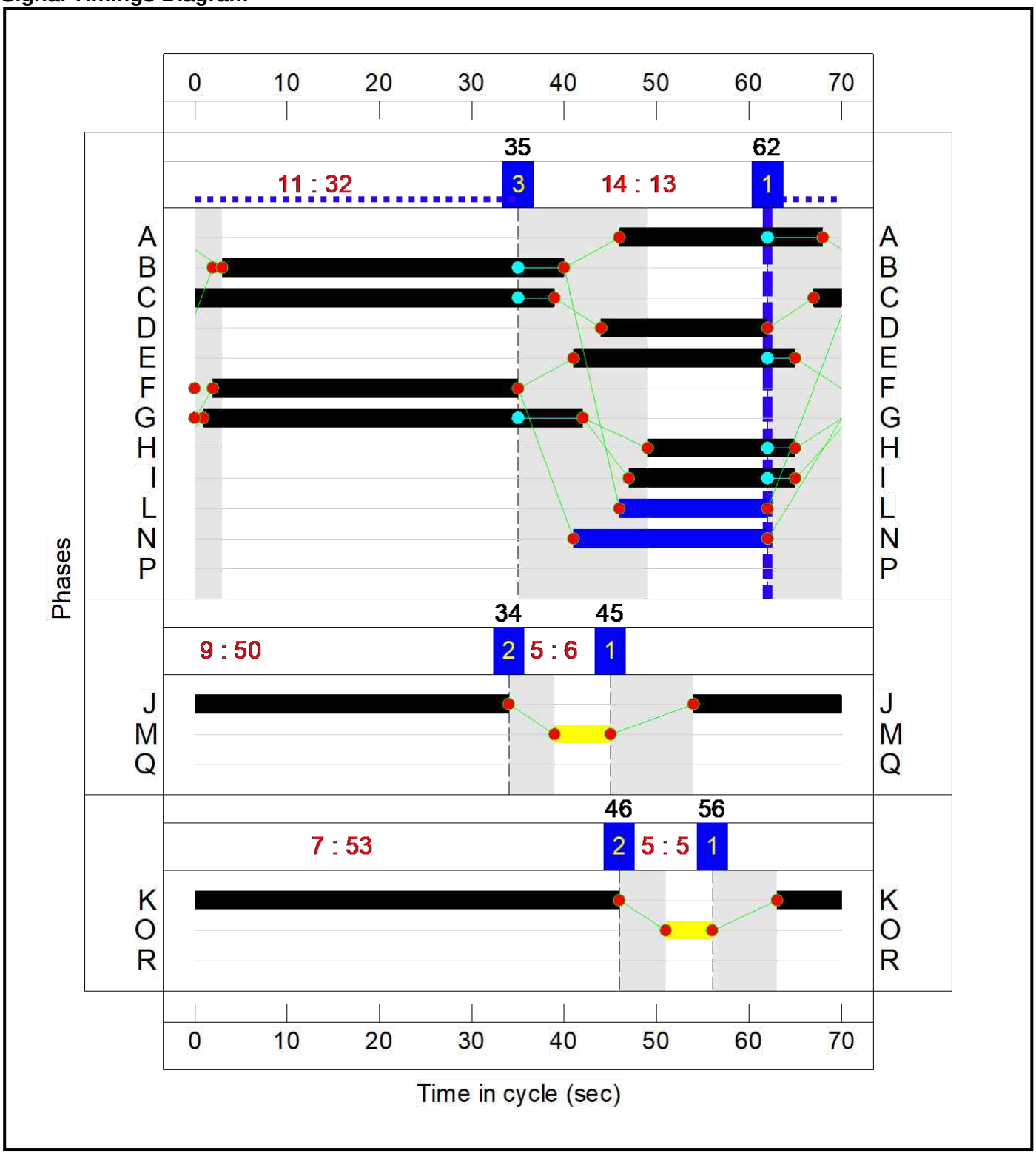
### Stage Stream: 3

| Stage | 1 | 2 |
|---|---|---|
| Duration | 53 | 5 |
| Change Point | 56 | 46 |

## Phase Timings

| Phase Name | Description | Phase | Stage Stream | Green Period 1 | | |
|---|---|---|---|---|---|---|
| | | | | Total Green | Start Time | End Time |
| A | W Circ Right Ahead | Traffic | 1 | 22 | 46 | 68 |
| B | A52 West Right Ahead Left | Traffic | 1 | 37 | 3 | 40 |
| C | N Circ Right Ahead | Traffic | 1 | 42 | 67 | 39 |
| D | B6003 Toton Lane North Ahead Left | Traffic | 1 | 18 | 44 | 62 |
| E | E Circ Right Ahead | Traffic | 1 | 24 | 41 | 65 |
| F | A52 East Ahead Left | Traffic | 1 | 33 | 2 | 35 |
| G | S Circ Right Ahead Left (25) | Traffic | 1 | 41 | 1 | 42 |
| H | B6003 Toton Lane South Ahead Left (21) | Traffic | 1 | 16 | 49 | 65 |
| I | Cut Thru Ahead (29) | Traffic | 1 | 18 | 47 | 65 |
| J | A52 West Exit Peds | Traffic | 2 | 50 | 54 | 34 |
| K | A52 E Exit peds | Traffic | 3 | 53 | 63 | 46 |
| L | Pedestrians across | Pedestrian | 1 | 16 | 46 | 62 |
| M | Pedestrians across | Pedestrian | 2 | 6 | 39 | 45 |
| N | Pedestrians across | Pedestrian | 1 | 21 | 41 | 62 |
| O | Pedestrians across | Pedestrian | 3 | 5 | 51 | 56 |
| P | Dummy | Dummy | 1 | | | |
| Q | Dummy | Dummy | 2 | | | |
| R | Dummy | Dummy | 3 | | | |

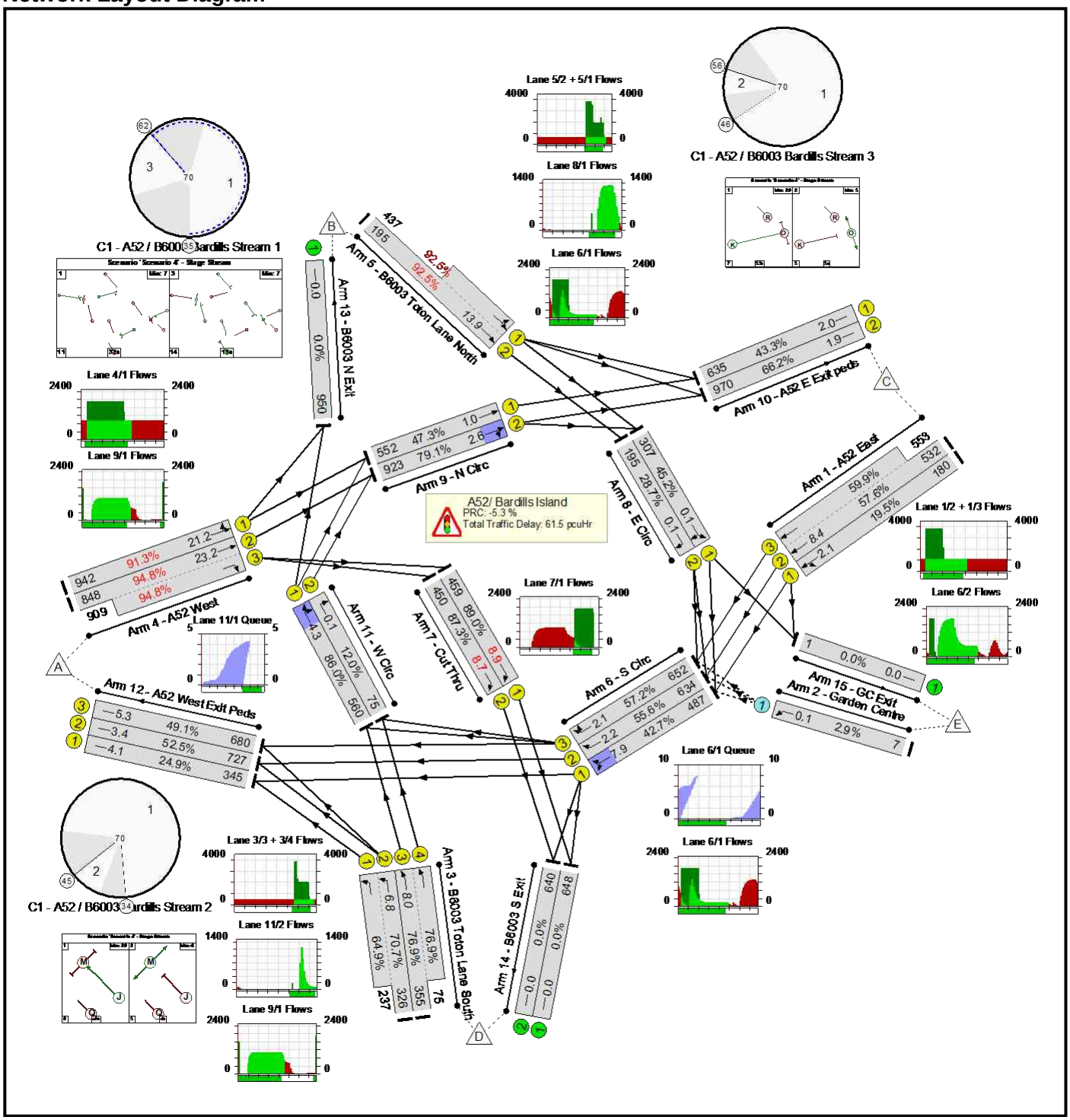
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52/ Bardills Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 1/1 | A52 East Ahead Left | U | F | 2 | 35 |
| 1/2 | A52 East Ahead | U | F | 2 | 35 |
| 1/3 | A52 East Ahead | U | F | 2 | 35 |
| 3/1 | B6003 Toton Lane South Left | U | H | 49 | 65 |
| 3/2 | B6003 Toton Lane South Left | U | H | 49 | 65 |
| 3/3 | B6003 Toton Lane South Ahead | U | H | 49 | 65 |
| 3/4 | B6003 Toton Lane South Ahead | U | H | 49 | 65 |
| 4/1 | A52 West Ahead Left | U | B | 3 | 40 |
| 4/2 | A52 West Ahead | U | B | 3 | 40 |
| 4/3 | A52 West Right | U | B | 3 | 40 |
| 5/1 | B6003 Toton Lane North Ahead Left | U | D | 44 | 62 |
| 5/2 | B6003 Toton Lane North Ahead | U | D | 44 | 62 |
| 6/1 | S Circ Ahead Left | U | G | 1 | 42 |
| 6/2 | S Circ Ahead | U | G | 1 | 42 |
| 6/3 | S Circ Right Ahead | U | G | 1 | 42 |
| 7/1 | Cut Thru Ahead | U | I | 47 | 65 |
| 7/2 | Cut Thru Ahead | U | I | 47 | 65 |
| 8/1 | E Circ Right Ahead | U | E | 41 | 65 |
| 8/2 | E Circ Right | U | E | 41 | 65 |
| 9/1 | N Circ Ahead | U | C | 67 | 39 |
| 9/2 | N Circ Right Ahead | U | C | 67 | 39 |
| 10/1 | A52 E Exit peds | U | K | 63 | 46 |
| 10/2 | A52 E Exit peds | U | K | 63 | 46 |
| 11/1 | W Circ Right Ahead | U | A | 46 | 68 |
| 11/2 | W Circ Right | U | A | 46 | 68 |
| 12/1 | A52 West Exit Peds | U | J | 54 | 34 |
| 12/2 | A52 West Exit Peds | U | J | 54 | 34 |
| 12/3 | A52 West Exit Peds | U | J | 54 | 34 |

## Network Layout Diagram



**Network Results**

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **94.8%** |
| **A52/ Bardills Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **94.8%** |
| 1/1 | A52 East Ahead Left | U | 1 | N/A | F | | 1 | 33 | - | - | 180 | 1900 | 923 | 19.5% |
| 1/2+1/3 | A52 East Ahead | U | 1 | N/A | F | | 1 | 33 | - | - | 1085 | 1900:1900 | 923+923 | 57.6 : 59.9% |
| 2/1 | Garden Centre Left | O | N/A | N/A | - | | - | - | - | - | 7 | 1800 | 240 | 2.9% |
| 3/2+3/1 | B6003 Toton Lane South Left | U | 1 | N/A | H | | 1 | 16 | - | - | 563 | 1900:1900 | 461+365 | 70.7 : 64.9% |
| 3/3+3/4 | B6003 Toton Lane South Ahead | U | 1 | N/A | H | | 1 | 16 | - | - | 430 | 1900:1900 | 461+97 | 76.9 : 76.9% |
| 4/1 | A52 West Ahead Left | U | 1 | N/A | B | | 1 | 37 | - | - | 942 | 1900 | 1031 | 91.3% |
| 4/2+4/3 | A52 West Right Ahead | U | 1 | N/A | B | | 1 | 37 | - | - | 1757 | 1900:1900 | 895+959 | 94.8 : 94.8% |
| 5/2+5/1 | B6003 Toton Lane North Ahead Left | U | 1 | N/A | D | | 1 | 18 | - | - | 632 | 1900:1900 | 211+473 | 92.5 : 92.5% |
| 6/1 | S Circ Ahead Left | U | 1 | N/A | G | | 1 | 41 | - | - | 487 | 1900 | 1140 | 42.7% |
| 6/2 | S Circ Ahead | U | 1 | N/A | G | | 1 | 41 | - | - | 634 | 1900 | 1140 | 55.6% |
| 6/3 | S Circ Right Ahead | U | 1 | N/A | G | | 1 | 41 | - | - | 652 | 1900 | 1140 | 57.2% |
| 7/1 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 18 | - | - | 459 | 1900 | 516 | 89.0% |
| 7/2 | Cut Thru Ahead | U | 1 | N/A | I | | 1 | 18 | - | - | 450 | 1900 | 516 | 87.3% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 8/1 | E Circ Right Ahead | U | 1 | N/A | E | | 1 | 24 | - | - | 307 | 1900 | 679 | 45.2% |
| 8/2 | E Circ Right | U | 1 | N/A | E | | 1 | 24 | - | - | 195 | 1900 | 679 | 28.7% |
| 9/1 | N Circ Ahead | U | 1 | N/A | C | | 1 | 42 | - | - | 552 | 1900 | 1167 | 47.3% |
| 9/2 | N Circ Right Ahead | U | 1 | N/A | C | | 1 | 42 | - | - | 923 | 1900 | 1167 | 79.1% |
| 10/1 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 635 | 1900 | 1466 | 43.3% |
| 10/2 | A52 E Exit peds | U | 3 | N/A | K | | 1 | 53 | - | - | 970 | 1900 | 1466 | 66.2% |
| 11/1 | W Circ Right Ahead | U | 1 | N/A | A | | 1 | 22 | - | - | 560 | 1900 | 651 | 86.0% |
| 11/2 | W Circ Right | U | 1 | N/A | A | | 1 | 22 | - | - | 75 | 1900 | 624 | 12.0% |
| 12/1 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 345 | 1900 | 1384 | 24.9% |
| 12/2 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 727 | 1900 | 1384 | 52.5% |
| 12/3 | A52 West Exit Peds | U | 2 | N/A | J | | 1 | 50 | - | - | 680 | 1900 | 1384 | 49.1% |
| 13/1 | B6003 N Exit | U | N/A | N/A | - | | - | - | - | - | 950 | Inf | Inf | 0.0% |
| 14/1 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 648 | Inf | Inf | 0.0% |
| 14/2 | B6003 S Exit | U | N/A | N/A | - | | - | - | - | - | 640 | Inf | Inf | 0.0% |
| 15/1 | GC Exit | U | N/A | N/A | - | | - | - | - | - | 1 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 / Bardills Island** | **-** | **-** | **3** | **5** | **0** | **38.8** | **22.7** | **0.0** | **61.5** | **-** | **-** | **-** | **-** | **Network: A52 / Bardills Island** |
| **A52/ Bardills Island** | **-** | **-** | **3** | **5** | **0** | **38.8** | **22.7** | **0.0** | **61.5** | **-** | **-** | **-** | **-** | **A52/ Bardills Island** |
| 1/1 | 180 | 180 | - | - | - | 0.5 | 0.1 | - | 0.6 | 12.7 | 2.0 | 0.1 | 2.1 | 1/1 |
| 1/2+1/3 | 1085 | 1085 | - | - | - | 3.9 | 0.7 | - | 4.6 | 15.3 | 7.7 | 0.7 | 8.4 | 1/2+1/3 |
| 2/1 | 7 | 7 | 3 | 5 | 0 | 0.0 | 0.0 | - | 0.0 | 18.4 | 0.1 | 0.0 | 0.1 | 2/1 |
| 3/2+3/1 | 563 | 563 | - | - | - | 3.7 | 1.1 | - | 4.8 | 30.5 | 5.7 | 1.1 | 6.8 | 3/2+3/1 |
| 3/3+3/4 | 430 | 430 | - | - | - | 2.9 | 1.6 | - | 4.5 | 37.6 | 6.4 | 1.6 | 8.0 | 3/3+3/4 |
| 4/1 | 942 | 942 | - | - | - | 3.8 | 4.8 | - | 8.6 | 32.7 | 16.5 | 4.8 | 21.2 | 4/1 |
| 4/2+4/3 | 1757 | 1757 | - | - | - | 6.7 | 7.8 | - | 14.5 | 29.6 | 15.4 | 7.8 | 23.2 | 4/2+4/3 |
| 5/2+5/1 | 632 | 632 | - | - | - | 4.1 | 5.1 | - | 9.2 | 52.4 | 8.8 | 5.1 | 13.9 | 5/2+5/1 |
| 6/1 | 487 | 487 | - | - | - | 1.3 | 0.0 | - | 1.3 | 9.8 | 7.9 | 0.0 | 7.9 | 6/1 |
| 6/2 | 634 | 634 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.7 | 2.2 | 0.0 | 2.2 | 6/2 |
| 6/3 | 652 | 652 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.6 | 2.1 | 0.0 | 2.1 | 6/3 |
| 7/1 | 459 | 459 | - | - | - | 3.5 | 0.0 | - | 3.5 | 27.3 | 8.9 | 0.0 | 8.9 | 7/1 |
| 7/2 | 450 | 450 | - | - | - | 3.6 | 0.0 | - | 3.6 | 28.5 | 8.7 | 0.0 | 8.7 | 7/2 |
| 8/1 | 307 | 307 | - | - | - | 0.1 | 0.0 | - | 0.1 | 1.0 | 0.1 | 0.0 | 0.1 | 8/1 |
| 8/2 | 195 | 195 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.8 | 0.1 | 0.0 | 0.1 | 8/2 |
| 9/1 | 552 | 552 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.9 | 1.0 | 0.0 | 1.0 | 9/1 |
| 9/2 | 923 | 923 | - | - | - | 0.6 | 0.0 | - | 0.6 | 2.5 | 2.6 | 0.0 | 2.6 | 9/2 |
| 10/1 | 635 | 635 | - | - | - | 0.2 | 0.4 | - | 0.6 | 3.3 | 1.6 | 0.4 | 2.0 | 10/1 |
| 10/2 | 970 | 970 | - | - | - | 0.1 | 1.0 | - | 1.1 | 4.0 | 0.9 | 1.0 | 1.9 | 10/2 |
| 11/1 | 560 | 560 | - | - | - | 1.4 | 0.0 | - | 1.4 | 9.2 | 4.3 | 0.0 | 4.3 | 11/1 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 11/2 | 75 | 75 | - | - | - | 0.0 | 0.0 | - | 0.0 | 1.6 | 0.1 | 0.0 | 0.1 | 11/2 |
| 12/1 | 345 | 345 | - | - | - | 0.1 | 0.2 | - | 0.3 | 2.9 | 3.9 | 0.2 | 4.1 | 12/1 |
| 12/2 | 727 | 727 | - | - | - | 0.5 | 0.0 | - | 0.5 | 2.6 | 3.4 | 0.0 | 3.4 | 12/2 |
| 12/3 | 680 | 680 | - | - | - | 0.4 | 0.0 | - | 0.4 | 2.2 | 5.3 | 0.0 | 5.3 | 12/3 |
| 13/1 | 950 | 950 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 14/1 | 648 | 648 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 14/2 | 640 | 640 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/2 |
| 15/1 | 1 | 1 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |

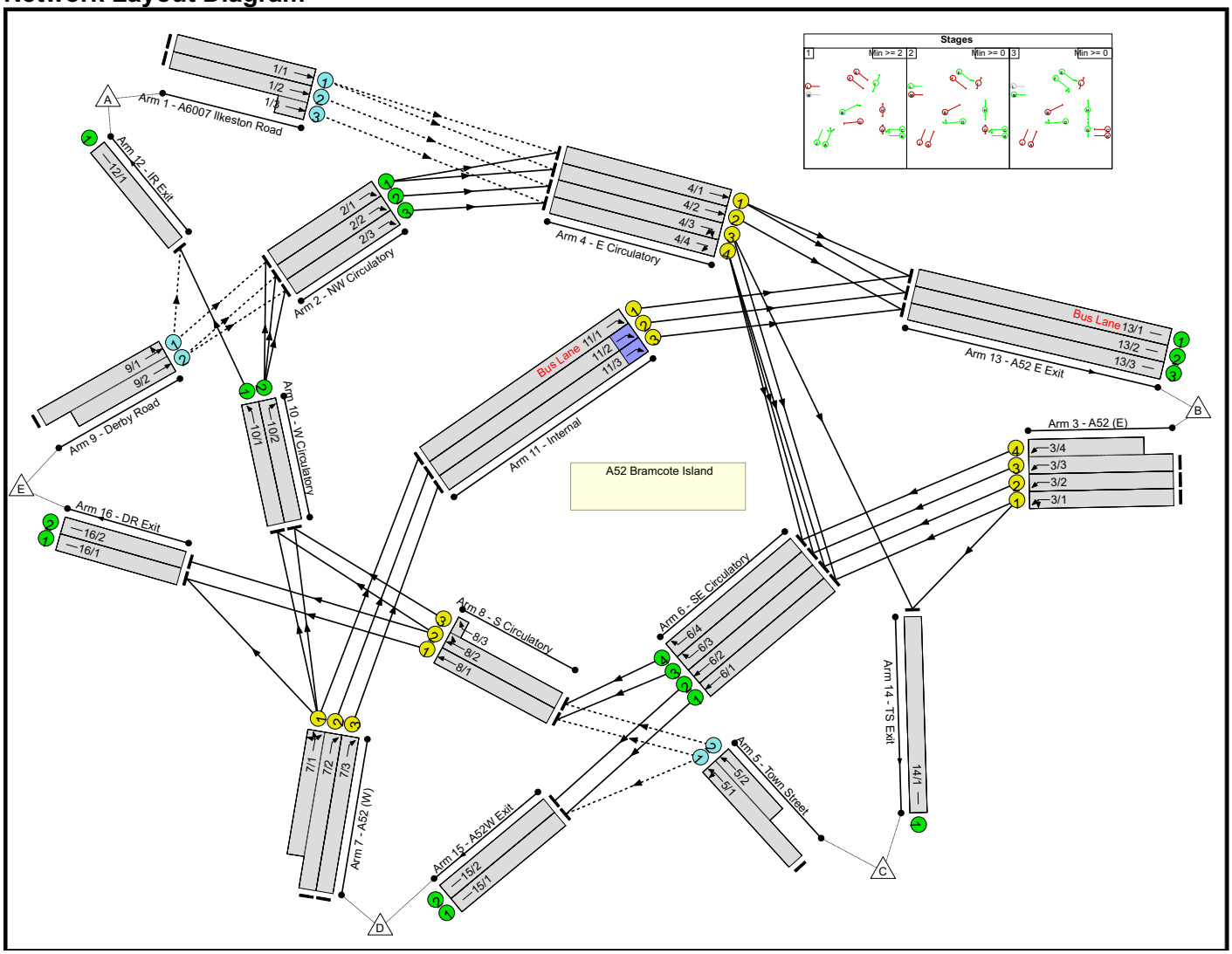
| | | | | | |
|---|---|---|---|---|---|
| C1 - A52 / B6003 Bardills | Stream: 1 PRC for Signalled Lanes (%): | -5.3 | Total Delay for Signalled Lanes (pcuHr): | 58.59 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 2 PRC for Signalled Lanes (%): | 71.4 | Total Delay for Signalled Lanes (pcuHr): | 1.22 | Cycle Time (s): 70 |
| C1 - A52 / B6003 Bardills | Stream: 3 PRC for Signalled Lanes (%): | 36.0 | Total Delay for Signalled Lanes (pcuHr): | 1.66 | Cycle Time (s): 70 |
| | PRC Over All Lanes (%): | -5.3 | Total Delay Over All Lanes(pcuHr): | 61.51 | |

# Detailed Input Data And Results

## User and Project Details

| | |
|---|---|
| **Project:** | |
| **Title:** | **A52 Bramcote Island** |
| **Location:** | |
| **Additional detail:** | |
| **File name:** | 260901_S4 A52 Bramcote Island.lsg3x |
| **Author:** | al |
| **Company:** | |
| **Address:** | |
| **Linsig Version:** | 3, 2, 44, 1 |

## Network Layout Diagram



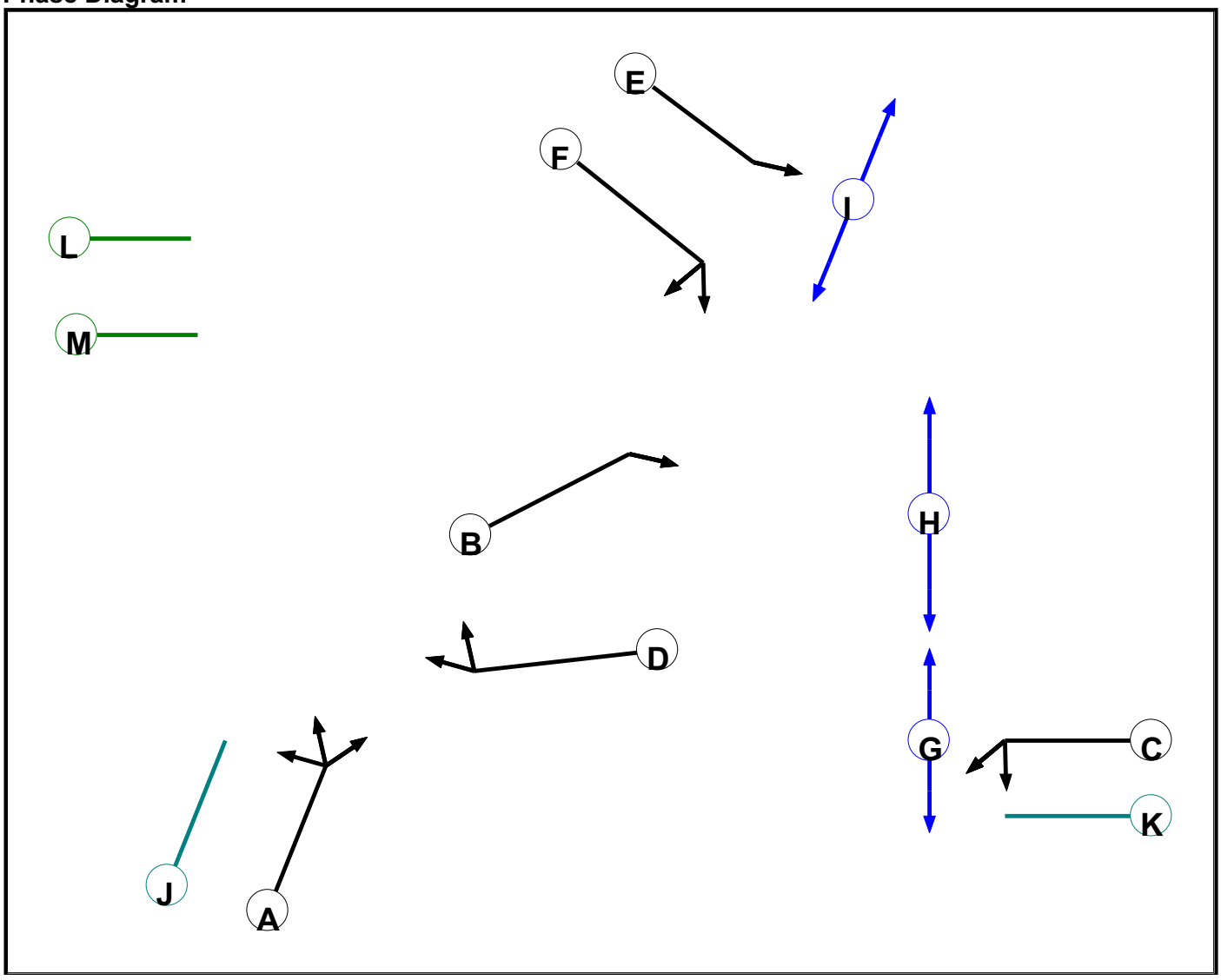
## Scenarios

| Number | Scenario Name | Flow Group | Network Control Plan | Time | Cycle Time (s) | PRC (%) | Delay (pcuHr) |
|---|---|---|---|---|---|---|---|
| 1 | Scenario 4 | 2026 Reference Case AM | Network Control Plan 1 | 08:00 - 09:00 | 75 | 1.3 | 42.56 |
| 2 | Scenario 4 | 2026 Reference Case PM | Network Control Plan 1 | 17:00 - 18:00 | 75 | 8.0 | 35.80 |
| 3 | Scenario 4 | 2026 Do Something AM | Network Control Plan 1 | 08:00 - 09:00 | 75 | -4.2 | 47.94 |
| 4 | Scenario 4 | 2026 Do Something PM | Network Control Plan 1 | 17:00 - 18:00 | 75 | -1.1 | 38.05 |
| 5 | Scenario 4 | 2041 Reference Case AM | Network Control Plan 1 | 08:00 - 09:00 | 75 | -7.4 | 55.09 |
| 6 | Scenario 4 | 2041 Reference Case PM | Network Control Plan 1 | 17:00 - 18:00 | 75 | 4.2 | 37.18 |
| 7 | Scenario 4 | 2041 Do Something AM | Network Control Plan 1 | 08:00 - 09:00 | 75 | -14.0 | 91.79 |
| 8 | Scenario 4 | 2041 Do Something PM | Network Control Plan 1 | 17:00 - 18:00 | 75 | -1.7 | 41.96 |

## Controller Summary

| Controller | Type | SCN | Stage Stream | Num Phases | Num Stages | Controls Junctions | Controller Notes |
|---|---|---|---|---|---|---|---|
| C1 - A52 Bramcote Island | Sms | J20821 | Stage Stream 1 | 13 | 3 | A52 Bramcote Island | |

## Phase Diagram



## Phase Input Data

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|---|---|---|---|---|
| A | Traffic | | 13 | 13 |
| B | Traffic | | 4 | 4 |
| C | Traffic | | 2 | 2 |
| D | Traffic | | 6 | 6 |
| E | Traffic | | 2 | 2 |
| F | Traffic | | 2 | 2 |
| G | Pedestrian | | 2 | 2 |
| H | Pedestrian | | 2 | 2 |
| I | Pedestrian | | 5 | 5 |
| J | Dummy | | 13 | 13 |
| K | Dummy | | 2 | 2 |
| L | Dummy R/A | | 2 | 2 |
| M | Dummy R/A | | 2 | 2 |

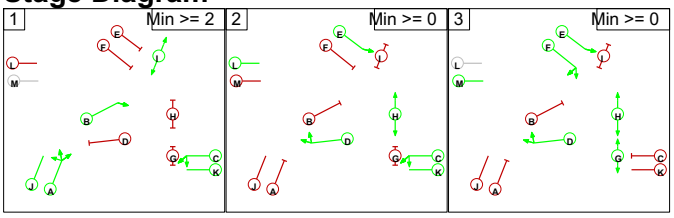
## Phase Intergreens Matrix

| | | Starting Phase | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | F | G | H | I | J | K | L | M |
| Terminating Phase | A | | - | - | 9 | - | - | - | - | - | - | - | - | - |
| | B | - | | - | - | 6 | 6 | - | 6 | - | - | - | - | - |
| | C | - | - | | - | - | 7 | 7 | - | - | - | - | - | - |
| | D | 5 | - | - | | - | - | - | - | - | 5 | - | - | - |
| | E | - | 6 | - | - | | - | - | - | 5 | - | - | - | - |
| | F | - | 6 | 8 | - | - | | - | - | - | - | 8 | - | - |
| | G | - | - | 13 | - | - | - | | - | - | - | 13 | - | - |
| | H | - | 11 | - | - | - | - | - | | - | - | - | - | - |
| | I | - | - | - | - | 8 | - | - | - | | - | - | - | - |
| | J | - | - | - | 5 | - | - | - | - | - | | - | - | - |
| | K | - | - | - | - | - | 7 | 7 | - | - | - | | - | - |
| | L | - | - | - | - | - | - | - | - | - | - | - | | - |
| | M | - | - | - | - | - | - | - | - | - | - | - | - | |

## Phases in Stage

| Stage No. | Phases in Stage |
|---|---|
| 1 | A B C I J K |
| 2 | C D E H K L |
| 3 | D E F G H M |

## Stage Diagram




## Phase Delays

| Term. Stage | Start Stage | Phase | Type | Value | Cont value |
|---|---|---|---|---|---|
| 1 | 2 | B | Losing | 7 | 7 |
| 1 | 2 | I | Losing | 5 | 5 |
| 1 | 2 | L | Gaining relative | 13 | 13 |
| 2 | 3 | M | Gaining relative | 7 | 7 |
| 3 | 1 | E | Losing | 8 | 8 |
| 3 | 1 | F | Losing | 8 | 8 |
| 3 | 1 | G | Losing | 3 | 3 |
| 3 | 1 | H | Losing | 3 | 3 |

## Prohibited Stage Change

| From Stage \ To Stage | 1 | 2 | 3 |
|---|---|---|---|
| 1 | | 15 | 9 |
| 2 | 11 | | 9 |
| 3 | 16 | 13 | |

## Lane Input Data

**Junction: A52 Bramcote Island**

| Lane | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns | Turning Radius (m) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1/1 (A6007 Ilkeston Road) | O | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 1/2 (A6007 Ilkeston Road) | O | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 1/3 (A6007 Ilkeston Road) | O | | 2 | 3 | 2.6 | Inf | - | - | - | - | - | - |
| 2/1 (NW Circulatory) | U | | 2 | 3 | 4.3 | Inf | - | - | - | - | - | - |
| 2/2 (NW Circulatory) | U | | 2 | 3 | 4.3 | Inf | - | - | - | - | - | - |
| 2/3 (NW Circulatory) | U | | 2 | 3 | 4.3 | Inf | - | - | - | - | - | - |
| 3/1 (A52 (E)) | U | C | 2 | 3 | 108.7 | User | 1900 | - | - | - | - | - |
| 3/2 (A52 (E)) | U | C | 2 | 3 | 108.7 | User | 1900 | - | - | - | - | - |
| 3/3 (A52 (E)) | U | C | 2 | 3 | 108.7 | User | 1900 | - | - | - | - | - |
| 3/4 (A52 (E)) | U | C | 2 | 3 | 20.9 | User | 1900 | - | - | - | - | - |
| 4/1 (E Circulatory) | U | E | 2 | 3 | 10.6 | User | 1900 | - | - | - | - | - |
| 4/2 (E Circulatory) | U | E | 2 | 3 | 10.6 | User | 1900 | - | - | - | - | - |
| 4/3 (E Circulatory) | U | F | 2 | 3 | 10.6 | User | 1900 | - | - | - | - | - |
| 4/4 (E Circulatory) | U | F | 2 | 3 | 10.6 | User | 1900 | - | - | - | - | - |
| 5/1 (Town Street) | O | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 5/2 (Town Street) | O | | 2 | 3 | 7.0 | Inf | - | - | - | - | - | - |
| 6/1 (SE Circulatory) | U | | 2 | 3 | 7.0 | Inf | - | - | - | - | - | - |
| 6/2 (SE Circulatory) | U | | 2 | 3 | 7.0 | Inf | - | - | - | - | - | - |
| 6/3 (SE Circulatory) | U | | 2 | 3 | 7.0 | Inf | - | - | - | - | - | - |

| | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6/4 (SE Circulatory) | U | | 2 | 3 | 7.0 | Inf | - | - | - | - | - | - |
| 7/1 (A52 (W)) | U | A | 2 | 3 | 20.9 | User | 1900 | - | - | - | - | - |
| 7/2 (A52 (W)) | U | A | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 7/3 (A52 (W)) | U | A | 2 | 3 | 60.0 | User | 1900 | - | - | - | - | - |
| 8/1 (S Circulatory) | U | D | 2 | 3 | 4.3 | User | 1900 | - | - | - | - | - |
| 8/2 (S Circulatory) | U | D | 2 | 3 | 4.3 | User | 1900 | - | - | - | - | - |
| 8/3 (S Circulatory) | U | D | 2 | 3 | 1.0 | User | 1900 | - | - | - | - | - |
| 9/1 (Derby Road) | O | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 9/2 (Derby Road) | O | | 2 | 3 | 10.4 | Inf | - | - | - | - | - | - |
| 10/1 (W Circulatory) | U | | 2 | 3 | 9.2 | Inf | - | - | - | - | - | - |
| 10/2 (W Circulatory) | U | | 2 | 3 | 9.2 | Inf | - | - | - | - | - | - |
| 11/1 (Internal) | U | B | 0 | 3 | 12.7 | User | 1900 | - | - | - | - | - |
| 11/2 (Internal) | U | B | 0 | 3 | 12.2 | User | 1900 | - | - | - | - | - |
| 11/3 (Internal) | U | B | 0 | 3 | 11.7 | User | 1900 | - | - | - | - | - |
| 12/1 (IR Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 13/1 (A52 E Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 13/2 (A52 E Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 13/3 (A52 E Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 14/1 (TS Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 15/1 (A52W Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 15/2 (A52W Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 16/1 (DR Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 16/2 (DR Exit) | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

## Give-Way Lane Input Data

**Junction: A52 Bramcote Island**

| Lane | Movement | Max Flow when Giving Way (PCU/Hr) | Min Flow when Giving Way (PCU/Hr) | Opposing Lane | Opp. Lane Coeff. | Opp. Mvmnts. | Right Turn Storage (PCU) | Non-Blocking Storage (PCU) | RTF | Right Turn Move up (s) | Max Turns in Intergreen (PCU) |
|---|---|---|---|---|---|---|---|---|---|---|---|
| 1/1 (A6007 Ilkeston Road) | 4/1 (Ahead) | 639 | 0 | 2/1 | 0.49 | All | - | - | - | - | - |
| | 4/2 (Ahead) | 639 | 0 | 2/1 | 0.49 | All | | | | | |
| 1/2 (A6007 Ilkeston Road) | 4/3 (Ahead) | 639 | 0 | 2/1 | 0.49 | All | - | - | - | - | - |
| | | | | 2/2 | 0.49 | All | | | | | |
| 1/3 (A6007 Ilkeston Road) | 4/4 (Ahead) | 639 | 0 | 2/1 | 0.49 | All | - | - | - | - | - |
| | | | | 2/2 | 0.49 | All | | | | | |
| | | | | 2/3 | 0.49 | All | | | | | |
| 5/1 (Town Street) | 8/1 (Ahead) | 716 | 0 | 6/1 | 0.41 | All | - | - | - | - | - |
| | | | | 6/2 | 0.41 | All | | | | | |
| | | | | 6/3 | 0.41 | All | | | | | |
| | 15/1 (Left) | 716 | 0 | 6/1 | 0.41 | All | | | | | |
| 5/2 (Town Street) | 8/2 (Ahead) | 716 | 0 | 6/1 | 0.41 | All | - | - | - | - | - |
| | | | | 6/2 | 0.41 | All | | | | | |
| | | | | 6/3 | 0.41 | All | | | | | |
| | | | | 6/4 | 0.41 | All | | | | | |
| 9/1 (Derby Road) | 2/1 (Ahead) | 1034 | 0 | 10/1 | 0.52 | All | - | - | - | - | - |
| | | | | 10/2 | 0.52 | All | | | | | |
| | 12/1 (Left) | 1034 | 0 | 10/1 | 0.52 | All | | | | | |
| 9/2 (Derby Road) | 2/2 (Ahead) | 1034 | 0 | 10/1 | 0.52 | All | - | - | - | - | - |
| | | | | 10/2 | 0.52 | All | | | | | |
| | 2/3 (Ahead) | 1034 | 0 | 10/1 | 0.52 | All | | | | | |
| | | | | 10/2 | 0.52 | All | | | | | |

## Lane Connector Input Data

| Junction: A52 Bramcote Island | | | | |
|---|---|---|---|---|
| Org Lane | Dest Lane | Junction | Mean Cruise Time | Platoon Dispersion |
| 1/1 | 4/1 | Internal | 6 | 35 |
| 1/1 | 4/2 | Internal | 6 | 35 |
| 1/2 | 4/3 | Internal | 6 | 35 |
| 1/3 | 4/4 | Internal | 6 | 35 |
| 2/1 | 4/1 | Internal | 6 | 35 |
| 2/1 | 4/2 | Internal | 6 | 35 |
| 2/2 | 4/3 | Internal | 6 | 35 |
| 2/3 | 4/4 | Internal | 6 | 35 |
| 3/1 | 6/1 | Internal | 4 | 35 |
| 3/1 | 14/1 | Internal | 30 | 35 |
| 3/2 | 6/2 | Internal | 4 | 35 |
| 3/3 | 6/3 | Internal | 4 | 35 |
| 3/4 | 6/4 | Internal | 4 | 35 |
| 4/1 | 13/1 | Internal | 30 | 35 |
| 4/1 | 13/2 | Internal | 30 | 35 |
| 4/2 | 13/3 | Internal | 30 | 35 |
| 4/3 | 6/1 | Internal | 5 | 35 |
| 4/3 | 14/1 | Internal | 30 | 35 |
| 4/4 | 6/2 | Internal | 5 | 35 |
| 4/4 | 6/3 | Internal | 5 | 35 |
| 4/4 | 6/4 | Internal | 5 | 35 |
| 5/1 | 8/1 | Internal | 3 | 35 |
| 5/1 | 15/1 | Internal | 30 | 35 |
| 5/2 | 8/2 | Internal | 3 | 35 |
| 6/1 | 15/1 | Internal | 30 | 35 |
| 6/2 | 15/2 | Internal | 30 | 35 |
| 6/3 | 8/1 | Internal | 2 | 35 |
| 6/4 | 8/2 | Internal | 2 | 35 |
| 7/1 | 10/1 | Internal | 5 | 35 |
| 7/1 | 10/2 | Internal | 5 | 35 |
| 7/1 | 11/1 | Internal | 7 | 35 |
| 7/1 | 16/1 | Internal | 30 | 35 |
| 7/2 | 11/2 | Internal | 6 | 35 |
| 7/3 | 11/3 | Internal | 6 | 35 |
| 8/1 | 16/1 | Internal | 30 | 35 |
| 8/2 | 10/1 | Internal | 6 | 35 |
| 8/2 | 16/2 | Internal | 30 | 35 |

| | | | | |
|---|---|---|---|---|
| 8/3 | 10/2 | Internal | 6 | 35 |
| 9/1 | 2/1 | Internal | 3 | 35 |
| 9/1 | 12/1 | Internal | 30 | 35 |
| 9/2 | 2/2 | Internal | 3 | 35 |
| 9/2 | 2/3 | Internal | 3 | 35 |
| 10/1 | 12/1 | Internal | 30 | 35 |
| 10/2 | 2/1 | Internal | 3 | 35 |
| 10/2 | 2/2 | Internal | 3 | 35 |
| 10/2 | 2/3 | Internal | 3 | 35 |
| 11/1 | 13/1 | Internal | 30 | 35 |
| 11/2 | 13/2 | Internal | 30 | 35 |
| 11/3 | 13/3 | Internal | 30 | 35 |

**Scenario 1: 'Scenario 4'** (FG1: '2026 Reference Case AM', Plan 1: 'Network Control Plan 1')
## Lane Saturation Flows

| Junction: A52 Bramcote Island | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A6007 Ilkeston Road Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/2 (A6007 Ilkeston Road Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/3 (A6007 Ilkeston Road Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/1 (NW Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/2 (NW Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/3 (NW Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 3/1 (A52 (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (A52 (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (A52 (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (A52 (E) Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (E Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (E Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (E Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/4 (E Circulatory Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (Town Street Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (Town Street Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (SE Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/2 (SE Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/3 (SE Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/4 (SE Circulatory Lane 4) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (A52 (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (A52 (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/3 (A52 (W) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 8/1<br>(S Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/2<br>(S Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/3<br>(S Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 9/1<br>(Derby Road Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 9/2<br>(Derby Road Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/1<br>(W Circulatory Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 10/2<br>(W Circulatory Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 11/1<br>(Internal Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(Internal Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/3<br>(Internal Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(IR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/1<br>(A52 E Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/2<br>(A52 E Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 13/3<br>(A52 E Exit Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(TS Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(A52W Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/2<br>(A52W Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 16/1<br>(DR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 16/2<br>(DR Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 2: 'Scenario 4'** (FG2: '2026 Reference Case PM', Plan 1: 'Network Control Plan 1')

## Lane Saturation Flows

| Junction: A52 Bramcote Island | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A6007 Ilkeston Road Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/2 (A6007 Ilkeston Road Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/3 (A6007 Ilkeston Road Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/1 (NW Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/2 (NW Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/3 (NW Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 3/1 (A52 (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (A52 (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (A52 (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (A52 (E) Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (E Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (E Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (E Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/4 (E Circulatory Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (Town Street Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (Town Street Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (SE Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/2 (SE Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/3 (SE Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/4 (SE Circulatory Lane 4) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (A52 (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (A52 (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/3 (A52 (W) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 8/1<br>(S Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/2<br>(S Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/3<br>(S Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 9/1<br>(Derby Road Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 9/2<br>(Derby Road Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/1<br>(W Circulatory Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 10/2<br>(W Circulatory Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 11/1<br>(Internal Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(Internal Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/3<br>(Internal Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(IR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/1<br>(A52 E Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/2<br>(A52 E Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 13/3<br>(A52 E Exit Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(TS Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(A52W Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/2<br>(A52W Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 16/1<br>(DR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 16/2<br>(DR Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 3: 'Scenario 4'** (FG3: '2026 Do Something AM', Plan 1: 'Network Control Plan 1')

## Lane Saturation Flows

| Junction: A52 Bramcote Island | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A6007 Ilkeston Road Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/2 (A6007 Ilkeston Road Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/3 (A6007 Ilkeston Road Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/1 (NW Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/2 (NW Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/3 (NW Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 3/1 (A52 (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (A52 (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (A52 (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (A52 (E) Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (E Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (E Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (E Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/4 (E Circulatory Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (Town Street Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (Town Street Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (SE Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/2 (SE Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/3 (SE Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/4 (SE Circulatory Lane 4) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (A52 (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (A52 (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/3 (A52 (W) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 8/1<br>(S Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/2<br>(S Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/3<br>(S Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 9/1<br>(Derby Road Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 9/2<br>(Derby Road Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/1<br>(W Circulatory Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 10/2<br>(W Circulatory Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 11/1<br>(Internal Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(Internal Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/3<br>(Internal Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(IR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/1<br>(A52 E Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/2<br>(A52 E Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 13/3<br>(A52 E Exit Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(TS Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(A52W Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/2<br>(A52W Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 16/1<br>(DR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 16/2<br>(DR Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 4: 'Scenario 4'** (FG4: '2026 Do Something PM', Plan 1: 'Network Control Plan 1')

## Lane Saturation Flows

| Junction: A52 Bramcote Island | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A6007 Ilkeston Road Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/2 (A6007 Ilkeston Road Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/3 (A6007 Ilkeston Road Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/1 (NW Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/2 (NW Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/3 (NW Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 3/1 (A52 (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (A52 (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (A52 (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (A52 (E) Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (E Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (E Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (E Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/4 (E Circulatory Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (Town Street Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (Town Street Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (SE Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/2 (SE Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/3 (SE Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/4 (SE Circulatory Lane 4) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (A52 (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (A52 (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/3 (A52 (W) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 8/1<br>(S Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/2<br>(S Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/3<br>(S Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 9/1<br>(Derby Road Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 9/2<br>(Derby Road Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/1<br>(W Circulatory Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 10/2<br>(W Circulatory Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 11/1<br>(Internal Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(Internal Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/3<br>(Internal Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(IR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/1<br>(A52 E Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/2<br>(A52 E Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 13/3<br>(A52 E Exit Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(TS Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(A52W Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/2<br>(A52W Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 16/1<br>(DR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 16/2<br>(DR Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 5: 'Scenario 4'** (FG5: '2041 Reference Case AM', Plan 1: 'Network Control Plan 1')

## Lane Saturation Flows

| Junction: A52 Bramcote Island | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A6007 Ilkeston Road Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/2 (A6007 Ilkeston Road Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/3 (A6007 Ilkeston Road Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/1 (NW Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/2 (NW Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/3 (NW Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 3/1 (A52 (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (A52 (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (A52 (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (A52 (E) Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (E Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (E Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (E Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/4 (E Circulatory Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (Town Street Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (Town Street Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (SE Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/2 (SE Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/3 (SE Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/4 (SE Circulatory Lane 4) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (A52 (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (A52 (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/3 (A52 (W) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 8/1<br>(S Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/2<br>(S Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/3<br>(S Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 9/1<br>(Derby Road Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 9/2<br>(Derby Road Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/1<br>(W Circulatory Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 10/2<br>(W Circulatory Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 11/1<br>(Internal Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(Internal Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/3<br>(Internal Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(IR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/1<br>(A52 E Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/2<br>(A52 E Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 13/3<br>(A52 E Exit Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(TS Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(A52W Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/2<br>(A52W Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 16/1<br>(DR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 16/2<br>(DR Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 6: 'Scenario 4'** (FG6: '2041 Reference Case PM', Plan 1: 'Network Control Plan 1')

## Lane Saturation Flows

| Junction: A52 Bramcote Island | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A6007 Ilkeston Road Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/2 (A6007 Ilkeston Road Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/3 (A6007 Ilkeston Road Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/1 (NW Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/2 (NW Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/3 (NW Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 3/1 (A52 (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (A52 (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (A52 (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (A52 (E) Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (E Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (E Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (E Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/4 (E Circulatory Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (Town Street Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (Town Street Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (SE Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/2 (SE Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/3 (SE Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/4 (SE Circulatory Lane 4) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (A52 (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (A52 (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/3 (A52 (W) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 8/1<br>(S Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/2<br>(S Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/3<br>(S Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 9/1<br>(Derby Road Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 9/2<br>(Derby Road Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/1<br>(W Circulatory Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 10/2<br>(W Circulatory Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 11/1<br>(Internal Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(Internal Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/3<br>(Internal Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(IR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/1<br>(A52 E Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/2<br>(A52 E Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 13/3<br>(A52 E Exit Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(TS Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(A52W Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/2<br>(A52W Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 16/1<br>(DR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 16/2<br>(DR Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 7: 'Scenario 4'** (FG7: '2041 Do Something AM', Plan 1: 'Network Control Plan 1')

## Lane Saturation Flows

| Junction: A52 Bramcote Island | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A6007 Ilkeston Road Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/2 (A6007 Ilkeston Road Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/3 (A6007 Ilkeston Road Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/1 (NW Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/2 (NW Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/3 (NW Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 3/1 (A52 (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (A52 (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (A52 (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (A52 (E) Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (E Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (E Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (E Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/4 (E Circulatory Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (Town Street Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (Town Street Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (SE Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/2 (SE Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/3 (SE Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/4 (SE Circulatory Lane 4) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (A52 (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (A52 (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/3 (A52 (W) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 8/1<br>(S Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/2<br>(S Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/3<br>(S Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 9/1<br>(Derby Road Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 9/2<br>(Derby Road Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/1<br>(W Circulatory Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 10/2<br>(W Circulatory Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 11/1<br>(Internal Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(Internal Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/3<br>(Internal Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(IR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/1<br>(A52 E Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/2<br>(A52 E Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 13/3<br>(A52 E Exit Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(TS Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(A52W Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/2<br>(A52W Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 16/1<br>(DR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 16/2<br>(DR Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

**Scenario 8: 'Scenario 4'** (FG8: '2041 Do Something PM', Plan 1: 'Network Control Plan 1')

## Lane Saturation Flows

| Junction: A52 Bramcote Island | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 (A6007 Ilkeston Road Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/2 (A6007 Ilkeston Road Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/3 (A6007 Ilkeston Road Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/1 (NW Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/2 (NW Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/3 (NW Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 3/1 (A52 (E) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/2 (A52 (E) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/3 (A52 (E) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 3/4 (A52 (E) Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/1 (E Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/2 (E Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/3 (E Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 4/4 (E Circulatory Lane 4) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 5/1 (Town Street Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/2 (Town Street Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/1 (SE Circulatory Lane 1) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/2 (SE Circulatory Lane 2) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/3 (SE Circulatory Lane 3) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 6/4 (SE Circulatory Lane 4) | Infinite Saturation Flow | | | | | | Inf | Inf |
| 7/1 (A52 (W) Lane 1) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/2 (A52 (W) Lane 2) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |
| 7/3 (A52 (W) Lane 3) | This lane uses a directly entered Saturation Flow | | | | | | 1900 | 1900 |

| | | | |
|---|---|---|---|
| 8/1<br>(S Circulatory Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/2<br>(S Circulatory Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 8/3<br>(S Circulatory Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 9/1<br>(Derby Road Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 9/2<br>(Derby Road Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 10/1<br>(W Circulatory Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 10/2<br>(W Circulatory Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 11/1<br>(Internal Lane 1) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/2<br>(Internal Lane 2) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 11/3<br>(Internal Lane 3) | This lane uses a directly entered Saturation Flow | 1900 | 1900 |
| 12/1<br>(IR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/1<br>(A52 E Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 13/2<br>(A52 E Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 13/3<br>(A52 E Exit Lane 3) | Infinite Saturation Flow | Inf | Inf |
| 14/1<br>(TS Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/1<br>(A52W Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 15/2<br>(A52W Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |
| 16/1<br>(DR Exit Lane 1) | Infinite Saturation Flow | Inf | Inf |
| 16/2<br>(DR Exit Lane 2) | Infinite Saturation Flow | Inf | Inf |

## Bonus Green Times

No Bonus Green Data For This Scenario

## Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|---|---|---|---|---|
| 1: '2026 Reference Case AM' | 08:00 | 09:00 | 01:00 | |
| 2: '2026 Reference Case PM' | 17:00 | 18:00 | 01:00 | |
| 3: '2026 Do Something AM' | 08:00 | 09:00 | 01:00 | |
| 4: '2026 Do Something PM' | 17:00 | 18:00 | 01:00 | |
| 5: '2041 Reference Case AM' | 08:00 | 09:00 | 01:00 | |
| 6: '2041 Reference Case PM' | 17:00 | 18:00 | 01:00 | |
| 7: '2041 Do Something AM' | 08:00 | 09:00 | 01:00 | |
| 8: '2041 Do Something PM' | 17:00 | 18:00 | 01:00 | |

## Traffic Flows, Desired

### FG1: '2026 Reference Case AM'

**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 250 | 93 | 193 | 2 | 538 |
| | B | 201 | 42 | 10 | 1094 | 205 | 1552 |
| | C | 138 | 36 | 0 | 196 | 61 | 431 |
| | D | 251 | 1400 | 122 | 0 | 29 | 1802 |
| | E | 26 | 437 | 205 | 158 | 0 | 826 |
| | Tot. | 616 | 2165 | 430 | 1641 | 297 | 5149 |

### FG2: '2026 Reference Case PM'

**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 253 | 170 | 274 | 13 | 710 |
| | B | 254 | 59 | 11 | 898 | 290 | 1512 |
| | C | 143 | 42 | 0 | 132 | 82 | 399 |
| | D | 347 | 1189 | 171 | 0 | 60 | 1767 |
| | E | 33 | 226 | 94 | 73 | 0 | 426 |
| | Tot. | 777 | 1769 | 446 | 1377 | 445 | 4814 |

**FG3: '2026 Do Something AM'**
**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 248 | 110 | 159 | 2 | 519 |
| | B | 164 | 42 | 10 | 1036 | 202 | 1454 |
| | C | 150 | 37 | 0 | 208 | 57 | 452 |
| | D | 389 | 1502 | 91 | 0 | 45 | 2027 |
| | E | 27 | 424 | 205 | 204 | 0 | 860 |
| | Tot. | 730 | 2253 | 416 | 1607 | 306 | 5312 |

**FG4: '2026 Do Something PM'**
**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 250 | 106 | 397 | 13 | 766 |
| | B | 285 | 59 | 47 | 942 | 228 | 1561 |
| | C | 134 | 42 | 0 | 120 | 73 | 369 |
| | D | 402 | 1240 | 117 | 0 | 60 | 1819 |
| | E | 33 | 232 | 53 | 96 | 0 | 414 |
| | Tot. | 854 | 1823 | 323 | 1555 | 374 | 4929 |

**FG5: '2041 Reference Case AM'**
**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 221 | 144 | 104 | 3 | 472 |
| | B | 196 | 42 | 4 | 1281 | 280 | 1803 |
| | C | 88 | 36 | 0 | 217 | 60 | 401 |
| | D | 176 | 1578 | 171 | 0 | 37 | 1962 |
| | E | 26 | 467 | 230 | 209 | 0 | 932 |
| | Tot. | 486 | 2344 | 549 | 1811 | 380 | 5570 |

**FG6: '2041 Reference Case PM'**
**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 272 | 177 | 250 | 14 | 713 |
| | B | 101 | 59 | 44 | 885 | 484 | 1573 |
| | C | 108 | 42 | 0 | 129 | 71 | 350 |
| | D | 290 | 1265 | 204 | 0 | 72 | 1831 |
| | E | 34 | 243 | 95 | 81 | 0 | 453 |
| | Tot. | 533 | 1881 | 520 | 1345 | 641 | 4920 |

**FG7: '2041 Do Something AM'**
**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 161 | 99 | 157 | 3 | 420 |
| | B | 153 | 42 | 3 | 1212 | 275 | 1685 |
| | C | 88 | 37 | 0 | 196 | 54 | 375 |
| | D | 75 | 1785 | 155 | 0 | 57 | 2072 |
| | E | 28 | 455 | 210 | 285 | 0 | 978 |
| | Tot. | 344 | 2480 | 467 | 1850 | 389 | 5530 |

**FG8: '2041 Do Something PM'**
**Desired Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 261 | 113 | 375 | 42 | 791 |
| | B | 134 | 59 | 25 | 968 | 385 | 1571 |
| | C | 122 | 42 | 0 | 125 | 72 | 361 |
| | D | 372 | 1342 | 129 | 0 | 71 | 1914 |
| | E | 34 | 249 | 88 | 131 | 0 | 502 |
| | Tot. | 662 | 1953 | 355 | 1599 | 570 | 5139 |

**Scenario 1: 'Scenario 4'** (FG1: '2026 Reference Case AM', Plan 1: 'Network Control Plan 1')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 250 | 93 | 193 | 2 | 538 |
| | B | 201 | 42 | 10 | 1094 | 205 | 1552 |
| | C | 138 | 36 | 0 | 196 | 61 | 431 |
| | D | 251 | 1400 | 122 | 0 | 29 | 1802 |
| | E | 26 | 437 | 205 | 158 | 0 | 826 |
| | Tot. | 616 | 2165 | 430 | 1641 | 297 | 5149 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 2: 'Scenario 4'** (FG2: '2026 Reference Case PM', Plan 1: 'Network Control Plan 1')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 253 | 170 | 274 | 13 | 710 |
| | B | 254 | 59 | 11 | 898 | 290 | 1512 |
| | C | 143 | 42 | 0 | 132 | 82 | 399 |
| | D | 347 | 1189 | 171 | 0 | 60 | 1767 |
| | E | 33 | 226 | 94 | 73 | 0 | 426 |
| | Tot. | 777 | 1769 | 446 | 1377 | 445 | 4814 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 3: 'Scenario 4'** (FG3: '2026 Do Something AM', Plan 1: 'Network Control Plan 1')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 248 | 110 | 159 | 2 | 519 |
| | B | 164 | 42 | 10 | 1036 | 202 | 1454 |
| | C | 150 | 37 | 0 | 208 | 57 | 452 |
| | D | 389 | 1502 | 91 | 0 | 45 | 2027 |
| | E | 27 | 424 | 205 | 204 | 0 | 860 |
| | Tot. | 730 | 2253 | 416 | 1607 | 306 | 5312 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 4: 'Scenario 4'** (FG4: '2026 Do Something PM', Plan 1: 'Network Control Plan 1')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 250 | 106 | 397 | 13 | 766 |
| | B | 285 | 59 | 47 | 942 | 228 | 1561 |
| | C | 134 | 42 | 0 | 120 | 73 | 369 |
| | D | 402 | 1240 | 117 | 0 | 60 | 1819 |
| | E | 33 | 232 | 53 | 96 | 0 | 414 |
| | Tot. | 854 | 1823 | 323 | 1555 | 374 | 4929 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 5: 'Scenario 4'** (FG5: '2041 Reference Case AM', Plan 1: 'Network Control Plan 1')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 221 | 144 | 104 | 3 | 472 |
| | B | 196 | 42 | 4 | 1281 | 280 | 1803 |
| | C | 88 | 36 | 0 | 217 | 60 | 401 |
| | D | 176 | 1578 | 171 | 0 | 37 | 1962 |
| | E | 26 | 467 | 230 | 209 | 0 | 932 |
| | Tot. | 486 | 2344 | 549 | 1811 | 380 | 5570 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 6: 'Scenario 4'** (FG6: '2041 Reference Case PM', Plan 1: 'Network Control Plan 1')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 272 | 177 | 250 | 14 | 713 |
| | B | 101 | 59 | 44 | 885 | 484 | 1573 |
| | C | 108 | 42 | 0 | 129 | 71 | 350 |
| | D | 290 | 1265 | 204 | 0 | 72 | 1831 |
| | E | 34 | 243 | 95 | 81 | 0 | 453 |
| | Tot. | 533 | 1881 | 520 | 1345 | 641 | 4920 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 7: 'Scenario 4'** (FG7: '2041 Do Something AM', Plan 1: 'Network Control Plan 1')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 161 | 99 | 157 | 3 | 420 |
| | B | 153 | 42 | 3 | 1212 | 275 | 1685 |
| | C | 88 | 37 | 0 | 196 | 54 | 375 |
| | D | 75 | 1785 | 155 | 0 | 57 | 2072 |
| | E | 28 | 455 | 210 | 285 | 0 | 978 |
| | Tot. | 344 | 2480 | 467 | 1850 | 389 | 5530 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

**Scenario 8: 'Scenario 4'** (FG8: '2041 Do Something PM', Plan 1: 'Network Control Plan 1')

## Traffic Flows, Actual

**Actual Flow :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 261 | 113 | 375 | 42 | 791 |
| | B | 134 | 59 | 25 | 968 | 385 | 1571 |
| | C | 122 | 42 | 0 | 125 | 72 | 361 |
| | D | 372 | 1342 | 129 | 0 | 71 | 1914 |
| | E | 34 | 249 | 88 | 131 | 0 | 502 |
| | Tot. | 662 | 1953 | 355 | 1599 | 570 | 5139 |

## Traffic Flows, Difference

**Difference :**

| | | Destination | | | | | |
|---|---|---|---|---|---|---|---|
| | | A | B | C | D | E | Tot. |
| Origin | A | 0 | 0 | 0 | 0 | 0 | 0 |
| | B | 0 | 0 | 0 | 0 | 0 | 0 |
| | C | 0 | 0 | 0 | 0 | 0 | 0 |
| | D | 0 | 0 | 0 | 0 | 0 | 0 |
| | E | 0 | 0 | 0 | 0 | 0 | 0 |
| | Tot. | 0 | 0 | 0 | 0 | 0 | 0 |

## Traffic Lane Flows

| Lane | Scenario 1: Scenario 4 | Scenario 2: Scenario 4 | Scenario 3: Scenario 4 | Scenario 4: Scenario 4 | Scenario 5: Scenario 4 | Scenario 6: Scenario 4 |
|---|---|---|---|---|---|---|
| **Junction: A52 Bramcote Island** | | | | | | |
| 1/1 | 250 | 253 | 248 | 250 | 221 | 272 |
| 1/2 (with short) | 288(In) 154(Out) | 457(In) 232(Out) | 271(In) 178(Out) | 516(In) 289(Out) | 251(In) 159(Out) | 441(In) 218(Out) |
| 1/3 (short) | 134 | 225 | 93 | 227 | 92 | 223 |
| 2/1 | 515 | 327 | 503 | 333 | 545 | 344 |
| 2/2 | 377 | 296 | 364 | 242 | 404 | 305 |
| 2/3 | 108 | 42 | 136 | 24 | 206 | 75 |
| 3/1 | 552 | 455 | 523 | 495 | 643 | 465 |
| 3/2 | 552 | 454 | 523 | 494 | 642 | 464 |
| 3/3 (with short) | 448(In) 188(Out) | 603(In) 263(Out) | 408(In) 181(Out) | 572(In) 228(Out) | 518(In) 196(Out) | 644(In) 258(Out) |
| 3/4 (short) | 260 | 340 | 227 | 344 | 322 | 386 |
| 4/1 | 385 | 280 | 373 | 282 | 384 | 298 |
| 4/2 | 380 | 300 | 378 | 301 | 382 | 318 |
| 4/3 | 531 | 528 | 542 | 531 | 563 | 523 |
| 4/4 | 242 | 267 | 229 | 251 | 298 | 298 |
| 5/1 (with short) | 431(In) 257(Out) | 399(In) 214(Out) | 452(In) 265(Out) | 369(In) 193(Out) | 401(In) 270(Out) | 350(In) 199(Out) |
| 5/2 (short) | 174 | 185 | 187 | 176 | 131 | 151 |
| 6/1 | 653 | 537 | 649 | 703 | 657 | 468 |
| 6/2 | 792 | 708 | 750 | 732 | 937 | 748 |
| 6/3 | 188 | 263 | 182 | 228 | 197 | 258 |
| 6/4 | 262 | 353 | 228 | 357 | 324 | 400 |
| 7/1 (short) | 422 | 598 | 545 | 599 | 404 | 586 |
| 7/2 (with short) | 1142(In) 720(Out) | 1234(In) 636(Out) | 1305(In) 760(Out) | 1264(In) 665(Out) | 1196(In) 792(Out) | 1264(In) 678(Out) |
| 7/3 | 660 | 533 | 722 | 555 | 766 | 567 |
| 8/1 | 249 | 345 | 239 | 301 | 250 | 328 |
| 8/2 (with short) | 436(In) 358(Out) | 538(In) 437(Out) | 415(In) 336(Out) | 533(In) 432(Out) | 455(In) 377(Out) | 551(In) 450(Out) |
| 8/3 (short) | 78 | 101 | 79 | 101 | 78 | 101 |
| 9/1 (with short) | 826(In) 463(Out) | 426(In) 259(Out) | 860(In) 451(Out) | 414(In) 265(Out) | 932(In) 493(Out) | 453(In) 277(Out) |
| 9/2 (short) | 363 | 167 | 409 | 149 | 439 | 176 |
| 10/1 | 590 | 744 | 703 | 821 | 460 | 499 |
| 10/2 | 200 | 272 | 170 | 218 | 249 | 305 |
| 11/1 | 20 | 20 | 20 | 20 | 20 | 20 |
| 11/2 | 720 | 636 | 760 | 665 | 792 | 678 |
| 11/3 | 660 | 533 | 722 | 555 | 766 | 567 |
| 12/1 | 616 | 777 | 730 | 854 | 486 | 533 |

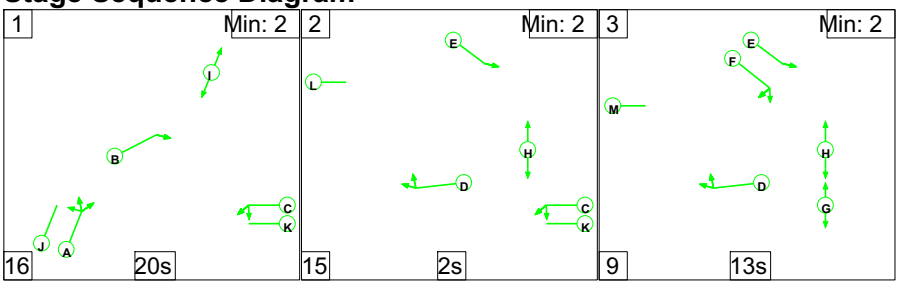
| | | | | | | |
|---|---|---|---|---|---|---|
| 13/1 | 30 | 29 | 33 | 29 | 33 | 29 |
| 13/2 | 1095 | 907 | 1120 | 938 | 1163 | 967 |
| 13/3 | 1040 | 833 | 1100 | 856 | 1148 | 885 |
| 14/1 | 430 | 446 | 416 | 323 | 549 | 520 |
| 15/1 | 849 | 669 | 857 | 823 | 874 | 597 |
| 15/2 | 792 | 708 | 750 | 732 | 937 | 748 |
| 16/1 | 278 | 405 | 284 | 361 | 287 | 400 |
| 16/2 | 19 | 40 | 22 | 13 | 93 | 241 |

| Lane | Scenario 7: Scenario 4 | Scenario 8: Scenario 4 |
|---|---|---|
| **Junction: A52 Bramcote Island** | | |
| 1/1 | 161 | 261 |
| 1/2 (with short) | 259(In) 174(Out) | 530(In) 277(Out) |
| 1/3 (short) | 85 | 253 |
| 2/1 | 534 | 350 |
| 2/2 | 380 | 256 |
| 2/3 | 270 | 92 |
| 3/1 | 607 | 497 |
| 3/2 | 608 | 496 |
| 3/3 (with short) | 470(In) 168(Out) | 578(In) 254(Out) |
| 3/4 (short) | 302 | 324 |
| 4/1 | 351 | 298 |
| 4/2 | 344 | 313 |
| 4/3 | 554 | 533 |
| 4/4 | 355 | 345 |
| 5/1 (with short) | 375(In) 250(Out) | 361(In) 197(Out) |
| 5/2 (short) | 125 | 164 |
| 6/1 | 694 | 675 |
| 6/2 | 960 | 799 |
| 6/3 | 169 | 255 |
| 6/4 | 304 | 365 |
| 7/1 (short) | 307 | 592 |
| 7/2 (with short) | 1191(In) 884(Out) | 1299(In) 707(Out) |
| 7/3 | 881 | 615 |
| 8/1 | 223 | 327 |
| 8/2 (with short) | 429(In) 350(Out) | 529(In) 428(Out) |
| 8/3 (short) | 79 | 101 |
| 9/1 (with short) | 978(In) 483(Out) | 502(In) 283(Out) |
| 9/2 (short) | 495 | 219 |
| 10/1 | 316 | 628 |
| 10/2 | 234 | 230 |
| 11/1 | 20 | 20 |
| 11/2 | 884 | 707 |
| 11/3 | 881 | 615 |
| 12/1 | 344 | 662 |

| | | |
|---|---|---|
| 13/1 | 34 | 30 |
| 13/2 | 1221 | 995 |
| 13/3 | 1225 | 928 |
| 14/1 | 467 | 355 |
| 15/1 | 890 | 800 |
| 15/2 | 960 | 799 |
| 16/1 | 280 | 398 |
| 16/2 | 109 | 172 |

**Scenario 1: 'Scenario 4'** (FG1: '2026 Reference Case AM', Plan 1: 'Network Control Plan 1')

## Stage Sequence Diagram



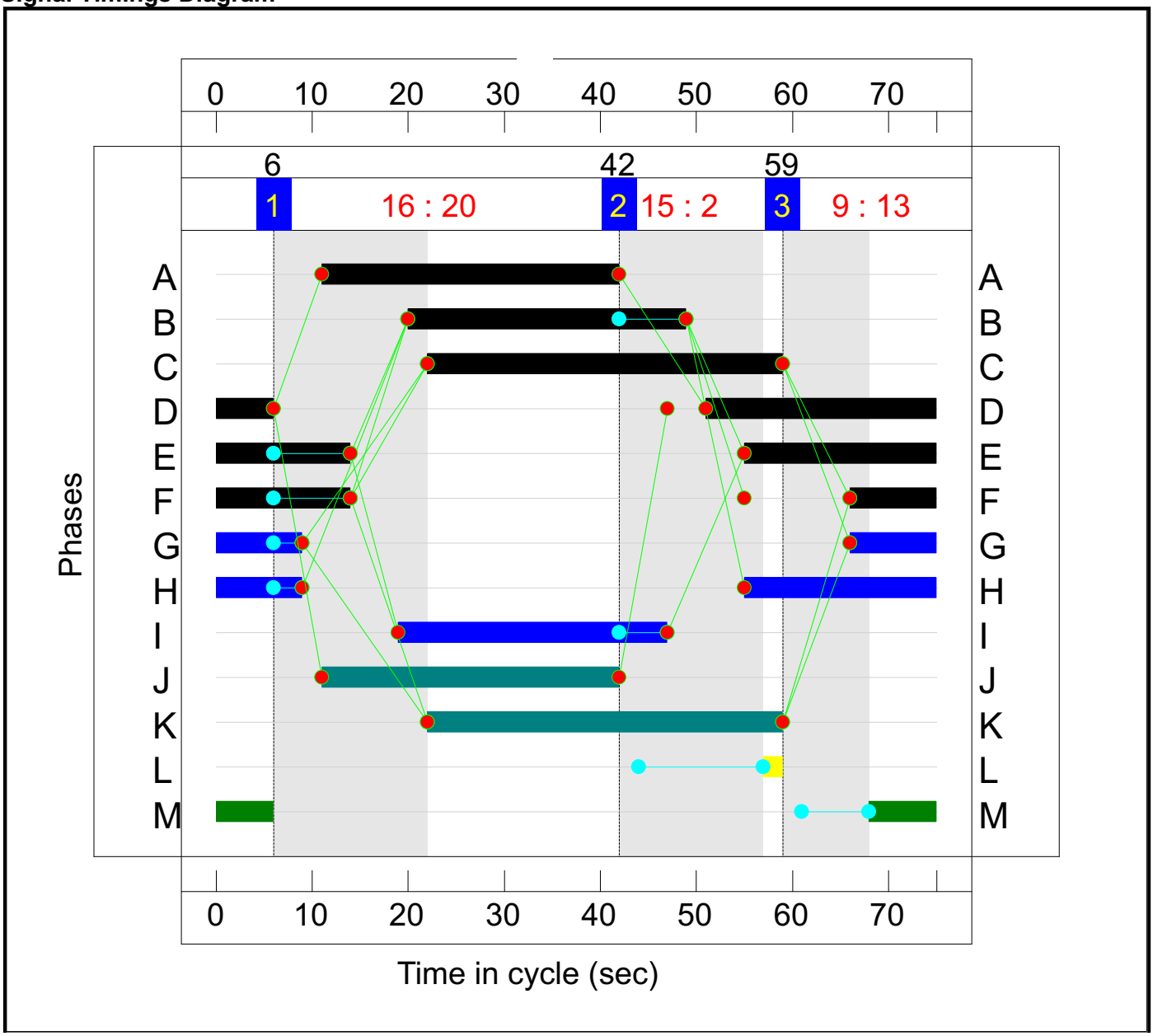

## Stage Timings

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| Duration | 20 | 2 | 13 |
| Change Point | 6 | 42 | 59 |

## Phase Timings

| Phase Name | Description | Phase | Green Period 1 | | |
|---|---|---|---|---|---|
| | | | Total Green | Start Time | End Time |
| A | A52 (W) Ahead Right Left | Traffic | 31 | 11 | 42 |
| B | Internal Right | Traffic | 29 | 20 | 49 |
| C | A52 (E) Ahead Left | Traffic | 37 | 22 | 59 |
| D | S Circulatory Right Ahead | Traffic | 30 | 51 | 6 |
| E | E Circulatory Ahead | Traffic | 34 | 55 | 14 |
| F | E Circulatory Right Right2 | Traffic | 23 | 66 | 14 |
| G | Pedestrians across | Pedestrian | 18 | 66 | 9 |
| H | Pedestrians across | Pedestrian | 29 | 55 | 9 |
| I | Pedestrians across | Pedestrian | 28 | 19 | 47 |
| J | Dummy | Dummy | 31 | 11 | 42 |
| K | Dummy | Dummy | 37 | 22 | 59 |
| L | Dummy with R/A | Dummy R/A | 2 | 57 | 59 |
| M | Dummy with R/A | Dummy R/A | 13 | 68 | 6 |

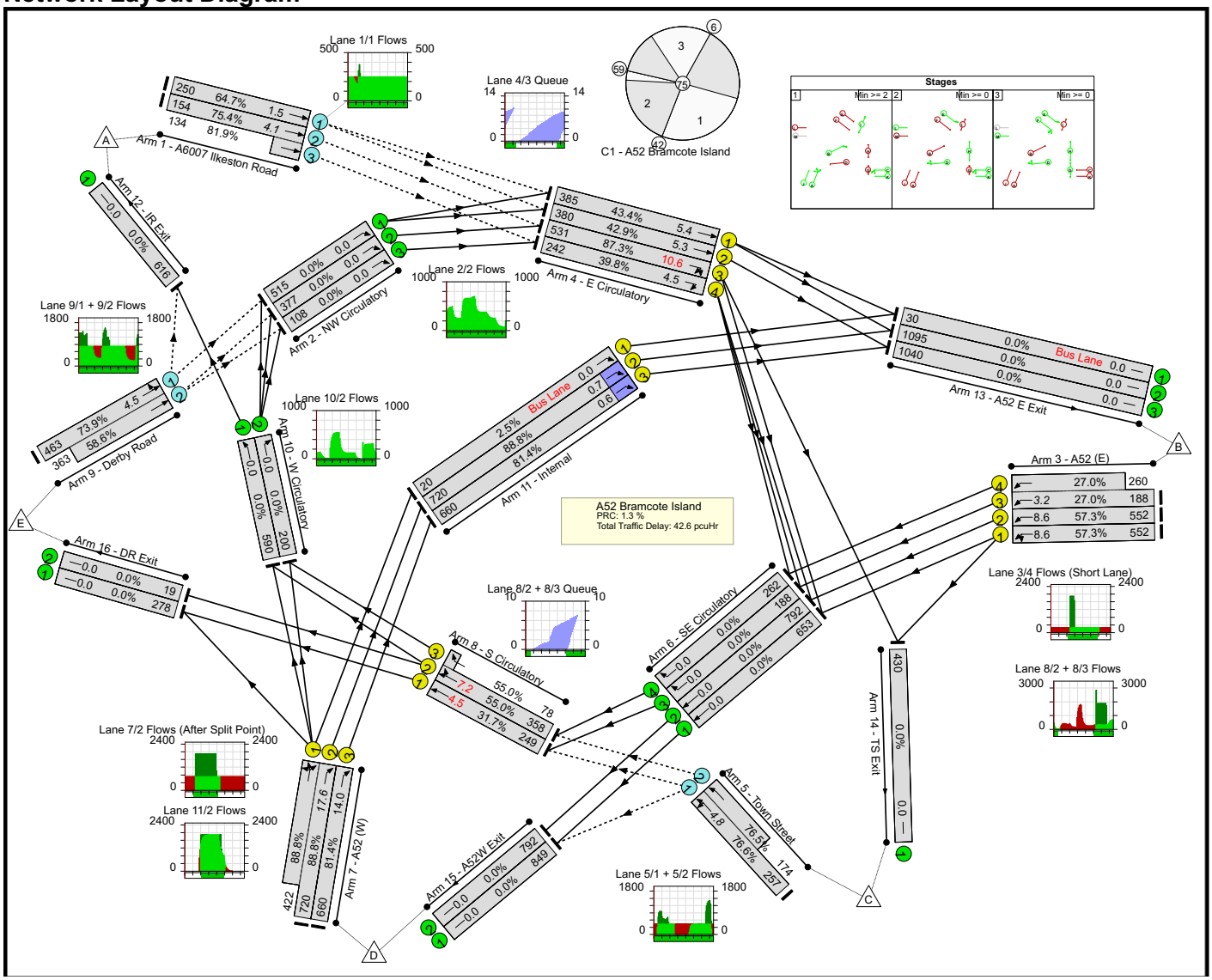
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52 Bramcote Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 3/1 | A52 (E) Ahead Left | U | C | 22 | 59 |
| 3/2 | A52 (E) Ahead | U | C | 22 | 59 |
| 3/3 | A52 (E) Ahead | U | C | 22 | 59 |
| 3/4 | A52 (E) Ahead | U | C | 22 | 59 |
| 4/1 | E Circulatory Ahead | U | E | 55 | 14 |
| 4/2 | E Circulatory Ahead | U | E | 55 | 14 |
| 4/3 | E Circulatory Right Right2 | U | F | 66 | 14 |
| 4/4 | E Circulatory Right | U | F | 66 | 14 |
| 7/1 | A52 (W) Ahead Right Left | U | A | 11 | 42 |
| 7/2 | A52 (W) Right | U | A | 11 | 42 |
| 7/3 | A52 (W) Right | U | A | 11 | 42 |
| 8/1 | S Circulatory Ahead | U | D | 51 | 6 |
| 8/2 | S Circulatory Right Ahead | U | D | 51 | 6 |
| 8/3 | S Circulatory Right | U | D | 51 | 6 |
| 11/1 | Internal Right | U | B | 20 | 49 |
| 11/2 | Internal Right | U | B | 20 | 49 |
| 11/3 | Internal Right | U | B | 20 | 49 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **88.8%** |
| **A52 Bramcote Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **88.8%** |
| 1/1 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 250 | Inf | 387 | 64.7% |
| 1/2+1/3 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 288 | Inf : Inf | 204+164 | 75.4 : 81.9% |
| 2/1 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 515 | Inf | Inf | 0.0% |
| 2/2 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 377 | Inf | Inf | 0.0% |
| 2/3 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 108 | Inf | Inf | 0.0% |
| 3/1 | A52 (E) Ahead Left | U | N/A | N/A | C | | 1 | 37 | - | - | 552 | 1900 | 963 | 57.3% |
| 3/2 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 37 | - | - | 552 | 1900 | 963 | 57.3% |
| 3/3+3/4 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 37 | - | - | 448 | 1900:1900 | 696+963 | 27.0 : 27.0% |
| 4/1 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 34 | - | - | 385 | 1900 | 887 | 43.4% |
| 4/2 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 34 | - | - | 380 | 1900 | 887 | 42.9% |
| 4/3 | E Circulatory Right Right2 | U | N/A | N/A | F | | 1 | 23 | - | - | 531 | 1900 | 608 | 87.3% |
| 4/4 | E Circulatory Right | U | N/A | N/A | F | | 1 | 23 | - | - | 242 | 1900 | 608 | 39.8% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5/1+5/2 | Town Street Ahead Left | O | N/A | N/A | - | | - | - | - | - | 431 | Inf : Inf | 335+227 | 76.6 : 76.5% |
| 6/1 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 653 | Inf | Inf | 0.0% |
| 6/2 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 792 | Inf | Inf | 0.0% |
| 6/3 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 188 | Inf | Inf | 0.0% |
| 6/4 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 262 | Inf | Inf | 0.0% |
| 7/2+7/1 | A52 (W) Ahead Right Left | U | N/A | N/A | A | | 1 | 31 | - | - | 1142 | 1900:1900 | 811+475 | 88.8 : 88.8% |
| 7/3 | A52 (W) Right | U | N/A | N/A | A | | 1 | 31 | - | - | 660 | 1900 | 811 | 81.4% |
| 8/1 | S Circulatory Ahead | U | N/A | N/A | D | | 1 | 30 | - | - | 249 | 1900 | 785 | 31.7% |
| 8/2+8/3 | S Circulatory Right Ahead | U | N/A | N/A | D | | 1 | 30 | - | - | 436 | 1900:1900 | 651+142 | 55.0 : 55.0% |
| 9/1+9/2 | Derby Road Ahead Left | O | N/A | N/A | - | | - | - | - | - | 826 | Inf : Inf | 627+619 | 73.9 : 58.6% |
| 10/1 | W Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 590 | Inf | Inf | 0.0% |
| 10/2 | W Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 200 | Inf | Inf | 0.0% |
| 11/1 | Internal Right | U | N/A | N/A | B | | 1 | 29 | - | - | 20 | 1900 | 811 | 2.5% |
| 11/2 | Internal Right | U | N/A | N/A | B | | 1 | 29 | - | - | 720 | 1900 | 811 | 88.8% |
| 11/3 | Internal Right | U | N/A | N/A | B | | 1 | 29 | - | - | 660 | 1900 | 811 | 81.4% |
| 12/1 | IR Exit | U | N/A | N/A | - | | - | - | - | - | 616 | Inf | Inf | 0.0% |
| 13/1 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 30 | Inf | Inf | 0.0% |
| 13/2 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 1095 | Inf | Inf | 0.0% |
| 13/3 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 1040 | Inf | Inf | 0.0% |
| 14/1 | TS Exit | U | N/A | N/A | - | | - | - | - | - | 430 | Inf | Inf | 0.0% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15/1 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 849 | Inf | Inf | 0.0% |
| 15/2 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 792 | Inf | Inf | 0.0% |
| 16/1 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 278 | Inf | Inf | 0.0% |
| 16/2 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 19 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **3340** | **0** | **0** | **28.6** | **14.0** | **0.0** | **42.6** | **-** | **-** | **-** | **-** | **Network: A52 Bramcote Island** |
| **A52 Bramcote Island** | **-** | **-** | **3340** | **0** | **0** | **28.6** | **14.0** | **0.0** | **42.6** | **-** | **-** | **-** | **-** | **A52 Bramcote Island** |
| 1/1 | 250 | 250 | 250 | 0 | 0 | 0.0 | 0.9 | - | 0.9 | 13.0 | 0.6 | 0.9 | 1.5 | 1/1 |
| 1/2+1/3 | 288 | 288 | 576 | 0 | 0 | 0.3 | 1.7 | - | 2.0 (1.0+1.0) | 25.2 (23.9:26.7) | 2.3 | 1.7 | 4.1 | 1/2+1/3 |
| 2/1 | 515 | 515 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/1 |
| 2/2 | 377 | 377 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/2 |
| 2/3 | 108 | 108 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/3 |
| 3/1 | 552 | 552 | - | - | - | 2.0 | 0.7 | - | 2.6 | 17.2 | 8.0 | 0.7 | 8.6 | 3/1 |
| 3/2 | 552 | 552 | - | - | - | 2.0 | 0.7 | - | 2.6 | 17.2 | 8.0 | 0.7 | 8.6 | 3/2 |
| 3/3+3/4 | 448 | 448 | - | - | - | 1.3 | 0.2 | - | 1.5 (0.6+0.9) | 11.9 (11.6:12.1) | 3.0 | 0.2 | 3.2 | 3/3+3/4 |
| 4/1 | 385 | 385 | - | - | - | 1.4 | 0.4 | - | 1.7 | 16.3 | 5.0 | 0.4 | 5.4 | 4/1 |
| 4/2 | 380 | 380 | - | - | - | 1.3 | 0.4 | - | 1.7 | 16.2 | 4.9 | 0.4 | 5.3 | 4/2 |
| 4/3 | 531 | 531 | - | - | - | 4.2 | 0.0 | - | 4.2 | 28.5 | 10.6 | 0.0 | 10.6 | 4/3 |
| 4/4 | 242 | 242 | - | - | - | 1.4 | 0.3 | - | 1.8 | 26.2 | 4.2 | 0.3 | 4.5 | 4/4 |
| 5/1+5/2 | 431 | 431 | 862 | 0 | 0 | 1.2 | 1.6 | - | 2.8 (1.5+1.3) | 23.0 (20.3:26.9) | 3.2 | 1.6 | 4.8 | 5/1+5/2 |
| 6/1 | 653 | 653 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/1 |
| 6/2 | 792 | 792 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/2 |
| 6/3 | 188 | 188 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/3 |
| 6/4 | 262 | 262 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/4 |
| 7/2+7/1 | 1142 | 1142 | - | - | - | 5.8 | 3.8 | - | 9.6 (6.3+3.3) | 30.3 (31.7:27.7) | 13.8 | 3.8 | 17.6 | 7/2+7/1 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/3 | 660 | 660 | - | - | - | 3.5 | 2.1 | - | 5.6 | 30.5 | 11.9 | 2.1 | 14.0 | 7/3 |
| 8/1 | 249 | 249 | - | - | - | 1.1 | 0.2 | - | 1.3 | 19.1 | 4.2 | 0.2 | 4.5 | 8/1 |
| 8/2+8/3 | 436 | 436 | - | - | - | 2.4 | 0.0 | - | 2.4 (1.9+0.4) | 19.6 (19.6:19.5) | 7.2 | 0.0 | 7.2 | 8/2+8/3 |
| 9/1+9/2 | 826 | 826 | 1652 | 0 | 0 | 0.5 | 1.0 | - | 1.4 (0.9+0.6) | 6.3 (6.7:5.8) | 3.5 | 1.0 | 4.5 | 9/1+9/2 |
| 10/1 | 590 | 590 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/1 |
| 10/2 | 200 | 200 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/2 |
| 11/1 | 20 | 20 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11/1 |
| 11/2 | 720 | 720 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.0 | 0.7 | 0.0 | 0.7 | 11/2 |
| 11/3 | 660 | 660 | - | - | - | 0.2 | 0.0 | - | 0.2 | 0.9 | 0.6 | 0.0 | 0.6 | 11/3 |
| 12/1 | 616 | 616 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12/1 |
| 13/1 | 30 | 30 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 13/2 | 1095 | 1095 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/2 |
| 13/3 | 1040 | 1040 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/3 |
| 14/1 | 430 | 430 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 15/1 | 849 | 849 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |
| 15/2 | 792 | 792 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/2 |
| 16/1 | 278 | 278 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/1 |
| 16/2 | 19 | 19 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/2 |

C1 - A52 Bramcote Island

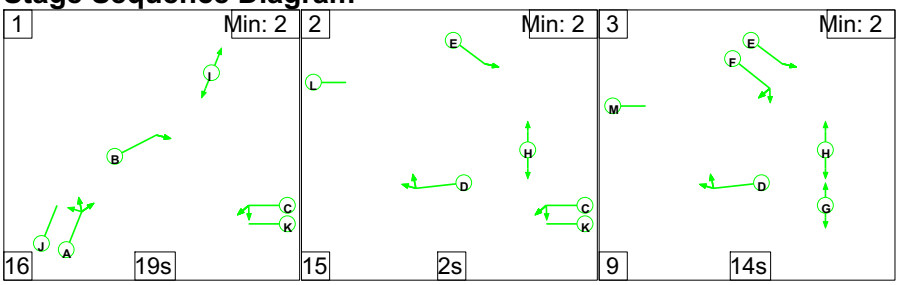
PRC for Signalled Lanes (%): 1.3
PRC Over All Lanes (%): 1.3

Total Delay for Signalled Lanes (pcuHr): 35.44
Total Delay Over All Lanes(pcuHr): 42.56

Cycle Time (s): 75

**Scenario 2: 'Scenario 4'** (FG2: '2026 Reference Case PM', Plan 1: 'Network Control Plan 1')

## Stage Sequence Diagram



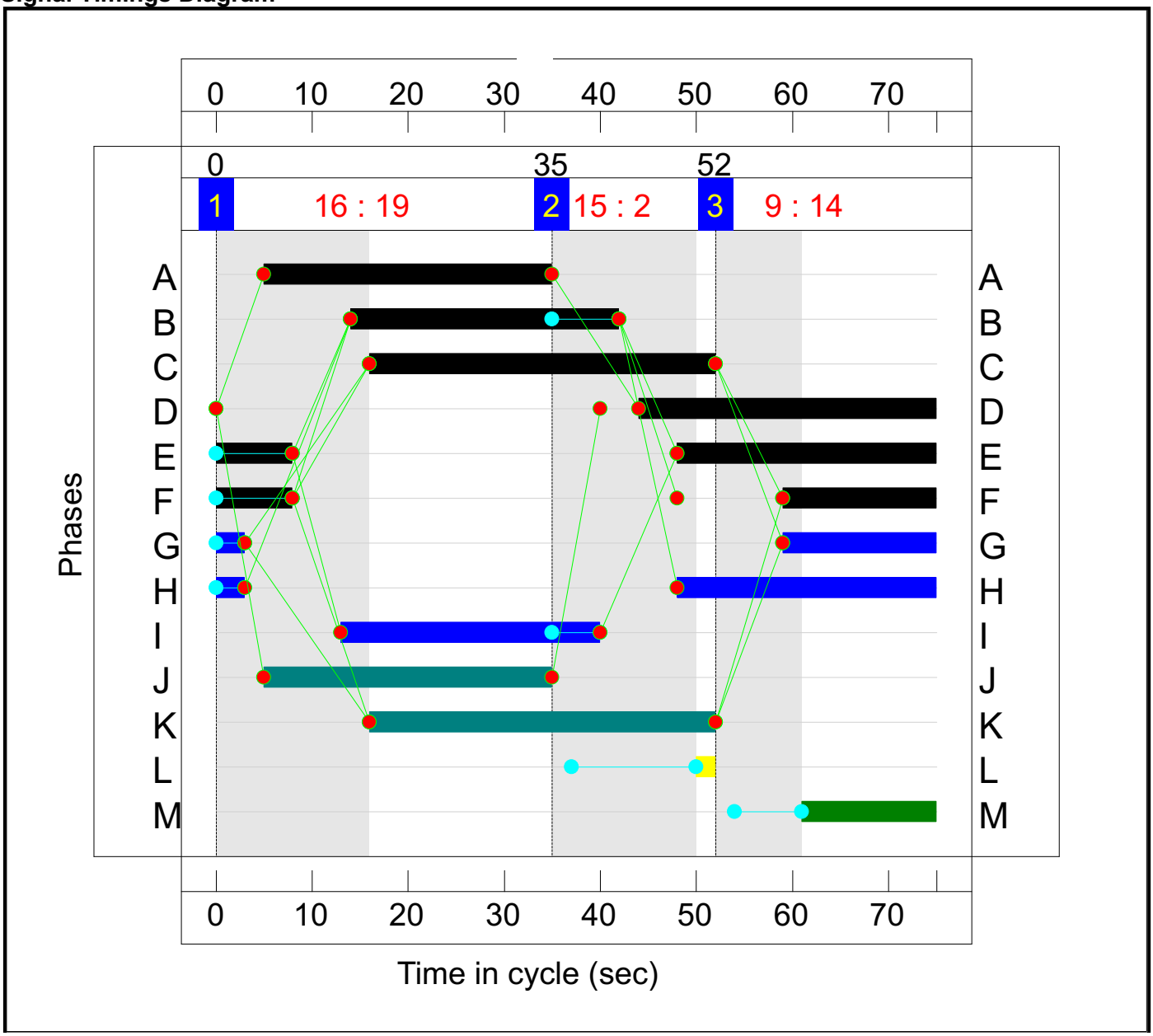

## Stage Timings

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| Duration | 19 | 2 | 14 |
| Change Point | 0 | 35 | 52 |

## Phase Timings

| Phase Name | Description | Phase | Green Period 1 | | |
|---|---|---|---|---|---|
| | | | Total Green | Start Time | End Time |
| A | A52 (W) Ahead Right Left | Traffic | 30 | 5 | 35 |
| B | Internal Right | Traffic | 28 | 14 | 42 |
| C | A52 (E) Ahead Left | Traffic | 36 | 16 | 52 |
| D | S Circulatory Right Ahead | Traffic | 31 | 44 | 0 |
| E | E Circulatory Ahead | Traffic | 35 | 48 | 8 |
| F | E Circulatory Right Right2 | Traffic | 24 | 59 | 8 |
| G | Pedestrians across | Pedestrian | 19 | 59 | 3 |
| H | Pedestrians across | Pedestrian | 30 | 48 | 3 |
| I | Pedestrians across | Pedestrian | 27 | 13 | 40 |
| J | Dummy | Dummy | 30 | 5 | 35 |
| K | Dummy | Dummy | 36 | 16 | 52 |
| L | Dummy with R/A | Dummy R/A | 2 | 50 | 52 |
| M | Dummy with R/A | Dummy R/A | 14 | 61 | 0 |

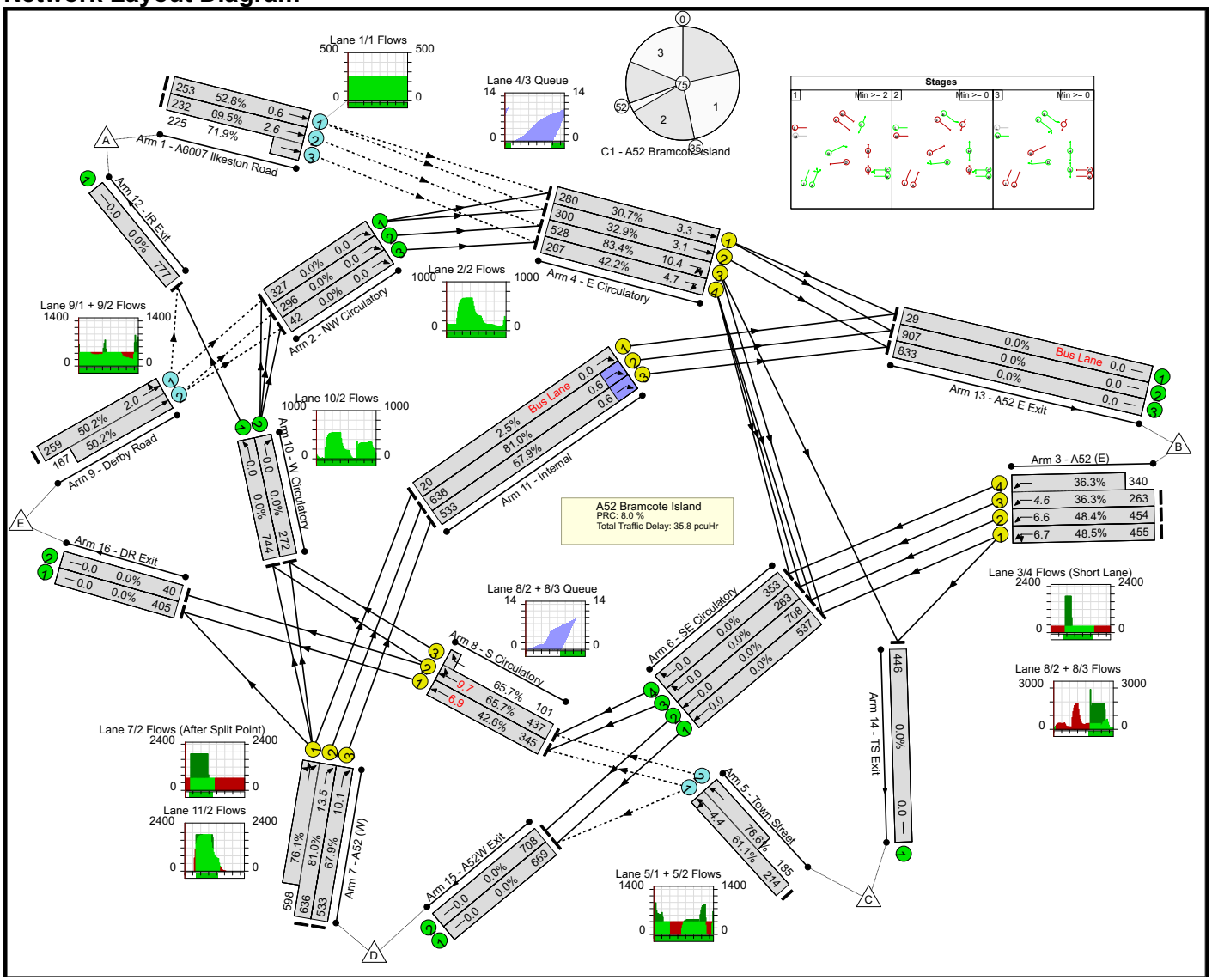
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52 Bramcote Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 3/1 | A52 (E) Ahead Left | U | C | 16 | 52 |
| 3/2 | A52 (E) Ahead | U | C | 16 | 52 |
| 3/3 | A52 (E) Ahead | U | C | 16 | 52 |
| 3/4 | A52 (E) Ahead | U | C | 16 | 52 |
| 4/1 | E Circulatory Ahead | U | E | 48 | 8 |
| 4/2 | E Circulatory Ahead | U | E | 48 | 8 |
| 4/3 | E Circulatory Right Right2 | U | F | 59 | 8 |
| 4/4 | E Circulatory Right | U | F | 59 | 8 |
| 7/1 | A52 (W) Ahead Right Left | U | A | 5 | 35 |
| 7/2 | A52 (W) Right | U | A | 5 | 35 |
| 7/3 | A52 (W) Right | U | A | 5 | 35 |
| 8/1 | S Circulatory Ahead | U | D | 44 | 0 |
| 8/2 | S Circulatory Right Ahead | U | D | 44 | 0 |
| 8/3 | S Circulatory Right | U | D | 44 | 0 |
| 11/1 | Internal Right | U | B | 14 | 42 |
| 11/2 | Internal Right | U | B | 14 | 42 |
| 11/3 | Internal Right | U | B | 14 | 42 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **83.4%** |
| **A52 Bramcote Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **83.4%** |
| 1/1 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 253 | Inf | 479 | 52.8% |
| 1/2+1/3 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 457 | Inf : Inf | 334+313 | 69.5 : 71.9% |
| 2/1 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 327 | Inf | Inf | 0.0% |
| 2/2 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 296 | Inf | Inf | 0.0% |
| 2/3 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 42 | Inf | Inf | 0.0% |
| 3/1 | A52 (E) Ahead Left | U | N/A | N/A | C | | 1 | 36 | - | - | 455 | 1900 | 937 | 48.5% |
| 3/2 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 36 | - | - | 454 | 1900 | 937 | 48.4% |
| 3/3+3/4 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 36 | - | - | 603 | 1900:1900 | 725+937 | 36.3 : 36.3% |
| 4/1 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 35 | - | - | 280 | 1900 | 912 | 30.7% |
| 4/2 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 35 | - | - | 300 | 1900 | 912 | 32.9% |
| 4/3 | E Circulatory Right Right2 | U | N/A | N/A | F | | 1 | 24 | - | - | 528 | 1900 | 633 | 83.4% |
| 4/4 | E Circulatory Right | U | N/A | N/A | F | | 1 | 24 | - | - | 267 | 1900 | 633 | 42.2% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5/1+5/2 | Town Street Ahead Left | O | N/A | N/A | - | | - | - | - | - | 399 | Inf : Inf | 350+242 | 61.1 : 76.6% |
| 6/1 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 537 | Inf | Inf | 0.0% |
| 6/2 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 708 | Inf | Inf | 0.0% |
| 6/3 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 263 | Inf | Inf | 0.0% |
| 6/4 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 353 | Inf | Inf | 0.0% |
| 7/2+7/1 | A52 (W) Ahead Right Left | U | N/A | N/A | A | | 1 | 30 | - | - | 1234 | 1900:1900 | 785+785 | 81.0 : 76.1% |
| 7/3 | A52 (W) Right | U | N/A | N/A | A | | 1 | 30 | - | - | 533 | 1900 | 785 | 67.9% |
| 8/1 | S Circulatory Ahead | U | N/A | N/A | D | | 1 | 31 | - | - | 345 | 1900 | 811 | 42.6% |
| 8/2+8/3 | S Circulatory Right Ahead | U | N/A | N/A | D | | 1 | 31 | - | - | 538 | 1900:1900 | 665+154 | 65.7 : 65.7% |
| 9/1+9/2 | Derby Road Ahead Left | O | N/A | N/A | - | | - | - | - | - | 426 | Inf : Inf | 516+332 | 50.2 : 50.2% |
| 10/1 | W Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 744 | Inf | Inf | 0.0% |
| 10/2 | W Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 272 | Inf | Inf | 0.0% |
| 11/1 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 20 | 1900 | 785 | 2.5% |
| 11/2 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 636 | 1900 | 785 | 81.0% |
| 11/3 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 533 | 1900 | 785 | 67.9% |
| 12/1 | IR Exit | U | N/A | N/A | - | | - | - | - | - | 777 | Inf | Inf | 0.0% |
| 13/1 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 29 | Inf | Inf | 0.0% |
| 13/2 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 907 | Inf | Inf | 0.0% |
| 13/3 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 833 | Inf | Inf | 0.0% |
| 14/1 | TS Exit | U | N/A | N/A | - | | - | - | - | - | 446 | Inf | Inf | 0.0% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15/1 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 669 | Inf | Inf | 0.0% |
| 15/2 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 708 | Inf | Inf | 0.0% |
| 16/1 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 405 | Inf | Inf | 0.0% |
| 16/2 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 40 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **2817** | **0** | **0** | **27.2** | **8.6** | **0.0** | **35.8** | **-** | **-** | **-** | **-** | **Network: A52 Bramcote Island** |
| **A52 Bramcote Island** | **-** | **-** | **2817** | **0** | **0** | **27.2** | **8.6** | **0.0** | **35.8** | **-** | **-** | **-** | **-** | **A52 Bramcote Island** |
| 1/1 | 253 | 253 | 253 | 0 | 0 | 0.0 | 0.6 | - | 0.6 | 7.9 | 0.0 | 0.6 | 0.6 | 1/1 |
| 1/2+1/3 | 457 | 457 | 914 | 0 | 0 | 0.0 | 1.2 | - | 1.2 (0.6+0.6) | 9.5 (9.4:9.6) | 1.4 | 1.2 | 2.6 | 1/2+1/3 |
| 2/1 | 327 | 327 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/1 |
| 2/2 | 296 | 296 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/2 |
| 2/3 | 42 | 42 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/3 |
| 3/1 | 455 | 455 | - | - | - | 1.6 | 0.5 | - | 2.1 | 16.4 | 6.2 | 0.5 | 6.7 | 3/1 |
| 3/2 | 454 | 454 | - | - | - | 1.6 | 0.5 | - | 2.1 | 16.4 | 6.2 | 0.5 | 6.6 | 3/2 |
| 3/3+3/4 | 603 | 603 | - | - | - | 1.9 | 0.3 | - | 2.2 (0.9+1.3) | 13.2 (12.9:13.4) | 4.3 | 0.3 | 4.6 | 3/3+3/4 |
| 4/1 | 280 | 280 | - | - | - | 0.8 | 0.2 | - | 1.0 | 13.4 | 3.1 | 0.2 | 3.3 | 4/1 |
| 4/2 | 300 | 300 | - | - | - | 0.8 | 0.2 | - | 1.0 | 12.2 | 2.9 | 0.2 | 3.1 | 4/2 |
| 4/3 | 528 | 528 | - | - | - | 4.0 | 0.0 | - | 4.0 | 27.6 | 10.4 | 0.0 | 10.4 | 4/3 |
| 4/4 | 267 | 267 | - | - | - | 1.4 | 0.4 | - | 1.8 | 24.1 | 4.3 | 0.4 | 4.7 | 4/4 |
| 5/1+5/2 | 399 | 399 | 798 | 0 | 0 | 0.9 | 1.0 | - | 1.9 (0.8+1.1) | 17.1 (13.4:21.5) | 3.3 | 1.0 | 4.4 | 5/1+5/2 |
| 6/1 | 537 | 537 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/1 |
| 6/2 | 708 | 708 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/2 |
| 6/3 | 263 | 263 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/3 |
| 6/4 | 353 | 353 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/4 |
| 7/2+7/1 | 1234 | 1234 | - | - | - | 6.6 | 1.8 | - | 8.4 (4.4+4.0) | 24.4 (24.7:24.1) | 11.7 | 1.8 | 13.5 | 7/2+7/1 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/3 | 533 | 533 | - | - | - | 2.7 | 1.0 | - | 3.7 | 25.0 | 9.0 | 1.0 | 10.1 | 7/3 |
| 8/1 | 345 | 345 | - | - | - | 1.6 | 0.4 | - | 2.0 | 20.5 | 6.5 | 0.4 | 6.9 | 8/1 |
| 8/2+8/3 | 538 | 538 | - | - | - | 3.0 | 0.0 | - | 3.0 (2.4+0.6) | 19.7 (19.7:19.9) | 9.7 | 0.0 | 9.7 | 8/2+8/3 |
| 9/1+9/2 | 426 | 426 | 852 | 0 | 0 | 0.1 | 0.5 | - | 0.6 (0.4+0.2) | 5.2 (5.6:4.6) | 1.5 | 0.5 | 2.0 | 9/1+9/2 |
| 10/1 | 744 | 744 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/1 |
| 10/2 | 272 | 272 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/2 |
| 11/1 | 20 | 20 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11/1 |
| 11/2 | 636 | 636 | - | - | - | 0.2 | 0.0 | - | 0.2 | 0.9 | 0.6 | 0.0 | 0.6 | 11/2 |
| 11/3 | 533 | 533 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.9 | 0.6 | 0.0 | 0.6 | 11/3 |
| 12/1 | 777 | 777 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12/1 |
| 13/1 | 29 | 29 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 13/2 | 907 | 907 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/2 |
| 13/3 | 833 | 833 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/3 |
| 14/1 | 446 | 446 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 15/1 | 669 | 669 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |
| 15/2 | 708 | 708 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/2 |
| 16/1 | 405 | 405 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/1 |
| 16/2 | 40 | 40 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/2 |

C1 - A52 Bramcote Island

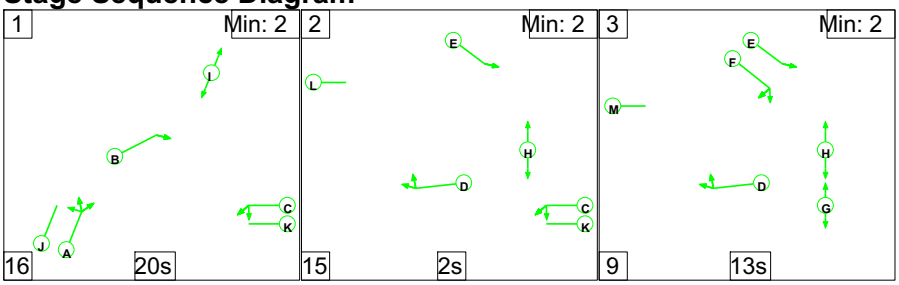
PRC for Signalled Lanes (%): 8.0
PRC Over All Lanes (%): 8.0

Total Delay for Signalled Lanes (pcuHr): 31.52
Total Delay Over All Lanes(pcuHr): 35.80

Cycle Time (s): 75

**Scenario 3: 'Scenario 4'** (FG3: '2026 Do Something AM', Plan 1: 'Network Control Plan 1')

## Stage Sequence Diagram



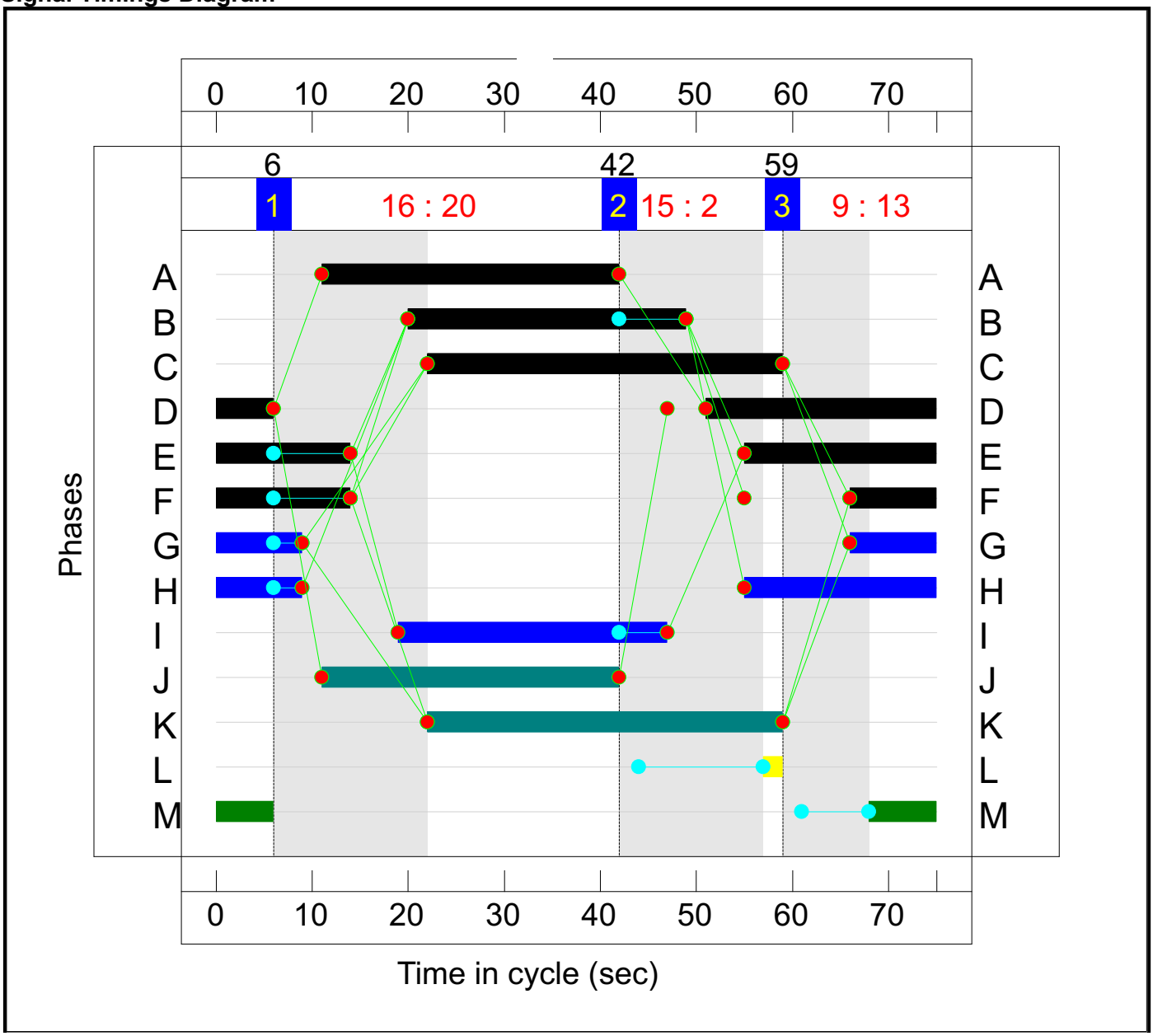

## Stage Timings

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| Duration | 20 | 2 | 13 |
| Change Point | 6 | 42 | 59 |

## Phase Timings

| Phase Name | Description | Phase | Green Period 1 | | |
|---|---|---|---|---|---|
| | | | Total Green | Start Time | End Time |
| A | A52 (W) Ahead Right Left | Traffic | 31 | 11 | 42 |
| B | Internal Right | Traffic | 29 | 20 | 49 |
| C | A52 (E) Ahead Left | Traffic | 37 | 22 | 59 |
| D | S Circulatory Right Ahead | Traffic | 30 | 51 | 6 |
| E | E Circulatory Ahead | Traffic | 34 | 55 | 14 |
| F | E Circulatory Right Right2 | Traffic | 23 | 66 | 14 |
| G | Pedestrians across | Pedestrian | 18 | 66 | 9 |
| H | Pedestrians across | Pedestrian | 29 | 55 | 9 |
| I | Pedestrians across | Pedestrian | 28 | 19 | 47 |
| J | Dummy | Dummy | 31 | 11 | 42 |
| K | Dummy | Dummy | 37 | 22 | 59 |
| L | Dummy with R/A | Dummy R/A | 2 | 57 | 59 |
| M | Dummy with R/A | Dummy R/A | 13 | 68 | 6 |

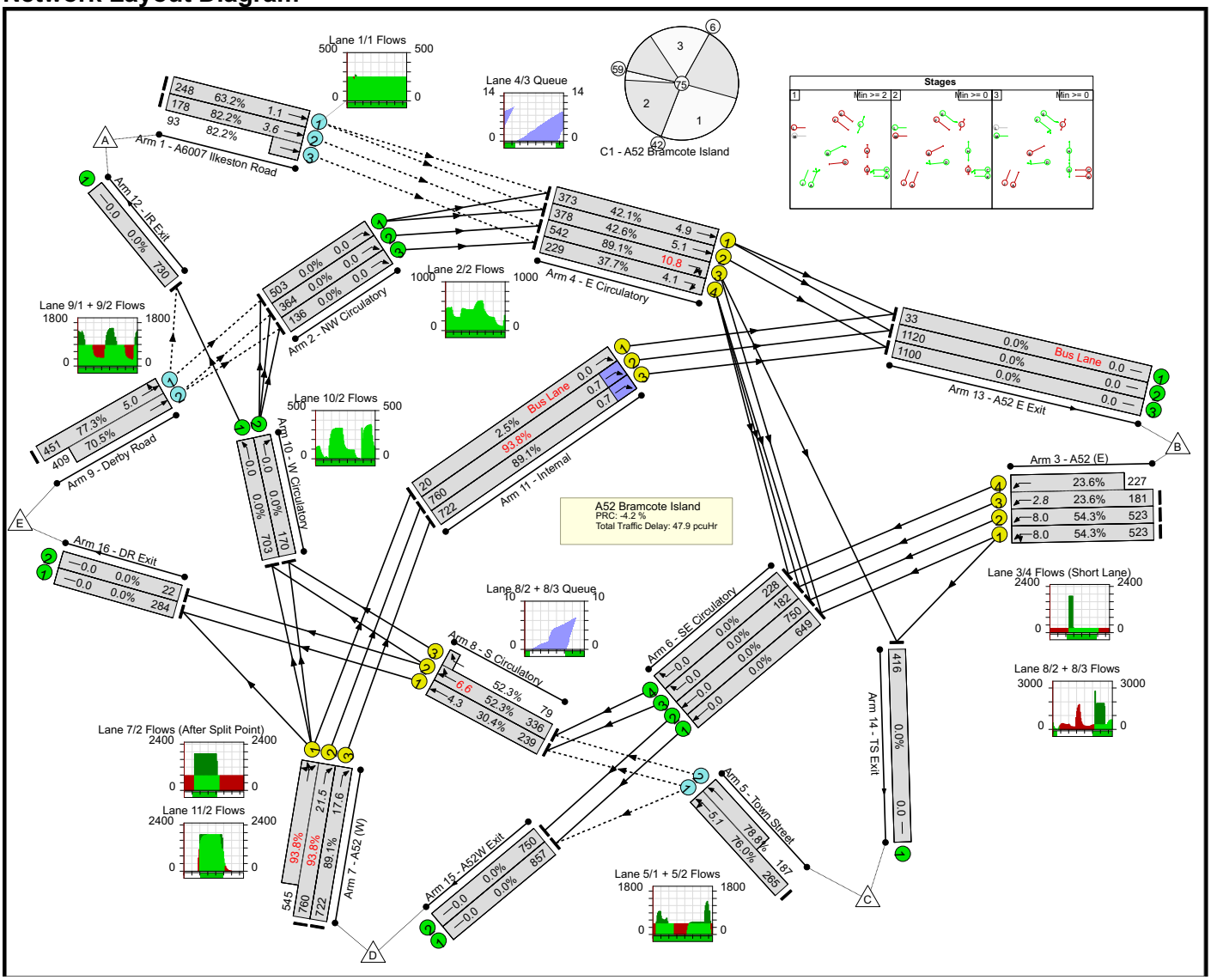
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52 Bramcote Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 3/1 | A52 (E) Ahead Left | U | C | 22 | 59 |
| 3/2 | A52 (E) Ahead | U | C | 22 | 59 |
| 3/3 | A52 (E) Ahead | U | C | 22 | 59 |
| 3/4 | A52 (E) Ahead | U | C | 22 | 59 |
| 4/1 | E Circulatory Ahead | U | E | 55 | 14 |
| 4/2 | E Circulatory Ahead | U | E | 55 | 14 |
| 4/3 | E Circulatory Right Right2 | U | F | 66 | 14 |
| 4/4 | E Circulatory Right | U | F | 66 | 14 |
| 7/1 | A52 (W) Ahead Right Left | U | A | 11 | 42 |
| 7/2 | A52 (W) Right | U | A | 11 | 42 |
| 7/3 | A52 (W) Right | U | A | 11 | 42 |
| 8/1 | S Circulatory Ahead | U | D | 51 | 6 |
| 8/2 | S Circulatory Right Ahead | U | D | 51 | 6 |
| 8/3 | S Circulatory Right | U | D | 51 | 6 |
| 11/1 | Internal Right | U | B | 20 | 49 |
| 11/2 | Internal Right | U | B | 20 | 49 |
| 11/3 | Internal Right | U | B | 20 | 49 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **93.8%** |
| **A52 Bramcote Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **93.8%** |
| 1/1 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 248 | Inf | 393 | 63.2% |
| 1/2+1/3 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 271 | Inf : Inf | 217+113 | 82.2 : 82.2% |
| 2/1 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 503 | Inf | Inf | 0.0% |
| 2/2 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 364 | Inf | Inf | 0.0% |
| 2/3 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 136 | Inf | Inf | 0.0% |
| 3/1 | A52 (E) Ahead Left | U | N/A | N/A | C | | 1 | 37 | - | - | 523 | 1900 | 963 | 54.3% |
| 3/2 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 37 | - | - | 523 | 1900 | 963 | 54.3% |
| 3/3+3/4 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 37 | - | - | 408 | 1900:1900 | 768+963 | 23.6 : 23.6% |
| 4/1 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 34 | - | - | 373 | 1900 | 887 | 42.1% |
| 4/2 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 34 | - | - | 378 | 1900 | 887 | 42.6% |
| 4/3 | E Circulatory Right Right2 | U | N/A | N/A | F | | 1 | 23 | - | - | 542 | 1900 | 608 | 89.1% |
| 4/4 | E Circulatory Right | U | N/A | N/A | F | | 1 | 23 | - | - | 229 | 1900 | 608 | 37.7% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5/1+5/2 | Town Street Ahead Left | O | N/A | N/A | - | | - | - | - | - | 452 | Inf : Inf | 349+237 | 76.0 : 78.8% |
| 6/1 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 649 | Inf | Inf | 0.0% |
| 6/2 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 750 | Inf | Inf | 0.0% |
| 6/3 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 182 | Inf | Inf | 0.0% |
| 6/4 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 228 | Inf | Inf | 0.0% |
| 7/2+7/1 | A52 (W) Ahead Right Left | U | N/A | N/A | A | | 1 | 31 | - | - | 1305 | 1900:1900 | 811+581 | 93.8 : 93.8% |
| 7/3 | A52 (W) Right | U | N/A | N/A | A | | 1 | 31 | - | - | 722 | 1900 | 811 | 89.1% |
| 8/1 | S Circulatory Ahead | U | N/A | N/A | D | | 1 | 30 | - | - | 239 | 1900 | 785 | 30.4% |
| 8/2+8/3 | S Circulatory Right Ahead | U | N/A | N/A | D | | 1 | 30 | - | - | 415 | 1900:1900 | 643+151 | 52.3 : 52.3% |
| 9/1+9/2 | Derby Road Ahead Left | O | N/A | N/A | - | | - | - | - | - | 860 | Inf : Inf | 583+580 | 77.3 : 70.5% |
| 10/1 | W Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 703 | Inf | Inf | 0.0% |
| 10/2 | W Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 170 | Inf | Inf | 0.0% |
| 11/1 | Internal Right | U | N/A | N/A | B | | 1 | 29 | - | - | 20 | 1900 | 811 | 2.5% |
| 11/2 | Internal Right | U | N/A | N/A | B | | 1 | 29 | - | - | 760 | 1900 | 811 | 93.8% |
| 11/3 | Internal Right | U | N/A | N/A | B | | 1 | 29 | - | - | 722 | 1900 | 811 | 89.1% |
| 12/1 | IR Exit | U | N/A | N/A | - | | - | - | - | - | 730 | Inf | Inf | 0.0% |
| 13/1 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 33 | Inf | Inf | 0.0% |
| 13/2 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 1120 | Inf | Inf | 0.0% |
| 13/3 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 1100 | Inf | Inf | 0.0% |
| 14/1 | TS Exit | U | N/A | N/A | - | | - | - | - | - | 416 | Inf | Inf | 0.0% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15/1 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 857 | Inf | Inf | 0.0% |
| 15/2 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 750 | Inf | Inf | 0.0% |
| 16/1 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 284 | Inf | Inf | 0.0% |
| 16/2 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 22 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **3414** | **0** | **0** | **29.0** | **18.9** | **0.0** | **47.9** | **-** | **-** | **-** | **-** | **Network: A52 Bramcote Island** |
| **A52 Bramcote Island** | **-** | **-** | **3414** | **0** | **0** | **29.0** | **18.9** | **0.0** | **47.9** | **-** | **-** | **-** | **-** | **A52 Bramcote Island** |
| 1/1 | 248 | 248 | 248 | 0 | 0 | 0.0 | 0.8 | - | 0.8 | 12.3 | 0.2 | 0.8 | 1.1 | 1/1 |
| 1/2+1/3 | 271 | 271 | 542 | 0 | 0 | 0.3 | 2.2 | - | 2.4 (1.6+0.8) | 32.0 (32.2:31.6) | 1.5 | 2.2 | 3.6 | 1/2+1/3 |
| 2/1 | 503 | 503 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/1 |
| 2/2 | 364 | 364 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/2 |
| 2/3 | 136 | 136 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/3 |
| 3/1 | 523 | 523 | - | - | - | 1.8 | 0.6 | - | 2.4 | 16.7 | 7.4 | 0.6 | 8.0 | 3/1 |
| 3/2 | 523 | 523 | - | - | - | 1.8 | 0.6 | - | 2.4 | 16.7 | 7.4 | 0.6 | 8.0 | 3/2 |
| 3/3+3/4 | 408 | 408 | - | - | - | 1.2 | 0.2 | - | 1.3 (0.6+0.7) | 11.6 (11.5:11.7) | 2.6 | 0.2 | 2.8 | 3/3+3/4 |
| 4/1 | 373 | 373 | - | - | - | 1.2 | 0.4 | - | 1.5 | 14.9 | 4.5 | 0.4 | 4.9 | 4/1 |
| 4/2 | 378 | 378 | - | - | - | 1.2 | 0.4 | - | 1.5 | 14.6 | 4.8 | 0.4 | 5.1 | 4/2 |
| 4/3 | 542 | 542 | - | - | - | 4.0 | 0.0 | - | 4.0 | 26.6 | 10.8 | 0.0 | 10.8 | 4/3 |
| 4/4 | 229 | 229 | - | - | - | 1.3 | 0.3 | - | 1.6 | 24.9 | 3.8 | 0.3 | 4.1 | 4/4 |
| 5/1+5/2 | 452 | 452 | 904 | 0 | 0 | 1.1 | 1.6 | - | 2.7 (1.4+1.3) | 21.5 (19.0:25.1) | 3.4 | 1.6 | 5.1 | 5/1+5/2 |
| 6/1 | 649 | 649 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/1 |
| 6/2 | 750 | 750 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/2 |
| 6/3 | 182 | 182 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/3 |
| 6/4 | 228 | 228 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/4 |
| 7/2+7/1 | 1305 | 1305 | - | - | - | 7.0 | 6.5 | - | 13.5 (8.1+5.3) | 37.2 (38.5:35.3) | 15.0 | 6.5 | 21.5 | 7/2+7/1 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/3 | 722 | 722 | - | - | - | 4.0 | 3.8 | - | 7.7 | 38.6 | 13.8 | 3.8 | 17.6 | 7/3 |
| 8/1 | 239 | 239 | - | - | - | 1.0 | 0.2 | - | 1.3 | 19.0 | 4.0 | 0.2 | 4.3 | 8/1 |
| 8/2+8/3 | 415 | 415 | - | - | - | 2.2 | 0.0 | - | 2.2 (1.8+0.4) | 18.8 (18.8:18.7) | 6.6 | 0.0 | 6.6 | 8/2+8/3 |
| 9/1+9/2 | 860 | 860 | 1720 | 0 | 0 | 0.7 | 1.4 | - | 2.1 (1.1+0.9) | 8.6 (8.8:8.3) | 3.6 | 1.4 | 5.0 | 9/1+9/2 |
| 10/1 | 703 | 703 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/1 |
| 10/2 | 170 | 170 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/2 |
| 11/1 | 20 | 20 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11/1 |
| 11/2 | 760 | 760 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.2 | 0.7 | 0.0 | 0.7 | 11/2 |
| 11/3 | 722 | 722 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.0 | 0.7 | 0.0 | 0.7 | 11/3 |
| 12/1 | 730 | 730 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12/1 |
| 13/1 | 33 | 33 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 13/2 | 1120 | 1120 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/2 |
| 13/3 | 1100 | 1100 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/3 |
| 14/1 | 416 | 416 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 15/1 | 857 | 857 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |
| 15/2 | 750 | 750 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/2 |
| 16/1 | 284 | 284 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/1 |
| 16/2 | 22 | 22 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/2 |

C1 - A52 Bramcote Island

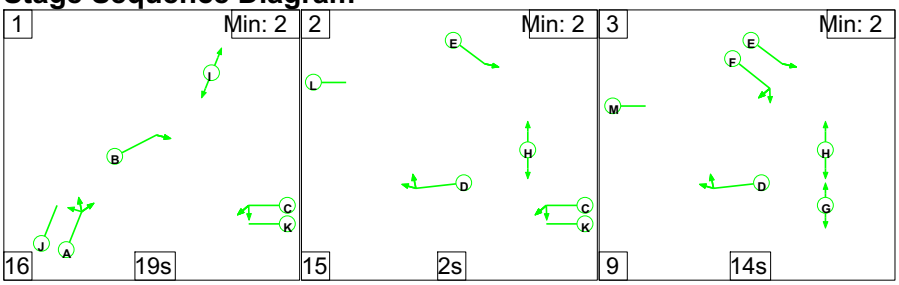
PRC for Signalled Lanes (%): -4.2
PRC Over All Lanes (%): -4.2

Total Delay for Signalled Lanes (pcuHr): 39.93
Total Delay Over All Lanes(pcuHr): 47.94

Cycle Time (s): 75

**Scenario 4: 'Scenario 4'** (FG4: '2026 Do Something PM', Plan 1: 'Network Control Plan 1')

## Stage Sequence Diagram



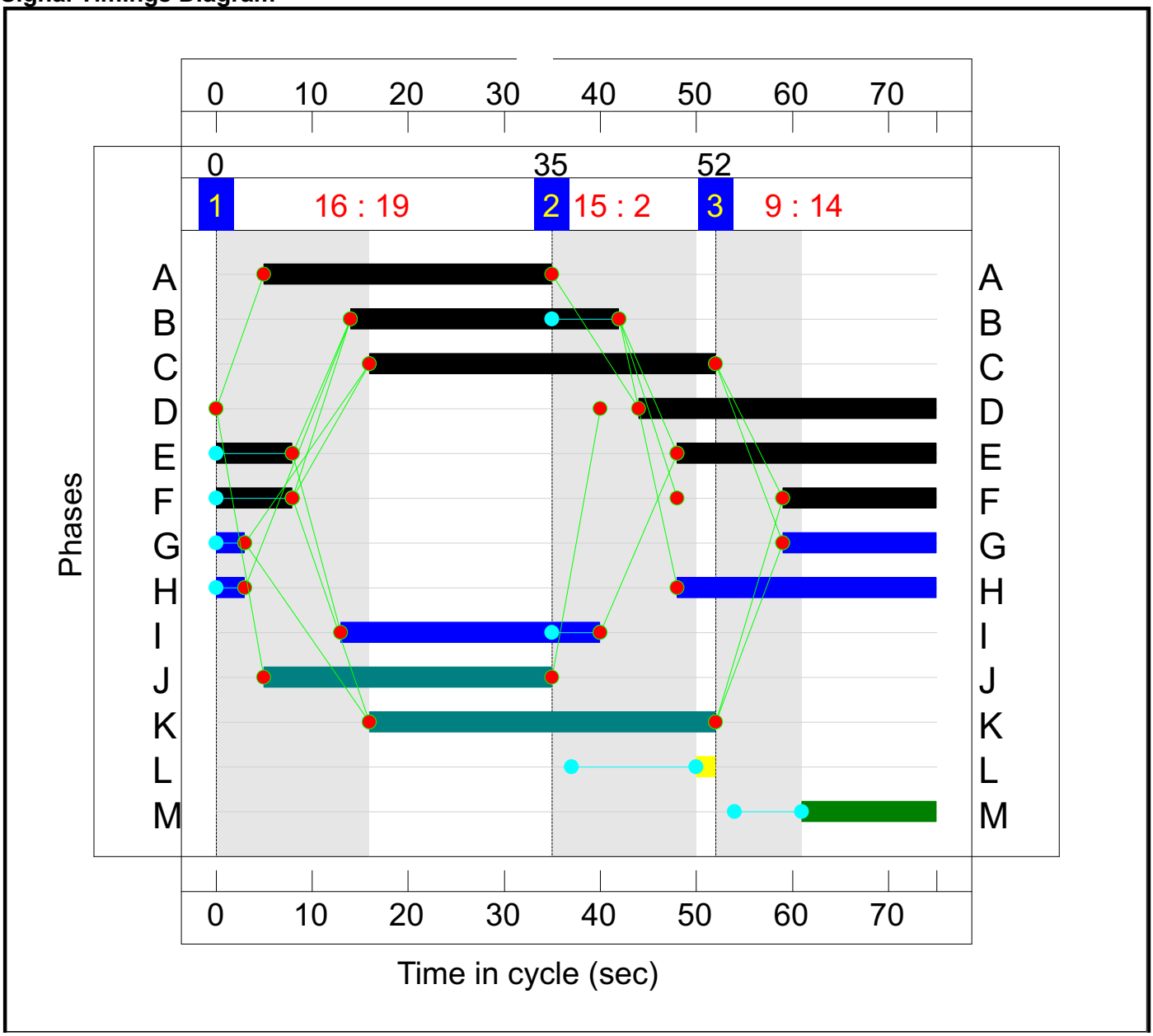

## Stage Timings

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| Duration | 19 | 2 | 14 |
| Change Point | 0 | 35 | 52 |

## Phase Timings

| Phase Name | Description | Phase | Green Period 1 | | |
|---|---|---|---|---|---|
| | | | Total Green | Start Time | End Time |
| A | A52 (W) Ahead Right Left | Traffic | 30 | 5 | 35 |
| B | Internal Right | Traffic | 28 | 14 | 42 |
| C | A52 (E) Ahead Left | Traffic | 36 | 16 | 52 |
| D | S Circulatory Right Ahead | Traffic | 31 | 44 | 0 |
| E | E Circulatory Ahead | Traffic | 35 | 48 | 8 |
| F | E Circulatory Right Right2 | Traffic | 24 | 59 | 8 |
| G | Pedestrians across | Pedestrian | 19 | 59 | 3 |
| H | Pedestrians across | Pedestrian | 30 | 48 | 3 |
| I | Pedestrians across | Pedestrian | 27 | 13 | 40 |
| J | Dummy | Dummy | 30 | 5 | 35 |
| K | Dummy | Dummy | 36 | 16 | 52 |
| L | Dummy with R/A | Dummy R/A | 2 | 50 | 52 |
| M | Dummy with R/A | Dummy R/A | 14 | 61 | 0 |

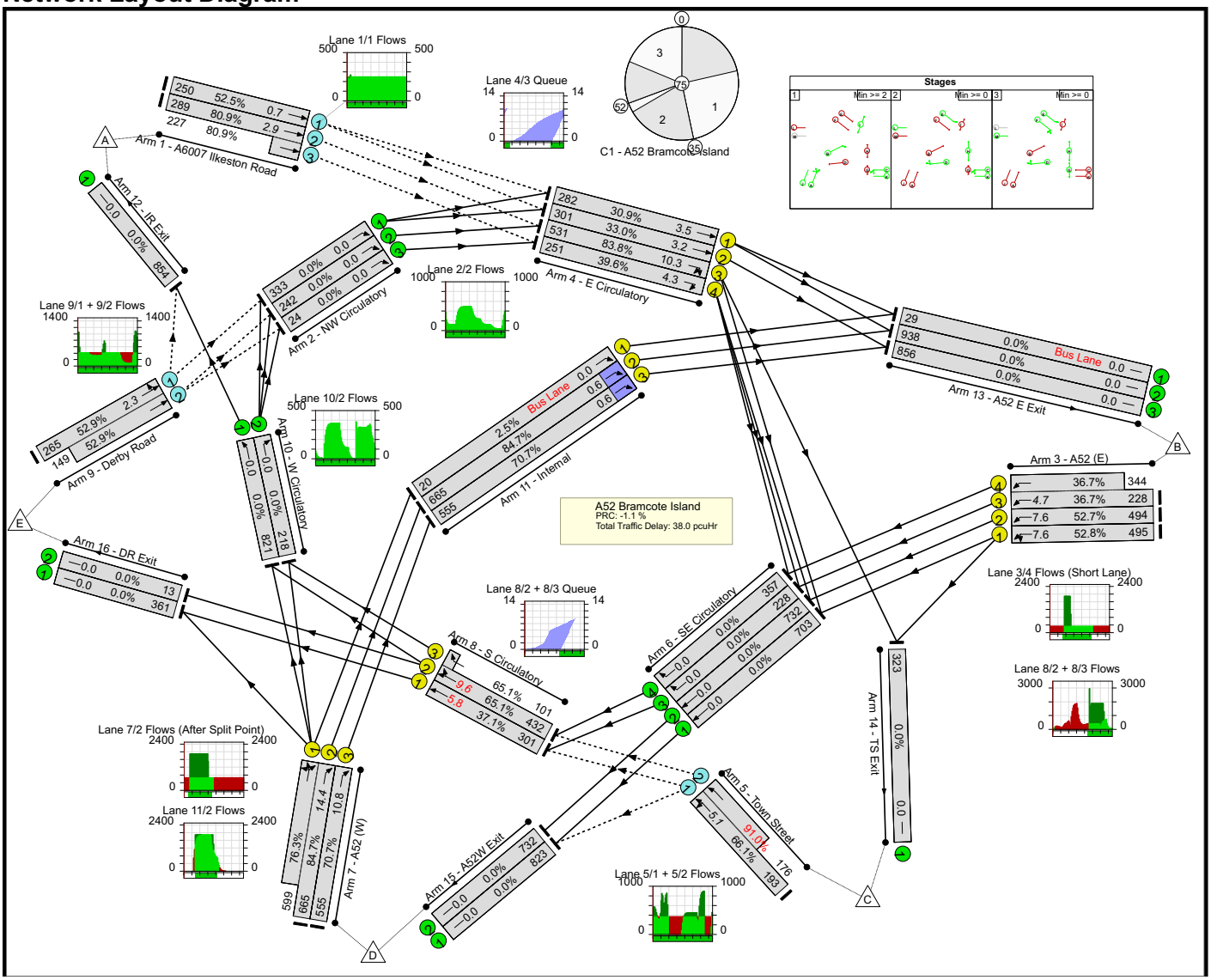
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52 Bramcote Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 3/1 | A52 (E) Ahead Left | U | C | 16 | 52 |
| 3/2 | A52 (E) Ahead | U | C | 16 | 52 |
| 3/3 | A52 (E) Ahead | U | C | 16 | 52 |
| 3/4 | A52 (E) Ahead | U | C | 16 | 52 |
| 4/1 | E Circulatory Ahead | U | E | 48 | 8 |
| 4/2 | E Circulatory Ahead | U | E | 48 | 8 |
| 4/3 | E Circulatory Right Right2 | U | F | 59 | 8 |
| 4/4 | E Circulatory Right | U | F | 59 | 8 |
| 7/1 | A52 (W) Ahead Right Left | U | A | 5 | 35 |
| 7/2 | A52 (W) Right | U | A | 5 | 35 |
| 7/3 | A52 (W) Right | U | A | 5 | 35 |
| 8/1 | S Circulatory Ahead | U | D | 44 | 0 |
| 8/2 | S Circulatory Right Ahead | U | D | 44 | 0 |
| 8/3 | S Circulatory Right | U | D | 44 | 0 |
| 11/1 | Internal Right | U | B | 14 | 42 |
| 11/2 | Internal Right | U | B | 14 | 42 |
| 11/3 | Internal Right | U | B | 14 | 42 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **91.0%** |
| **A52 Bramcote Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **91.0%** |
| 1/1 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 250 | Inf | 476 | 52.5% |
| 1/2+1/3 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 516 | Inf : Inf | 357+281 | 80.9 : 80.9% |
| 2/1 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 333 | Inf | Inf | 0.0% |
| 2/2 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 242 | Inf | Inf | 0.0% |
| 2/3 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 24 | Inf | Inf | 0.0% |
| 3/1 | A52 (E) Ahead Left | U | N/A | N/A | C | | 1 | 36 | - | - | 495 | 1900 | 937 | 52.8% |
| 3/2 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 36 | - | - | 494 | 1900 | 937 | 52.7% |
| 3/3+3/4 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 36 | - | - | 572 | 1900:1900 | 621+937 | 36.7 : 36.7% |
| 4/1 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 35 | - | - | 282 | 1900 | 912 | 30.9% |
| 4/2 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 35 | - | - | 301 | 1900 | 912 | 33.0% |
| 4/3 | E Circulatory Right Right2 | U | N/A | N/A | F | | 1 | 24 | - | - | 531 | 1900 | 633 | 83.8% |
| 4/4 | E Circulatory Right | U | N/A | N/A | F | | 1 | 24 | - | - | 251 | 1900 | 633 | 39.6% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5/1+5/2 | Town Street Ahead Left | O | N/A | N/A | - | | - | - | - | - | 369 | Inf : Inf | 292+194 | 66.1 : 91.0% |
| 6/1 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 703 | Inf | Inf | 0.0% |
| 6/2 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 732 | Inf | Inf | 0.0% |
| 6/3 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 228 | Inf | Inf | 0.0% |
| 6/4 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 357 | Inf | Inf | 0.0% |
| 7/2+7/1 | A52 (W) Ahead Right Left | U | N/A | N/A | A | | 1 | 30 | - | - | 1264 | 1900:1900 | 785+785 | 84.7 : 76.3% |
| 7/3 | A52 (W) Right | U | N/A | N/A | A | | 1 | 30 | - | - | 555 | 1900 | 785 | 70.7% |
| 8/1 | S Circulatory Ahead | U | N/A | N/A | D | | 1 | 31 | - | - | 301 | 1900 | 811 | 37.1% |
| 8/2+8/3 | S Circulatory Right Ahead | U | N/A | N/A | D | | 1 | 31 | - | - | 533 | 1900:1900 | 664+155 | 65.1 : 65.1% |
| 9/1+9/2 | Derby Road Ahead Left | O | N/A | N/A | - | | - | - | - | - | 414 | Inf : Inf | 501+282 | 52.9 : 52.9% |
| 10/1 | W Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 821 | Inf | Inf | 0.0% |
| 10/2 | W Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 218 | Inf | Inf | 0.0% |
| 11/1 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 20 | 1900 | 785 | 2.5% |
| 11/2 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 665 | 1900 | 785 | 84.7% |
| 11/3 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 555 | 1900 | 785 | 70.7% |
| 12/1 | IR Exit | U | N/A | N/A | - | | - | - | - | - | 854 | Inf | Inf | 0.0% |
| 13/1 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 29 | Inf | Inf | 0.0% |
| 13/2 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 938 | Inf | Inf | 0.0% |
| 13/3 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 856 | Inf | Inf | 0.0% |
| 14/1 | TS Exit | U | N/A | N/A | - | | - | - | - | - | 323 | Inf | Inf | 0.0% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15/1 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 823 | Inf | Inf | 0.0% |
| 15/2 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 732 | Inf | Inf | 0.0% |
| 16/1 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 361 | Inf | Inf | 0.0% |
| 16/2 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 13 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **2848** | **0** | **0** | **27.6** | **10.4** | **0.0** | **38.0** | **-** | **-** | **-** | **-** | **Network: A52 Bramcote Island** |
| **A52 Bramcote Island** | **-** | **-** | **2848** | **0** | **0** | **27.6** | **10.4** | **0.0** | **38.0** | **-** | **-** | **-** | **-** | **A52 Bramcote Island** |
| 1/1 | 250 | 250 | 250 | 0 | 0 | 0.0 | 0.6 | - | 0.6 | 7.9 | 0.1 | 0.6 | 0.7 | 1/1 |
| 1/2+1/3 | 516 | 516 | 1032 | 0 | 0 | 0.0 | 2.0 | - | 2.1 (1.2+0.9) | 14.4 (14.4:14.4) | 0.8 | 2.0 | 2.9 | 1/2+1/3 |
| 2/1 | 333 | 333 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/1 |
| 2/2 | 242 | 242 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/2 |
| 2/3 | 24 | 24 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/3 |
| 3/1 | 495 | 495 | - | - | - | 1.8 | 0.6 | - | 2.3 | 17.1 | 7.0 | 0.6 | 7.6 | 3/1 |
| 3/2 | 494 | 494 | - | - | - | 1.8 | 0.6 | - | 2.3 | 17.1 | 7.0 | 0.6 | 7.6 | 3/2 |
| 3/3+3/4 | 572 | 572 | - | - | - | 1.8 | 0.3 | - | 2.1 (0.8+1.3) | 13.3 (12.8:13.6) | 4.4 | 0.3 | 4.7 | 3/3+3/4 |
| 4/1 | 282 | 282 | - | - | - | 0.9 | 0.2 | - | 1.1 | 13.7 | 3.2 | 0.2 | 3.5 | 4/1 |
| 4/2 | 301 | 301 | - | - | - | 0.8 | 0.2 | - | 1.0 | 12.5 | 3.0 | 0.2 | 3.2 | 4/2 |
| 4/3 | 531 | 531 | - | - | - | 3.9 | 0.0 | - | 3.9 | 26.4 | 10.3 | 0.0 | 10.3 | 4/3 |
| 4/4 | 251 | 251 | - | - | - | 1.3 | 0.3 | - | 1.7 | 24.0 | 4.0 | 0.3 | 4.3 | 4/4 |
| 5/1+5/2 | 369 | 369 | 738 | 0 | 0 | 1.0 | 1.5 | - | 2.5 (1.1+1.4) | 24.6 (20.0:29.6) | 3.5 | 1.5 | 5.1 | 5/1+5/2 |
| 6/1 | 703 | 703 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/1 |
| 6/2 | 732 | 732 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/2 |
| 6/3 | 228 | 228 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/3 |
| 6/4 | 357 | 357 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/4 |
| 7/2+7/1 | 1264 | 1264 | - | - | - | 6.8 | 2.0 | - | 8.8 (4.7+4.1) | 25.2 (25.7:24.6) | 12.4 | 2.0 | 14.4 | 7/2+7/1 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/3 | 555 | 555 | - | - | - | 2.8 | 1.2 | - | 4.0 | 26.0 | 9.6 | 1.2 | 10.8 | 7/3 |
| 8/1 | 301 | 301 | - | - | - | 1.4 | 0.3 | - | 1.7 | 19.9 | 5.5 | 0.3 | 5.8 | 8/1 |
| 8/2+8/3 | 533 | 533 | - | - | - | 2.8 | 0.0 | - | 2.8 (2.3+0.5) | 19.2 (19.2:19.2) | 9.6 | 0.0 | 9.6 | 8/2+8/3 |
| 9/1+9/2 | 414 | 414 | 828 | 0 | 0 | 0.2 | 0.6 | - | 0.8 (0.5+0.2) | 6.7 (7.1:5.8) | 1.7 | 0.6 | 2.3 | 9/1+9/2 |
| 10/1 | 821 | 821 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/1 |
| 10/2 | 218 | 218 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/2 |
| 11/1 | 20 | 20 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11/1 |
| 11/2 | 665 | 665 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.0 | 0.6 | 0.0 | 0.6 | 11/2 |
| 11/3 | 555 | 555 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.9 | 0.6 | 0.0 | 0.6 | 11/3 |
| 12/1 | 854 | 854 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12/1 |
| 13/1 | 29 | 29 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 13/2 | 938 | 938 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/2 |
| 13/3 | 856 | 856 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/3 |
| 14/1 | 323 | 323 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 15/1 | 823 | 823 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |
| 15/2 | 732 | 732 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/2 |
| 16/1 | 361 | 361 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/1 |
| 16/2 | 13 | 13 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/2 |

C1 - A52 Bramcote Island

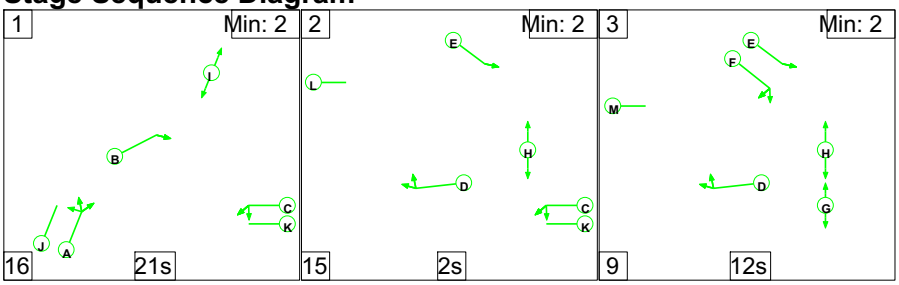
PRC for Signalled Lanes (%): 6.3
PRC Over All Lanes (%): -1.1

Total Delay for Signalled Lanes (pcuHr): 32.15
Total Delay Over All Lanes(pcuHr): 38.05

Cycle Time (s): 75

**Scenario 5: 'Scenario 4'** (FG5: '2041 Reference Case AM', Plan 1: 'Network Control Plan 1')

## Stage Sequence Diagram



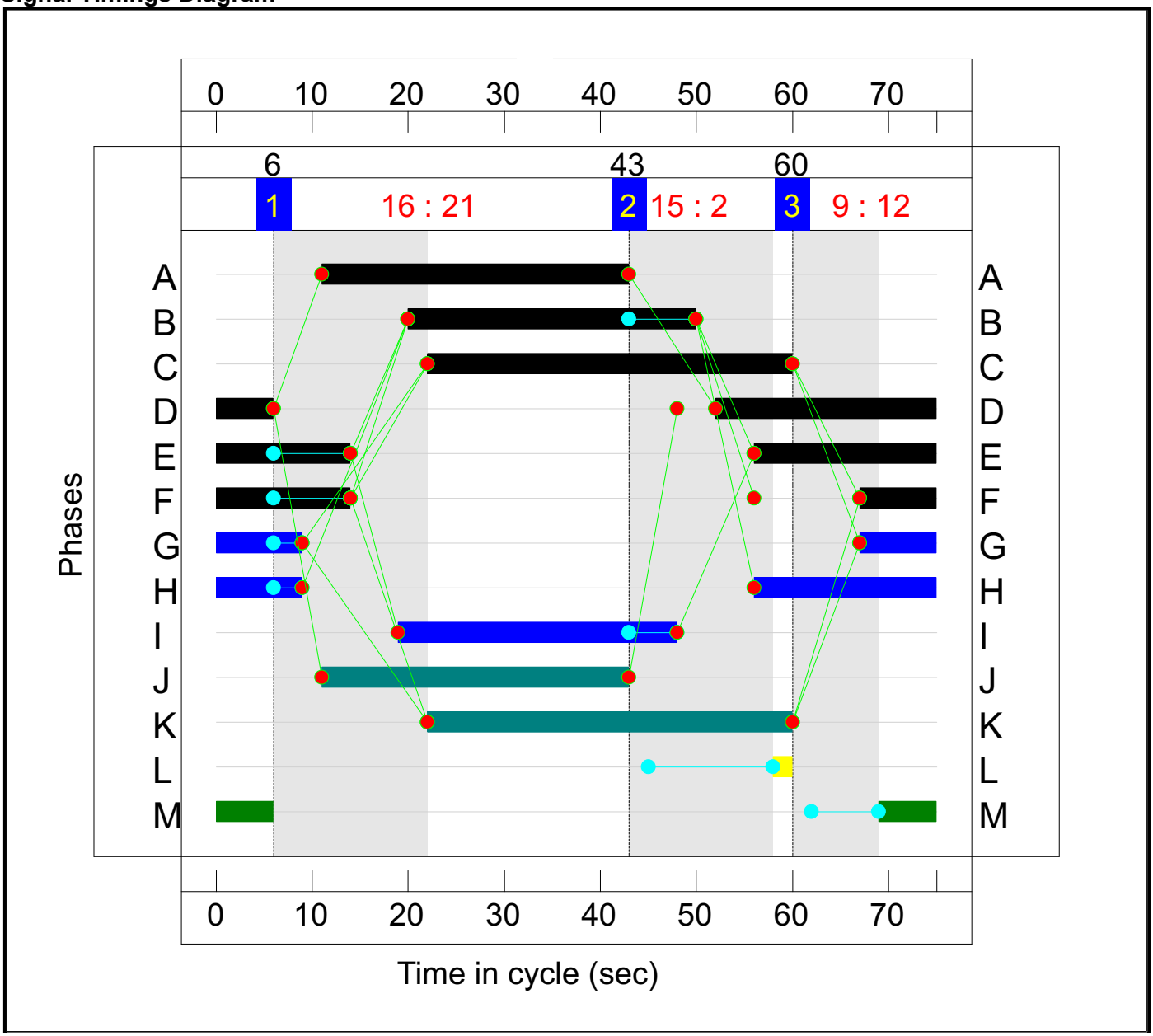

## Stage Timings

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| Duration | 21 | 2 | 12 |
| Change Point | 6 | 43 | 60 |

## Phase Timings

| Phase Name | Description | Phase | Green Period 1 | | |
|---|---|---|---|---|---|
| | | | Total Green | Start Time | End Time |
| A | A52 (W) Ahead Right Left | Traffic | 32 | 11 | 43 |
| B | Internal Right | Traffic | 30 | 20 | 50 |
| C | A52 (E) Ahead Left | Traffic | 38 | 22 | 60 |
| D | S Circulatory Right Ahead | Traffic | 29 | 52 | 6 |
| E | E Circulatory Ahead | Traffic | 33 | 56 | 14 |
| F | E Circulatory Right Right2 | Traffic | 22 | 67 | 14 |
| G | Pedestrians across | Pedestrian | 17 | 67 | 9 |
| H | Pedestrians across | Pedestrian | 28 | 56 | 9 |
| I | Pedestrians across | Pedestrian | 29 | 19 | 48 |
| J | Dummy | Dummy | 32 | 11 | 43 |
| K | Dummy | Dummy | 38 | 22 | 60 |
| L | Dummy with R/A | Dummy R/A | 2 | 58 | 60 |
| M | Dummy with R/A | Dummy R/A | 12 | 69 | 6 |

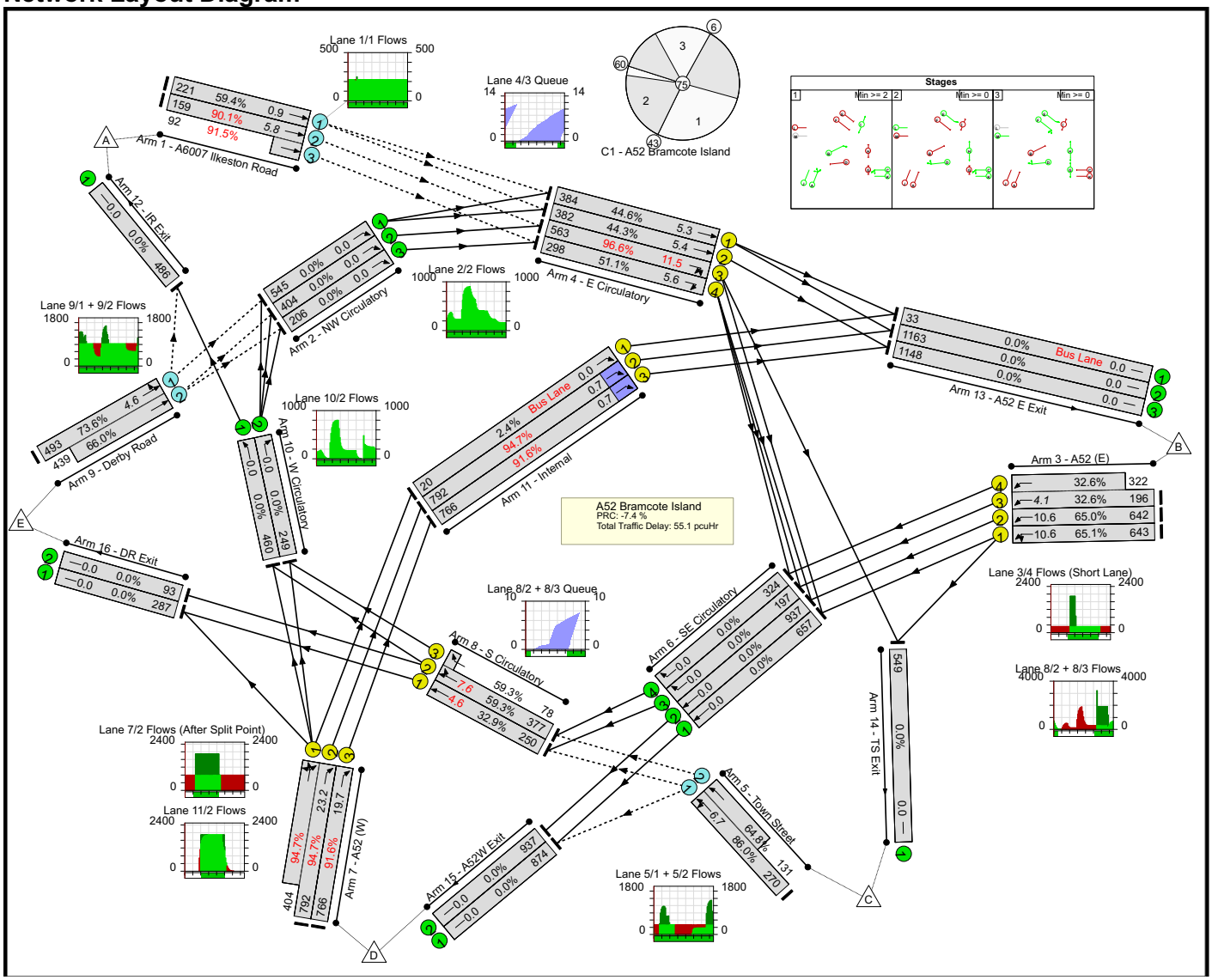
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52 Bramcote Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 3/1 | A52 (E) Ahead Left | U | C | 22 | 60 |
| 3/2 | A52 (E) Ahead | U | C | 22 | 60 |
| 3/3 | A52 (E) Ahead | U | C | 22 | 60 |
| 3/4 | A52 (E) Ahead | U | C | 22 | 60 |
| 4/1 | E Circulatory Ahead | U | E | 56 | 14 |
| 4/2 | E Circulatory Ahead | U | E | 56 | 14 |
| 4/3 | E Circulatory Right Right2 | U | F | 67 | 14 |
| 4/4 | E Circulatory Right | U | F | 67 | 14 |
| 7/1 | A52 (W) Ahead Right Left | U | A | 11 | 43 |
| 7/2 | A52 (W) Right | U | A | 11 | 43 |
| 7/3 | A52 (W) Right | U | A | 11 | 43 |
| 8/1 | S Circulatory Ahead | U | D | 52 | 6 |
| 8/2 | S Circulatory Right Ahead | U | D | 52 | 6 |
| 8/3 | S Circulatory Right | U | D | 52 | 6 |
| 11/1 | Internal Right | U | B | 20 | 50 |
| 11/2 | Internal Right | U | B | 20 | 50 |
| 11/3 | Internal Right | U | B | 20 | 50 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **96.6%** |
| **A52 Bramcote Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **96.6%** |
| 1/1 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 221 | Inf | 372 | 59.4% |
| 1/2+1/3 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 251 | Inf : Inf | 177+101 | 90.1 : 91.5% |
| 2/1 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 545 | Inf | Inf | 0.0% |
| 2/2 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 404 | Inf | Inf | 0.0% |
| 2/3 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 206 | Inf | Inf | 0.0% |
| 3/1 | A52 (E) Ahead Left | U | N/A | N/A | C | | 1 | 38 | - | - | 643 | 1900 | 988 | 65.1% |
| 3/2 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 38 | - | - | 642 | 1900 | 988 | 65.0% |
| 3/3+3/4 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 38 | - | - | 518 | 1900:1900 | 601+988 | 32.6 : 32.6% |
| 4/1 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 33 | - | - | 384 | 1900 | 861 | 44.6% |
| 4/2 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 33 | - | - | 382 | 1900 | 861 | 44.3% |
| 4/3 | E Circulatory Right Right2 | U | N/A | N/A | F | | 1 | 22 | - | - | 563 | 1900 | 583 | 96.6% |
| 4/4 | E Circulatory Right | U | N/A | N/A | F | | 1 | 22 | - | - | 298 | 1900 | 583 | 51.1% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5/1+5/2 | Town Street Ahead Left | O | N/A | N/A | - | | - | - | - | - | 401 | Inf : Inf | 314+202 | 86.0 : 64.8% |
| 6/1 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 657 | Inf | Inf | 0.0% |
| 6/2 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 937 | Inf | Inf | 0.0% |
| 6/3 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 197 | Inf | Inf | 0.0% |
| 6/4 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 324 | Inf | Inf | 0.0% |
| 7/2+7/1 | A52 (W) Ahead Right Left | U | N/A | N/A | A | | 1 | 32 | - | - | 1196 | 1900:1900 | 836+426 | 94.7 : 94.7% |
| 7/3 | A52 (W) Right | U | N/A | N/A | A | | 1 | 32 | - | - | 766 | 1900 | 836 | 91.6% |
| 8/1 | S Circulatory Ahead | U | N/A | N/A | D | | 1 | 29 | - | - | 250 | 1900 | 760 | 32.9% |
| 8/2+8/3 | S Circulatory Right Ahead | U | N/A | N/A | D | | 1 | 29 | - | - | 455 | 1900:1900 | 636+132 | 59.3 : 59.3% |
| 9/1+9/2 | Derby Road Ahead Left | O | N/A | N/A | - | | - | - | - | - | 932 | Inf : Inf | 670+665 | 73.6 : 66.0% |
| 10/1 | W Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 460 | Inf | Inf | 0.0% |
| 10/2 | W Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 249 | Inf | Inf | 0.0% |
| 11/1 | Internal Right | U | N/A | N/A | B | | 1 | 30 | - | - | 20 | 1900 | 836 | 2.4% |
| 11/2 | Internal Right | U | N/A | N/A | B | | 1 | 30 | - | - | 792 | 1900 | 836 | 94.7% |
| 11/3 | Internal Right | U | N/A | N/A | B | | 1 | 30 | - | - | 766 | 1900 | 836 | 91.6% |
| 12/1 | IR Exit | U | N/A | N/A | - | | - | - | - | - | 486 | Inf | Inf | 0.0% |
| 13/1 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 33 | Inf | Inf | 0.0% |
| 13/2 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 1163 | Inf | Inf | 0.0% |
| 13/3 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 1148 | Inf | Inf | 0.0% |
| 14/1 | TS Exit | U | N/A | N/A | - | | - | - | - | - | 549 | Inf | Inf | 0.0% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15/1 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 874 | Inf | Inf | 0.0% |
| 15/2 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 937 | Inf | Inf | 0.0% |
| 16/1 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 287 | Inf | Inf | 0.0% |
| 16/2 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 93 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **3389** | **0** | **0** | **32.0** | **23.1** | **0.0** | **55.1** | **-** | **-** | **-** | **-** | **Network: A52 Bramcote Island** |
| **A52 Bramcote Island** | **-** | **-** | **3389** | **0** | **0** | **32.0** | **23.1** | **0.0** | **55.1** | **-** | **-** | **-** | **-** | **A52 Bramcote Island** |
| 1/1 | 221 | 221 | 221 | 0 | 0 | 0.0 | 0.7 | - | 0.7 | 11.8 | 0.2 | 0.7 | 0.9 | 1/1 |
| 1/2+1/3 | 251 | 251 | 502 | 0 | 0 | 0.4 | 3.7 | - | 4.2 (2.6+1.6) | 59.7 (58.1:62.4) | 2.0 | 3.7 | 5.8 | 1/2+1/3 |
| 2/1 | 545 | 545 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/1 |
| 2/2 | 404 | 404 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/2 |
| 2/3 | 206 | 206 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/3 |
| 3/1 | 643 | 643 | - | - | - | 2.3 | 0.9 | - | 3.3 | 18.3 | 9.6 | 0.9 | 10.6 | 3/1 |
| 3/2 | 642 | 642 | - | - | - | 2.3 | 0.9 | - | 3.3 | 18.2 | 9.6 | 0.9 | 10.6 | 3/2 |
| 3/3+3/4 | 518 | 518 | - | - | - | 1.5 | 0.2 | - | 1.7 (0.6+1.1) | 11.8 (11.3:12.1) | 3.8 | 0.2 | 4.1 | 3/3+3/4 |
| 4/1 | 384 | 384 | - | - | - | 1.3 | 0.4 | - | 1.7 | 16.3 | 4.9 | 0.4 | 5.3 | 4/1 |
| 4/2 | 382 | 382 | - | - | - | 1.4 | 0.4 | - | 1.8 | 16.6 | 5.0 | 0.4 | 5.4 | 4/2 |
| 4/3 | 563 | 563 | - | - | - | 4.7 | 0.0 | - | 4.7 | 30.0 | 11.5 | 0.0 | 11.5 | 4/3 |
| 4/4 | 298 | 298 | - | - | - | 1.7 | 0.5 | - | 2.2 | 26.7 | 5.1 | 0.5 | 5.6 | 4/4 |
| 5/1+5/2 | 401 | 401 | 802 | 0 | 0 | 1.5 | 1.7 | - | 3.2 (2.1+1.1) | 28.7 (27.7:30.8) | 5.0 | 1.7 | 6.7 | 5/1+5/2 |
| 6/1 | 657 | 657 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/1 |
| 6/2 | 937 | 937 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/2 |
| 6/3 | 197 | 197 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/3 |
| 6/4 | 324 | 324 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/4 |
| 7/2+7/1 | 1196 | 1196 | - | - | - | 6.1 | 7.4 | - | 13.5 (9.3+4.2) | 40.6 (42.3:37.1) | 15.8 | 7.4 | 23.2 | 7/2+7/1 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/3 | 766 | 766 | - | - | - | 4.2 | 4.8 | - | 9.0 | 42.3 | 14.9 | 4.8 | 19.7 | 7/3 |
| 8/1 | 250 | 250 | - | - | - | 1.2 | 0.2 | - | 1.5 | 21.0 | 4.3 | 0.2 | 4.6 | 8/1 |
| 8/2+8/3 | 455 | 455 | - | - | - | 2.5 | 0.0 | - | 2.5 (2.1+0.4) | 19.6 (19.7:19.3) | 7.6 | 0.0 | 7.6 | 8/2+8/3 |
| 9/1+9/2 | 932 | 932 | 1864 | 0 | 0 | 0.3 | 1.2 | - | 1.5 (0.8+0.7) | 5.7 (5.9:5.5) | 3.4 | 1.2 | 4.6 | 9/1+9/2 |
| 10/1 | 460 | 460 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/1 |
| 10/2 | 249 | 249 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/2 |
| 11/1 | 20 | 20 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11/1 |
| 11/2 | 792 | 792 | - | - | - | 0.3 | 0.0 | - | 0.3 | 1.2 | 0.7 | 0.0 | 0.7 | 11/2 |
| 11/3 | 766 | 766 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.1 | 0.7 | 0.0 | 0.7 | 11/3 |
| 12/1 | 486 | 486 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12/1 |
| 13/1 | 33 | 33 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 13/2 | 1163 | 1163 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/2 |
| 13/3 | 1148 | 1148 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/3 |
| 14/1 | 549 | 549 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 15/1 | 874 | 874 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |
| 15/2 | 937 | 937 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/2 |
| 16/1 | 287 | 287 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/1 |
| 16/2 | 93 | 93 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/2 |

C1 - A52 Bramcote Island

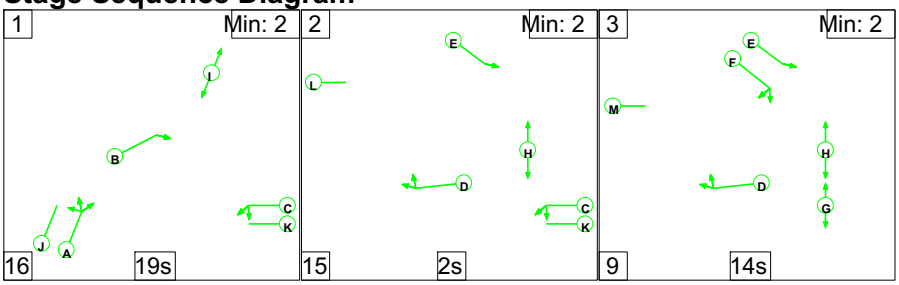
PRC for Signalled Lanes (%): -7.4
PRC Over All Lanes (%): -7.4

Total Delay for Signalled Lanes (pcuHr): 45.53
Total Delay Over All Lanes(pcuHr): 55.09

Cycle Time (s): 75

**Scenario 6: 'Scenario 4'** (FG6: '2041 Reference Case PM', Plan 1: 'Network Control Plan 1')

## Stage Sequence Diagram



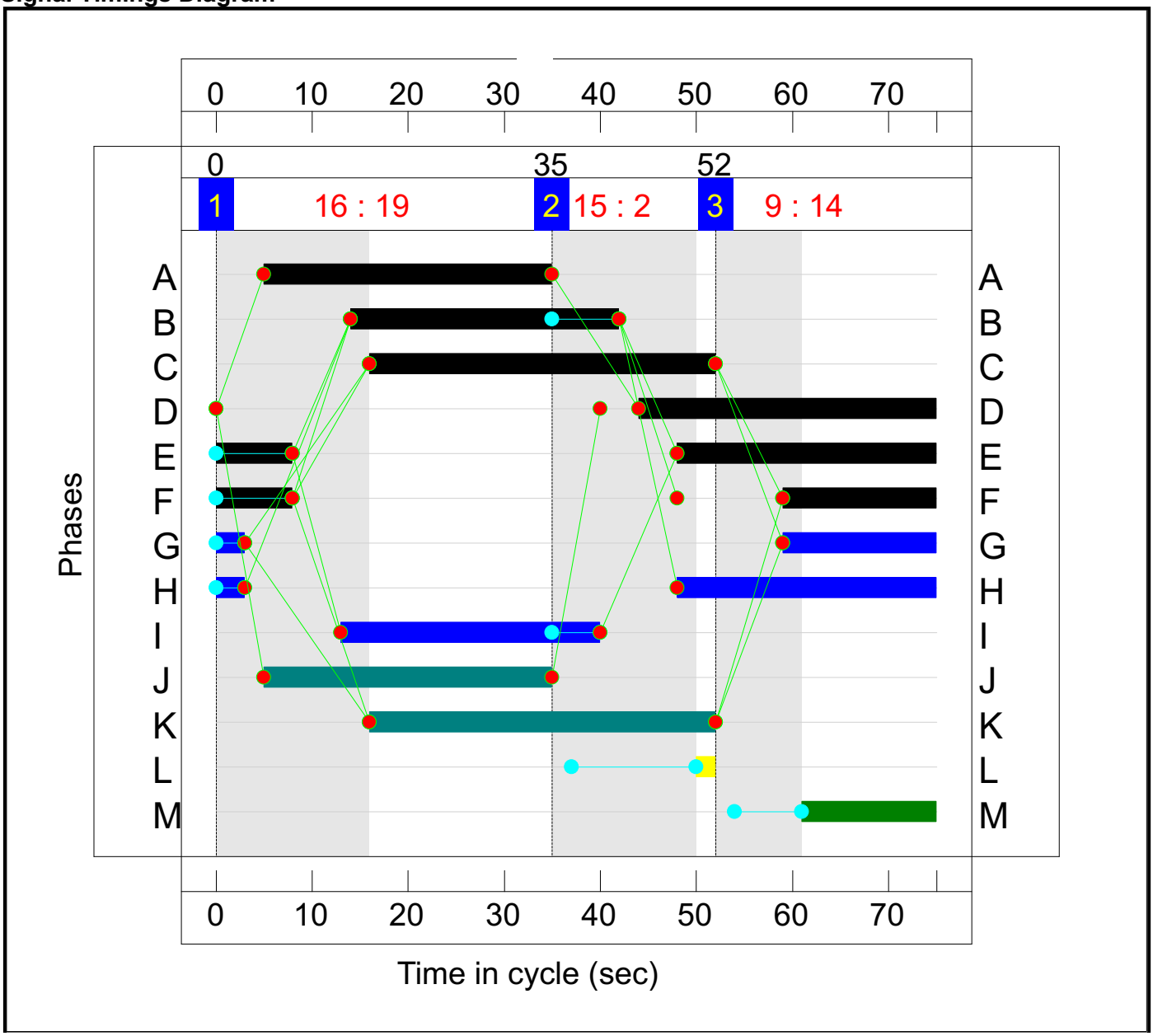

## Stage Timings

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| Duration | 19 | 2 | 14 |
| Change Point | 0 | 35 | 52 |

## Phase Timings

| Phase Name | Description | Phase | Green Period 1 | | |
|---|---|---|---|---|---|
| | | | Total Green | Start Time | End Time |
| A | A52 (W) Ahead Right Left | Traffic | 30 | 5 | 35 |
| B | Internal Right | Traffic | 28 | 14 | 42 |
| C | A52 (E) Ahead Left | Traffic | 36 | 16 | 52 |
| D | S Circulatory Right Ahead | Traffic | 31 | 44 | 0 |
| E | E Circulatory Ahead | Traffic | 35 | 48 | 8 |
| F | E Circulatory Right Right2 | Traffic | 24 | 59 | 8 |
| G | Pedestrians across | Pedestrian | 19 | 59 | 3 |
| H | Pedestrians across | Pedestrian | 30 | 48 | 3 |
| I | Pedestrians across | Pedestrian | 27 | 13 | 40 |
| J | Dummy | Dummy | 30 | 5 | 35 |
| K | Dummy | Dummy | 36 | 16 | 52 |
| L | Dummy with R/A | Dummy R/A | 2 | 50 | 52 |
| M | Dummy with R/A | Dummy R/A | 14 | 61 | 0 |

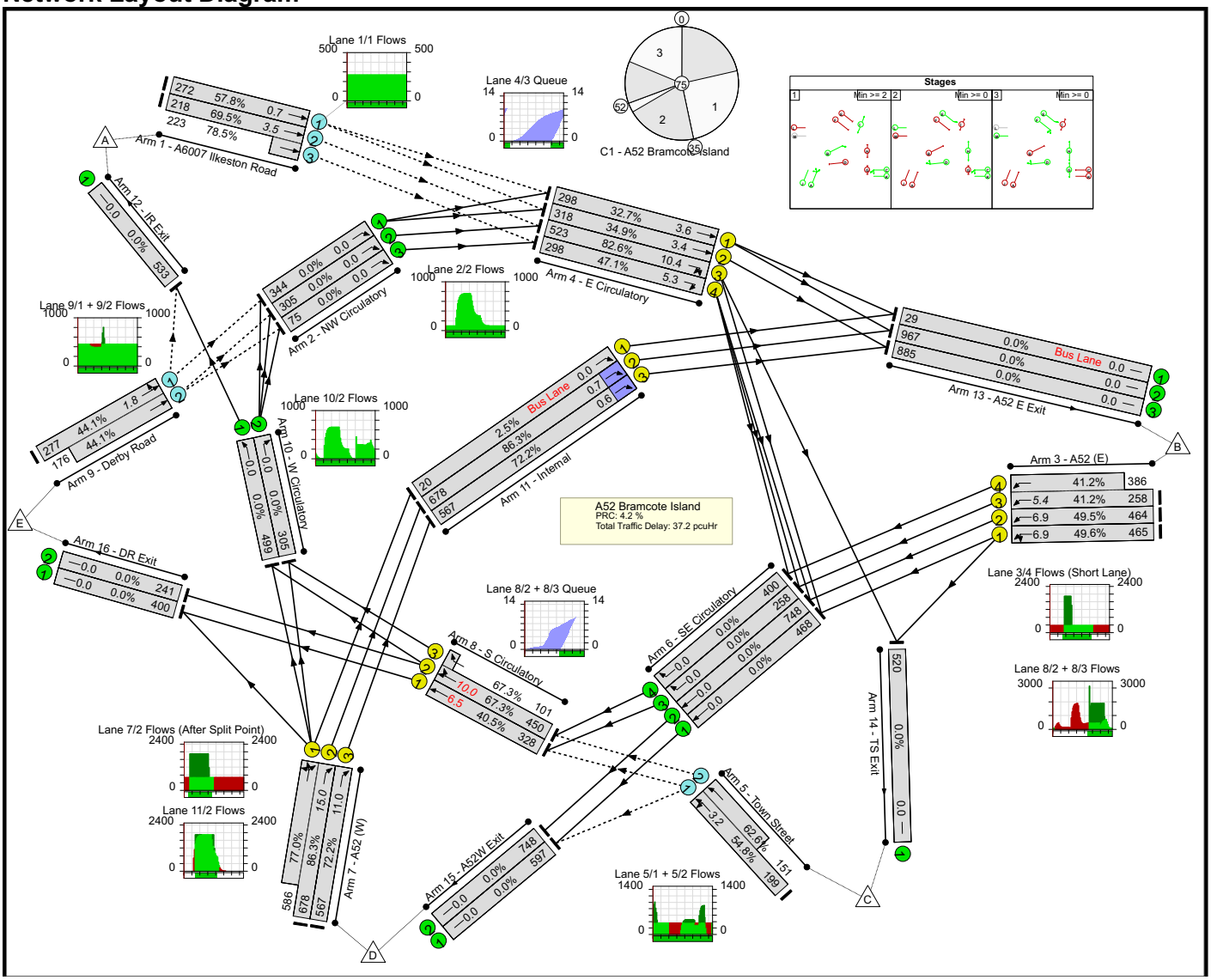
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52 Bramcote Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 3/1 | A52 (E) Ahead Left | U | C | 16 | 52 |
| 3/2 | A52 (E) Ahead | U | C | 16 | 52 |
| 3/3 | A52 (E) Ahead | U | C | 16 | 52 |
| 3/4 | A52 (E) Ahead | U | C | 16 | 52 |
| 4/1 | E Circulatory Ahead | U | E | 48 | 8 |
| 4/2 | E Circulatory Ahead | U | E | 48 | 8 |
| 4/3 | E Circulatory Right Right2 | U | F | 59 | 8 |
| 4/4 | E Circulatory Right | U | F | 59 | 8 |
| 7/1 | A52 (W) Ahead Right Left | U | A | 5 | 35 |
| 7/2 | A52 (W) Right | U | A | 5 | 35 |
| 7/3 | A52 (W) Right | U | A | 5 | 35 |
| 8/1 | S Circulatory Ahead | U | D | 44 | 0 |
| 8/2 | S Circulatory Right Ahead | U | D | 44 | 0 |
| 8/3 | S Circulatory Right | U | D | 44 | 0 |
| 11/1 | Internal Right | U | B | 14 | 42 |
| 11/2 | Internal Right | U | B | 14 | 42 |
| 11/3 | Internal Right | U | B | 14 | 42 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **86.3%** |
| **A52 Bramcote Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **86.3%** |
| 1/1 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 272 | Inf | 470 | 57.8% |
| 1/2+1/3 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 441 | Inf : Inf | 313+284 | 69.5 : 78.5% |
| 2/1 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 344 | Inf | Inf | 0.0% |
| 2/2 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 305 | Inf | Inf | 0.0% |
| 2/3 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 75 | Inf | Inf | 0.0% |
| 3/1 | A52 (E) Ahead Left | U | N/A | N/A | C | | 1 | 36 | - | - | 465 | 1900 | 937 | 49.6% |
| 3/2 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 36 | - | - | 464 | 1900 | 937 | 49.5% |
| 3/3+3/4 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 36 | - | - | 644 | 1900:1900 | 627+937 | 41.2 : 41.2% |
| 4/1 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 35 | - | - | 298 | 1900 | 912 | 32.7% |
| 4/2 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 35 | - | - | 318 | 1900 | 912 | 34.9% |
| 4/3 | E Circulatory Right Right2 | U | N/A | N/A | F | | 1 | 24 | - | - | 523 | 1900 | 633 | 82.6% |
| 4/4 | E Circulatory Right | U | N/A | N/A | F | | 1 | 24 | - | - | 298 | 1900 | 633 | 47.1% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5/1+5/2 | Town Street Ahead Left | O | N/A | N/A | - | | - | - | - | - | 350 | Inf : Inf | 363+241 | 54.8 : 62.6% |
| 6/1 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 468 | Inf | Inf | 0.0% |
| 6/2 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 748 | Inf | Inf | 0.0% |
| 6/3 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 258 | Inf | Inf | 0.0% |
| 6/4 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 400 | Inf | Inf | 0.0% |
| 7/2+7/1 | A52 (W) Ahead Right Left | U | N/A | N/A | A | | 1 | 30 | - | - | 1264 | 1900:1900 | 785+761 | 86.3 : 77.0% |
| 7/3 | A52 (W) Right | U | N/A | N/A | A | | 1 | 30 | - | - | 567 | 1900 | 785 | 72.2% |
| 8/1 | S Circulatory Ahead | U | N/A | N/A | D | | 1 | 31 | - | - | 328 | 1900 | 811 | 40.5% |
| 8/2+8/3 | S Circulatory Right Ahead | U | N/A | N/A | D | | 1 | 31 | - | - | 551 | 1900:1900 | 669+150 | 67.3 : 67.3% |
| 9/1+9/2 | Derby Road Ahead Left | O | N/A | N/A | - | | - | - | - | - | 453 | Inf : Inf | 628+399 | 44.1 : 44.1% |
| 10/1 | W Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 499 | Inf | Inf | 0.0% |
| 10/2 | W Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 305 | Inf | Inf | 0.0% |
| 11/1 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 20 | 1900 | 785 | 2.5% |
| 11/2 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 678 | 1900 | 785 | 86.3% |
| 11/3 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 567 | 1900 | 785 | 72.2% |
| 12/1 | IR Exit | U | N/A | N/A | - | | - | - | - | - | 533 | Inf | Inf | 0.0% |
| 13/1 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 29 | Inf | Inf | 0.0% |
| 13/2 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 967 | Inf | Inf | 0.0% |
| 13/3 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 885 | Inf | Inf | 0.0% |
| 14/1 | TS Exit | U | N/A | N/A | - | | - | - | - | - | 520 | Inf | Inf | 0.0% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15/1 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 597 | Inf | Inf | 0.0% |
| 15/2 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 748 | Inf | Inf | 0.0% |
| 16/1 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 400 | Inf | Inf | 0.0% |
| 16/2 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 241 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **2760** | **0** | **0** | **27.9** | **9.2** | **0.0** | **37.2** | **-** | **-** | **-** | **-** | **Network: A52 Bramcote Island** |
| **A52 Bramcote Island** | **-** | **-** | **2760** | **0** | **0** | **27.9** | **9.2** | **0.0** | **37.2** | **-** | **-** | **-** | **-** | **A52 Bramcote Island** |
| 1/1 | 272 | 272 | 272 | 0 | 0 | 0.0 | 0.7 | - | 0.7 | 9.0 | 0.0 | 0.7 | 0.7 | 1/1 |
| 1/2+1/3 | 441 | 441 | 882 | 0 | 0 | 0.2 | 1.4 | - | 1.5 (0.7+0.8) | 12.6 (12.0:13.1) | 2.1 | 1.4 | 3.5 | 1/2+1/3 |
| 2/1 | 344 | 344 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/1 |
| 2/2 | 305 | 305 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/2 |
| 2/3 | 75 | 75 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/3 |
| 3/1 | 465 | 465 | - | - | - | 1.6 | 0.5 | - | 2.1 | 16.6 | 6.5 | 0.5 | 6.9 | 3/1 |
| 3/2 | 464 | 464 | - | - | - | 1.6 | 0.5 | - | 2.1 | 16.5 | 6.4 | 0.5 | 6.9 | 3/2 |
| 3/3+3/4 | 644 | 644 | - | - | - | 2.1 | 0.3 | - | 2.4 (0.9+1.5) | 13.7 (13.1:14.0) | 5.0 | 0.3 | 5.4 | 3/3+3/4 |
| 4/1 | 298 | 298 | - | - | - | 0.9 | 0.2 | - | 1.1 | 13.5 | 3.3 | 0.2 | 3.6 | 4/1 |
| 4/2 | 318 | 318 | - | - | - | 0.8 | 0.3 | - | 1.1 | 12.4 | 3.2 | 0.3 | 3.4 | 4/2 |
| 4/3 | 523 | 523 | - | - | - | 4.1 | 0.0 | - | 4.1 | 28.3 | 10.4 | 0.0 | 10.4 | 4/3 |
| 4/4 | 298 | 298 | - | - | - | 1.5 | 0.4 | - | 2.0 | 23.8 | 4.9 | 0.4 | 5.3 | 4/4 |
| 5/1+5/2 | 350 | 350 | 700 | 0 | 0 | 0.6 | 0.7 | - | 1.3 (0.6+0.7) | 13.5 (10.7:17.2) | 2.5 | 0.7 | 3.2 | 5/1+5/2 |
| 6/1 | 468 | 468 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/1 |
| 6/2 | 748 | 748 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/2 |
| 6/3 | 258 | 258 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/3 |
| 6/4 | 400 | 400 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/4 |
| 7/2+7/1 | 1264 | 1264 | - | - | - | 6.8 | 2.2 | - | 9.0 (5.0+4.1) | 25.7 (26.3:24.9) | 12.8 | 2.2 | 15.0 | 7/2+7/1 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/3 | 567 | 567 | - | - | - | 2.9 | 1.3 | - | 4.2 | 26.5 | 9.8 | 1.3 | 11.0 | 7/3 |
| 8/1 | 328 | 328 | - | - | - | 1.5 | 0.3 | - | 1.9 | 20.4 | 6.2 | 0.3 | 6.5 | 8/1 |
| 8/2+8/3 | 551 | 551 | - | - | - | 2.8 | 0.0 | - | 2.8 (2.3+0.5) | 18.5 (18.6:18.2) | 10.0 | 0.0 | 10.0 | 8/2+8/3 |
| 9/1+9/2 | 453 | 453 | 906 | 0 | 0 | 0.0 | 0.4 | - | 0.4 (0.3+0.2) | 3.3 (3.4:3.1) | 1.4 | 0.4 | 1.8 | 9/1+9/2 |
| 10/1 | 499 | 499 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/1 |
| 10/2 | 305 | 305 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/2 |
| 11/1 | 20 | 20 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11/1 |
| 11/2 | 678 | 678 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.0 | 0.7 | 0.0 | 0.7 | 11/2 |
| 11/3 | 567 | 567 | - | - | - | 0.1 | 0.0 | - | 0.1 | 0.9 | 0.6 | 0.0 | 0.6 | 11/3 |
| 12/1 | 533 | 533 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12/1 |
| 13/1 | 29 | 29 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 13/2 | 967 | 967 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/2 |
| 13/3 | 885 | 885 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/3 |
| 14/1 | 520 | 520 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 15/1 | 597 | 597 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |
| 15/2 | 748 | 748 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/2 |
| 16/1 | 400 | 400 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/1 |
| 16/2 | 241 | 241 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/2 |

C1 - A52 Bramcote Island

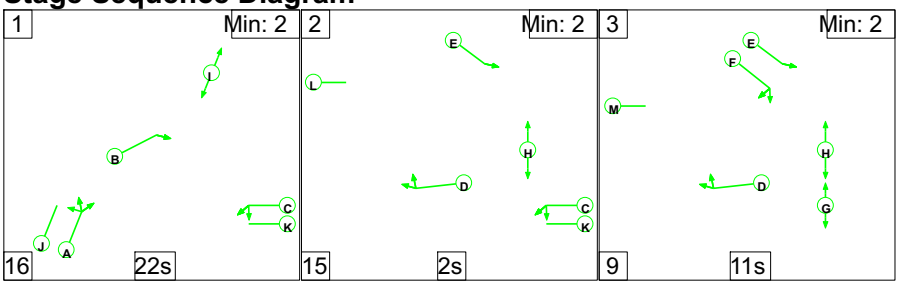
PRC for Signalled Lanes (%): 4.2
PRC Over All Lanes (%): 4.2

Total Delay for Signalled Lanes (pcuHr): 33.23
Total Delay Over All Lanes(pcuHr): 37.18

Cycle Time (s): 75

**Scenario 7: 'Scenario 4'** (FG7: '2041 Do Something AM', Plan 1: 'Network Control Plan 1')

## Stage Sequence Diagram



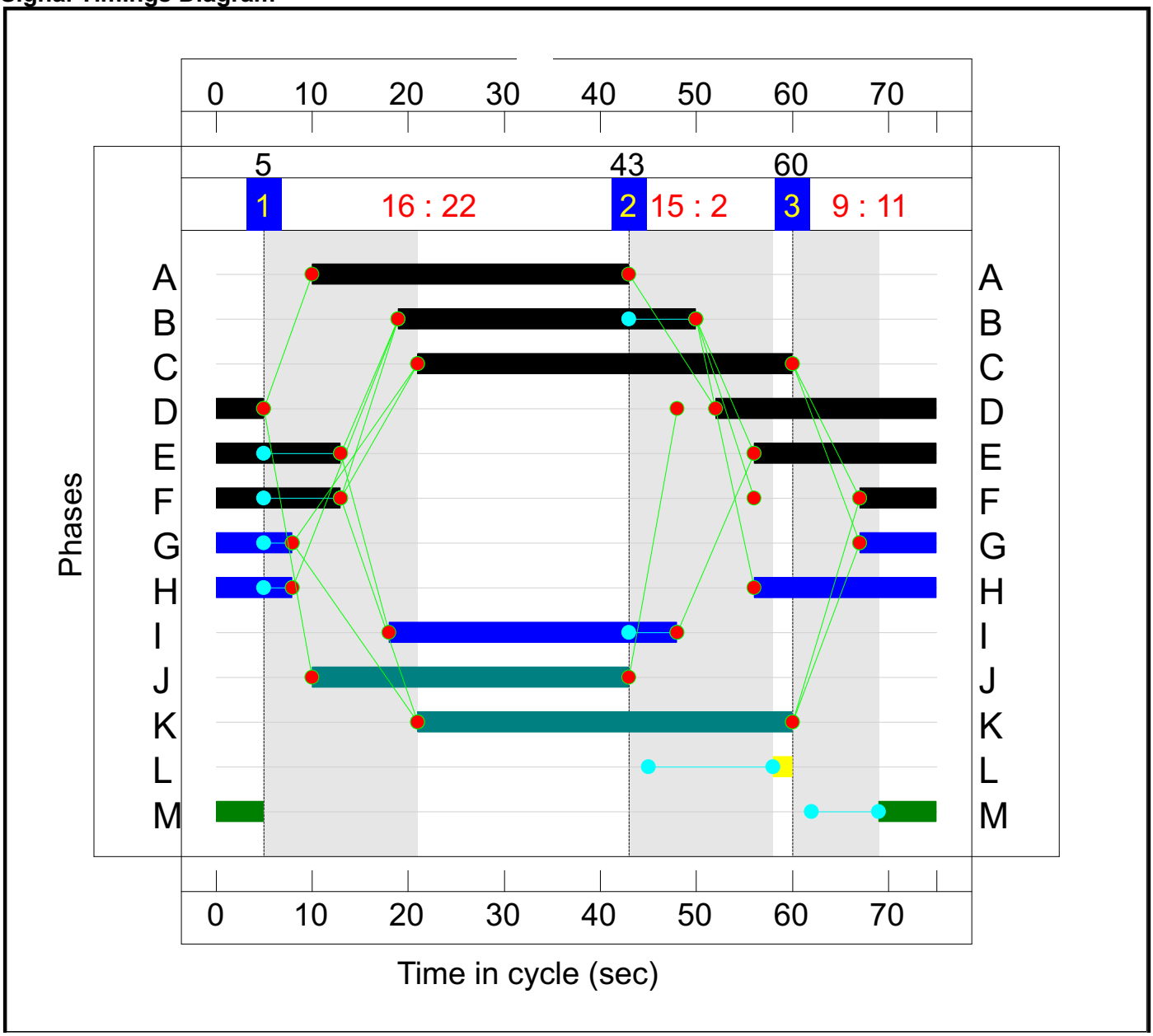

## Stage Timings

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| Duration | 22 | 2 | 11 |
| Change Point | 5 | 43 | 60 |

## Phase Timings

| Phase Name | Description | Phase | Green Period 1 | | |
|---|---|---|---|---|---|
| | | | Total Green | Start Time | End Time |
| A | A52 (W) Ahead Right Left | Traffic | 33 | 10 | 43 |
| B | Internal Right | Traffic | 31 | 19 | 50 |
| C | A52 (E) Ahead Left | Traffic | 39 | 21 | 60 |
| D | S Circulatory Right Ahead | Traffic | 28 | 52 | 5 |
| E | E Circulatory Ahead | Traffic | 32 | 56 | 13 |
| F | E Circulatory Right Right2 | Traffic | 21 | 67 | 13 |
| G | Pedestrians across | Pedestrian | 16 | 67 | 8 |
| H | Pedestrians across | Pedestrian | 27 | 56 | 8 |
| I | Pedestrians across | Pedestrian | 30 | 18 | 48 |
| J | Dummy | Dummy | 33 | 10 | 43 |
| K | Dummy | Dummy | 39 | 21 | 60 |
| L | Dummy with R/A | Dummy R/A | 2 | 58 | 60 |
| M | Dummy with R/A | Dummy R/A | 11 | 69 | 5 |

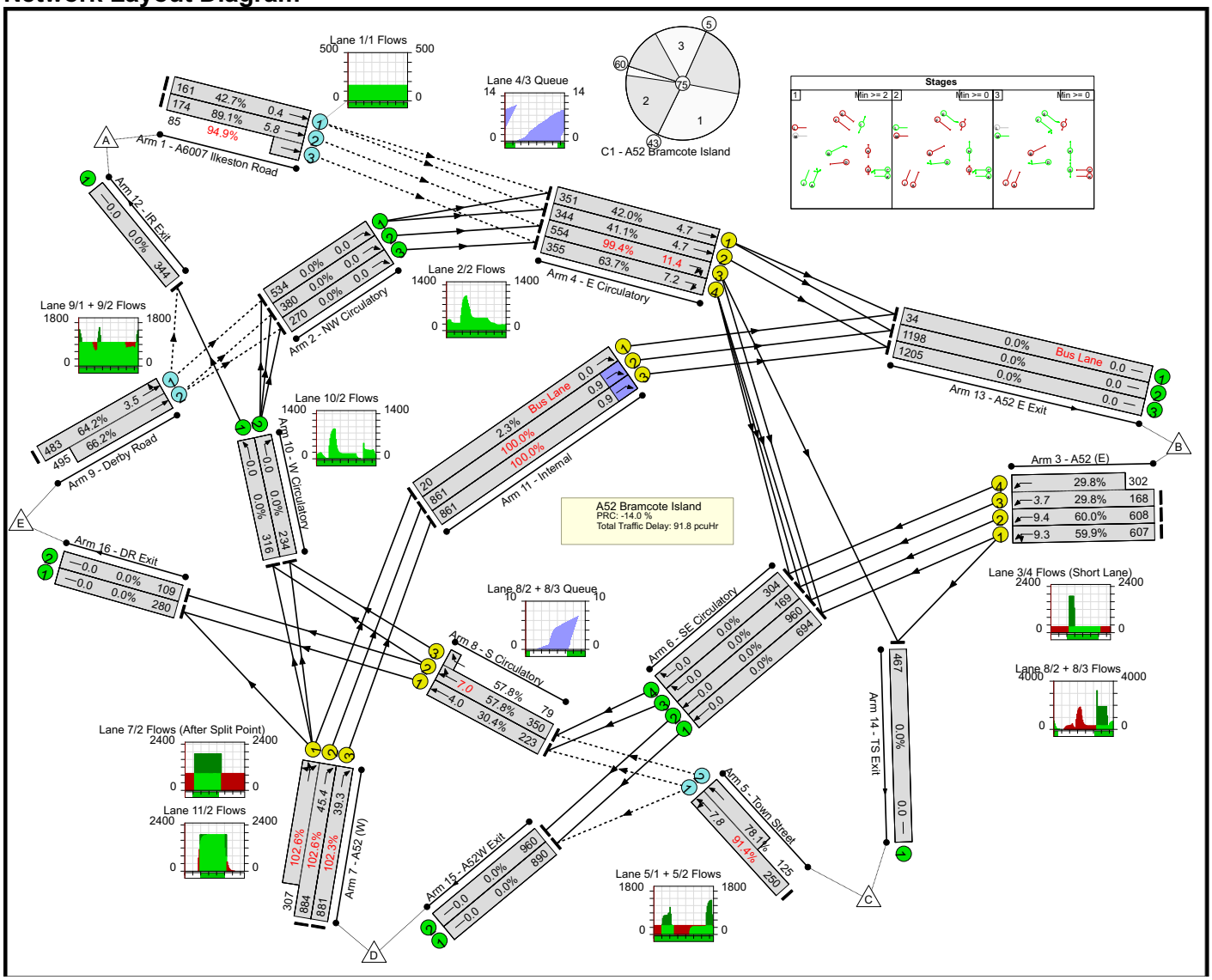
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52 Bramcote Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 3/1 | A52 (E) Ahead Left | U | C | 21 | 60 |
| 3/2 | A52 (E) Ahead | U | C | 21 | 60 |
| 3/3 | A52 (E) Ahead | U | C | 21 | 60 |
| 3/4 | A52 (E) Ahead | U | C | 21 | 60 |
| 4/1 | E Circulatory Ahead | U | E | 56 | 13 |
| 4/2 | E Circulatory Ahead | U | E | 56 | 13 |
| 4/3 | E Circulatory Right Right2 | U | F | 67 | 13 |
| 4/4 | E Circulatory Right | U | F | 67 | 13 |
| 7/1 | A52 (W) Ahead Right Left | U | A | 10 | 43 |
| 7/2 | A52 (W) Right | U | A | 10 | 43 |
| 7/3 | A52 (W) Right | U | A | 10 | 43 |
| 8/1 | S Circulatory Ahead | U | D | 52 | 5 |
| 8/2 | S Circulatory Right Ahead | U | D | 52 | 5 |
| 8/3 | S Circulatory Right | U | D | 52 | 5 |
| 11/1 | Internal Right | U | B | 19 | 50 |
| 11/2 | Internal Right | U | B | 19 | 50 |
| 11/3 | Internal Right | U | B | 19 | 50 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **102.6%** |
| **A52 Bramcote Island** | - | - | **N/A** | - | - | | - | - | - | - | - | - | - | **102.6%** |
| 1/1 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 161 | Inf | 377 | 42.7% |
| 1/2+1/3 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 259 | Inf : Inf | 195+90 | 89.1 : 94.9% |
| 2/1 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 534 | Inf | Inf | 0.0% |
| 2/2 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 380 | Inf | Inf | 0.0% |
| 2/3 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 270 | Inf | Inf | 0.0% |
| 3/1 | A52 (E) Ahead Left | U | N/A | N/A | C | | 1 | 39 | - | - | 607 | 1900 | 1013 | 59.9% |
| 3/2 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 39 | - | - | 608 | 1900 | 1013 | 60.0% |
| 3/3+3/4 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 39 | - | - | 470 | 1900:1900 | 564+1013 | 29.8 : 29.8% |
| 4/1 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 32 | - | - | 351 | 1900 | 836 | 42.0% |
| 4/2 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 32 | - | - | 344 | 1900 | 836 | 41.1% |
| 4/3 | E Circulatory Right Right2 | U | N/A | N/A | F | | 1 | 21 | - | - | 554 | 1900 | 557 | 99.4% |
| 4/4 | E Circulatory Right | U | N/A | N/A | F | | 1 | 21 | - | - | 355 | 1900 | 557 | 63.7% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5/1+5/2 | Town Street Ahead Left | O | N/A | N/A | - | | - | - | - | - | 375 | Inf : Inf | 273+160 | 91.4 : 78.1% |
| 6/1 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 694 | Inf | Inf | 0.0% |
| 6/2 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 960 | Inf | Inf | 0.0% |
| 6/3 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 169 | Inf | Inf | 0.0% |
| 6/4 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 304 | Inf | Inf | 0.0% |
| 7/2+7/1 | A52 (W) Ahead Right Left | U | N/A | N/A | A | | 1 | 33 | - | - | 1191 | 1900:1900 | 861+299 | 102.6 : 102.6% |
| 7/3 | A52 (W) Right | U | N/A | N/A | A | | 1 | 33 | - | - | 881 | 1900 | 861 | 102.3% |
| 8/1 | S Circulatory Ahead | U | N/A | N/A | D | | 1 | 28 | - | - | 223 | 1900 | 735 | 30.4% |
| 8/2+8/3 | S Circulatory Right Ahead | U | N/A | N/A | D | | 1 | 28 | - | - | 429 | 1900:1900 | 606+137 | 57.8 : 57.8% |
| 9/1+9/2 | Derby Road Ahead Left | O | N/A | N/A | - | | - | - | - | - | 978 | Inf : Inf | 753+748 | 64.2 : 66.2% |
| 10/1 | W Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 316 | Inf | Inf | 0.0% |
| 10/2 | W Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 234 | Inf | Inf | 0.0% |
| 11/1 | Internal Right | U | N/A | N/A | B | | 1 | 31 | - | - | 20 | 1900 | 861 | 2.3% |
| 11/2 | Internal Right | U | N/A | N/A | B | | 1 | 31 | - | - | 884 | 1900 | 861 | 100.0% |
| 11/3 | Internal Right | U | N/A | N/A | B | | 1 | 31 | - | - | 881 | 1900 | 861 | 100.0% |
| 12/1 | IR Exit | U | N/A | N/A | - | | - | - | - | - | 344 | Inf | Inf | 0.0% |
| 13/1 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 34 | Inf | Inf | 0.0% |
| 13/2 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 1221 | Inf | Inf | 0.0% |
| 13/3 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 1225 | Inf | Inf | 0.0% |
| 14/1 | TS Exit | U | N/A | N/A | - | | - | - | - | - | 467 | Inf | Inf | 0.0% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15/1 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 890 | Inf | Inf | 0.0% |
| 15/2 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 960 | Inf | Inf | 0.0% |
| 16/1 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 280 | Inf | Inf | 0.0% |
| 16/2 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 109 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **3385** | **0** | **0** | **33.2** | **58.6** | **0.0** | **91.8** | **-** | **-** | **-** | **-** | **Network: A52 Bramcote Island** |
| **A52 Bramcote Island** | **-** | **-** | **3385** | **0** | **0** | **33.2** | **58.6** | **0.0** | **91.8** | **-** | **-** | **-** | **-** | **A52 Bramcote Island** |
| 1/1 | 161 | 161 | 161 | 0 | 0 | 0.0 | 0.4 | - | 0.4 | 8.3 | 0.0 | 0.4 | 0.4 | 1/1 |
| 1/2+1/3 | 259 | 259 | 518 | 0 | 0 | 0.3 | 3.9 | - | 4.2 (2.8+1.4) | 58.4 (57.2:61.0) | 1.9 | 3.9 | 5.8 | 1/2+1/3 |
| 2/1 | 534 | 534 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/1 |
| 2/2 | 380 | 380 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/2 |
| 2/3 | 270 | 270 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/3 |
| 3/1 | 607 | 607 | - | - | - | 2.0 | 0.7 | - | 2.8 | 16.4 | 8.6 | 0.7 | 9.3 | 3/1 |
| 3/2 | 608 | 608 | - | - | - | 2.0 | 0.7 | - | 2.8 | 16.4 | 8.6 | 0.7 | 9.4 | 3/2 |
| 3/3+3/4 | 470 | 470 | - | - | - | 1.2 | 0.2 | - | 1.4 (0.5+1.0) | 11.1 (10.6:11.3) | 3.4 | 0.2 | 3.7 | 3/3+3/4 |
| 4/1 | 351 | 351 | - | - | - | 1.2 | 0.4 | - | 1.6 | 16.4 | 4.3 | 0.4 | 4.7 | 4/1 |
| 4/2 | 344 | 344 | - | - | - | 1.3 | 0.3 | - | 1.6 | 16.8 | 4.4 | 0.3 | 4.7 | 4/2 |
| 4/3 | 554 | 554 | - | - | - | 4.7 | 0.0 | - | 4.7 | 30.5 | 11.4 | 0.0 | 11.4 | 4/3 |
| 4/4 | 355 | 355 | - | - | - | 2.2 | 0.9 | - | 3.1 | 31.3 | 6.4 | 0.9 | 7.2 | 4/4 |
| 5/1+5/2 | 375 | 375 | 750 | 0 | 0 | 1.3 | 2.9 | - | 4.2 (2.6+1.5) | 40.0 (38.0:44.1) | 4.9 | 2.9 | 7.8 | 5/1+5/2 |
| 6/1 | 694 | 694 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/1 |
| 6/2 | 960 | 960 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/2 |
| 6/3 | 169 | 169 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/3 |
| 6/4 | 304 | 304 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/4 |
| 7/2+7/1 | 1191 | 1168 | - | - | - | 6.9 | 26.5 | - | 33.4 (25.5+8.0) | 101.1 (103.7:93.5) | 18.9 | 26.5 | 45.4 | 7/2+7/1 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/3 | 881 | 861 | - | - | - | 5.7 | 20.6 | - | 26.2 | 107.2 | 18.8 | 20.6 | 39.3 | 7/3 |
| 8/1 | 223 | 223 | - | - | - | 1.0 | 0.2 | - | 1.2 | 20.1 | 3.8 | 0.2 | 4.0 | 8/1 |
| 8/2+8/3 | 429 | 429 | - | - | - | 2.2 | 0.0 | - | 2.2 (1.8+0.4) | 18.8 (19.0:17.9) | 7.0 | 0.0 | 7.0 | 8/2+8/3 |
| 9/1+9/2 | 978 | 978 | 1956 | 0 | 0 | 0.1 | 0.9 | - | 1.0 (0.5+0.5) | 3.9 (3.8:3.9) | 2.6 | 0.9 | 3.5 | 9/1+9/2 |
| 10/1 | 316 | 316 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/1 |
| 10/2 | 234 | 234 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/2 |
| 11/1 | 20 | 20 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11/1 |
| 11/2 | 861 | 861 | - | - | - | 0.4 | 0.0 | - | 0.4 | 1.8 | 0.9 | 0.0 | 0.9 | 11/2 |
| 11/3 | 861 | 861 | - | - | - | 0.4 | 0.0 | - | 0.4 | 1.8 | 0.9 | 0.0 | 0.9 | 11/3 |
| 12/1 | 344 | 344 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12/1 |
| 13/1 | 34 | 34 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 13/2 | 1198 | 1198 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/2 |
| 13/3 | 1205 | 1205 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/3 |
| 14/1 | 467 | 467 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 15/1 | 890 | 890 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |
| 15/2 | 960 | 960 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/2 |
| 16/1 | 280 | 280 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/1 |
| 16/2 | 109 | 109 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/2 |

C1 - A52 Bramcote Island

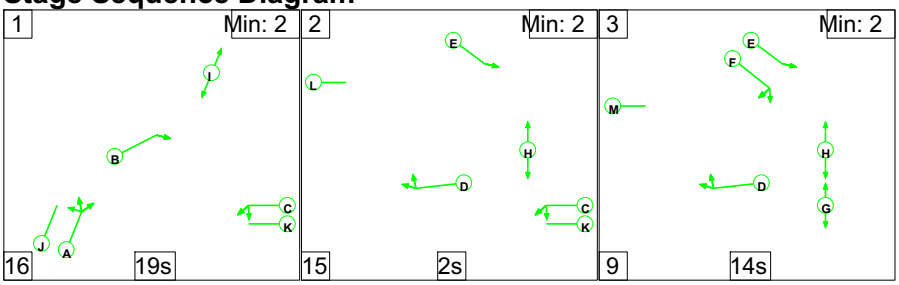
PRC for Signalled Lanes (%): -14.0
PRC Over All Lanes (%): -14.0

Total Delay for Signalled Lanes (pcuHr): 81.99
Total Delay Over All Lanes(pcuHr): 91.79

Cycle Time (s): 75

**Scenario 8: 'Scenario 4'** (FG8: '2041 Do Something PM', Plan 1: 'Network Control Plan 1')

## Stage Sequence Diagram



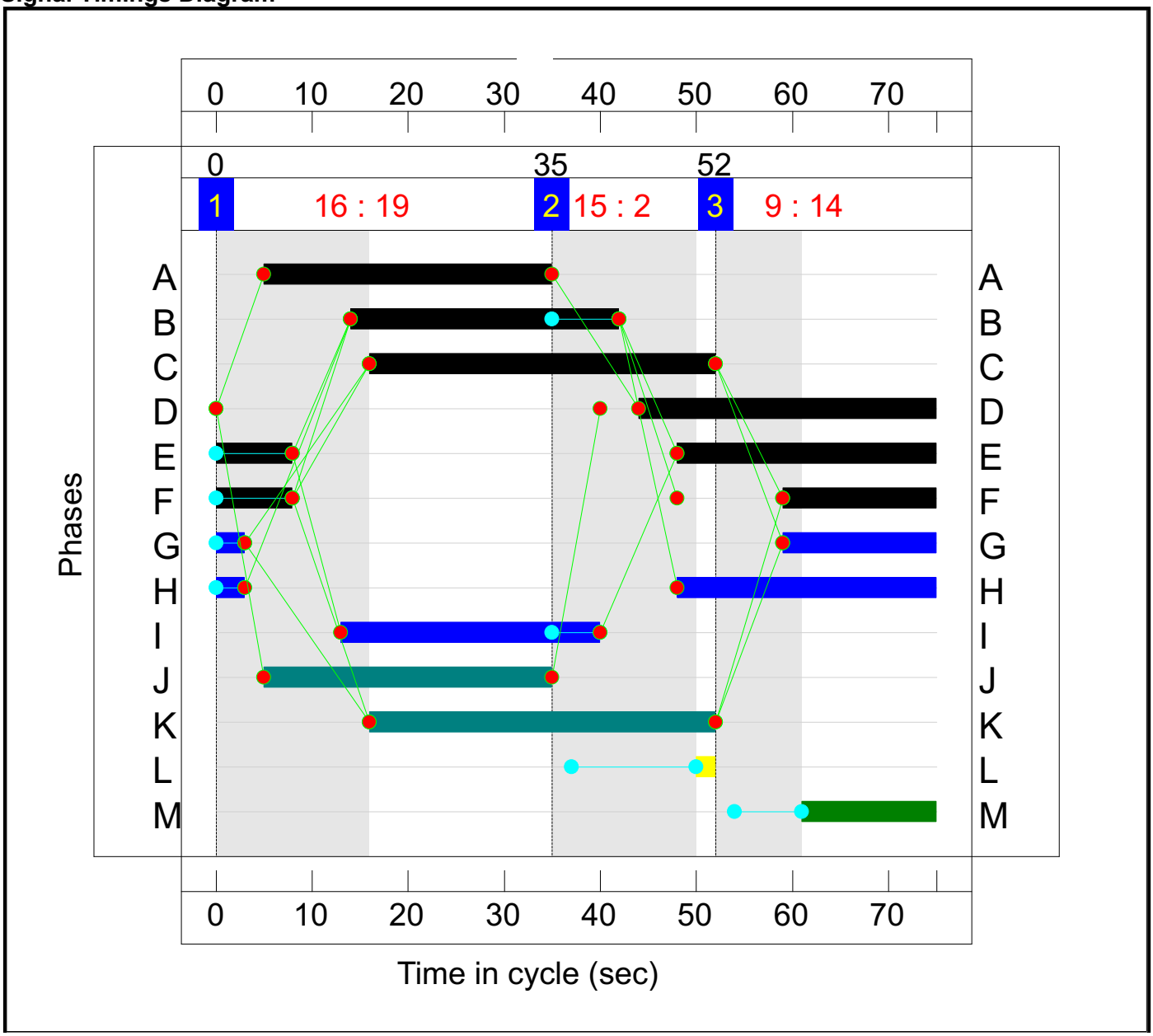

## Stage Timings

| Stage | 1 | 2 | 3 |
|---|---|---|---|
| Duration | 19 | 2 | 14 |
| Change Point | 0 | 35 | 52 |

## Phase Timings

| Phase Name | Description | Phase | Green Period 1 | | |
|---|---|---|---|---|---|
| | | | Total Green | Start Time | End Time |
| A | A52 (W) Ahead Right Left | Traffic | 30 | 5 | 35 |
| B | Internal Right | Traffic | 28 | 14 | 42 |
| C | A52 (E) Ahead Left | Traffic | 36 | 16 | 52 |
| D | S Circulatory Right Ahead | Traffic | 31 | 44 | 0 |
| E | E Circulatory Ahead | Traffic | 35 | 48 | 8 |
| F | E Circulatory Right Right2 | Traffic | 24 | 59 | 8 |
| G | Pedestrians across | Pedestrian | 19 | 59 | 3 |
| H | Pedestrians across | Pedestrian | 30 | 48 | 3 |
| I | Pedestrians across | Pedestrian | 27 | 13 | 40 |
| J | Dummy | Dummy | 30 | 5 | 35 |
| K | Dummy | Dummy | 36 | 16 | 52 |
| L | Dummy with R/A | Dummy R/A | 2 | 50 | 52 |
| M | Dummy with R/A | Dummy R/A | 14 | 61 | 0 |

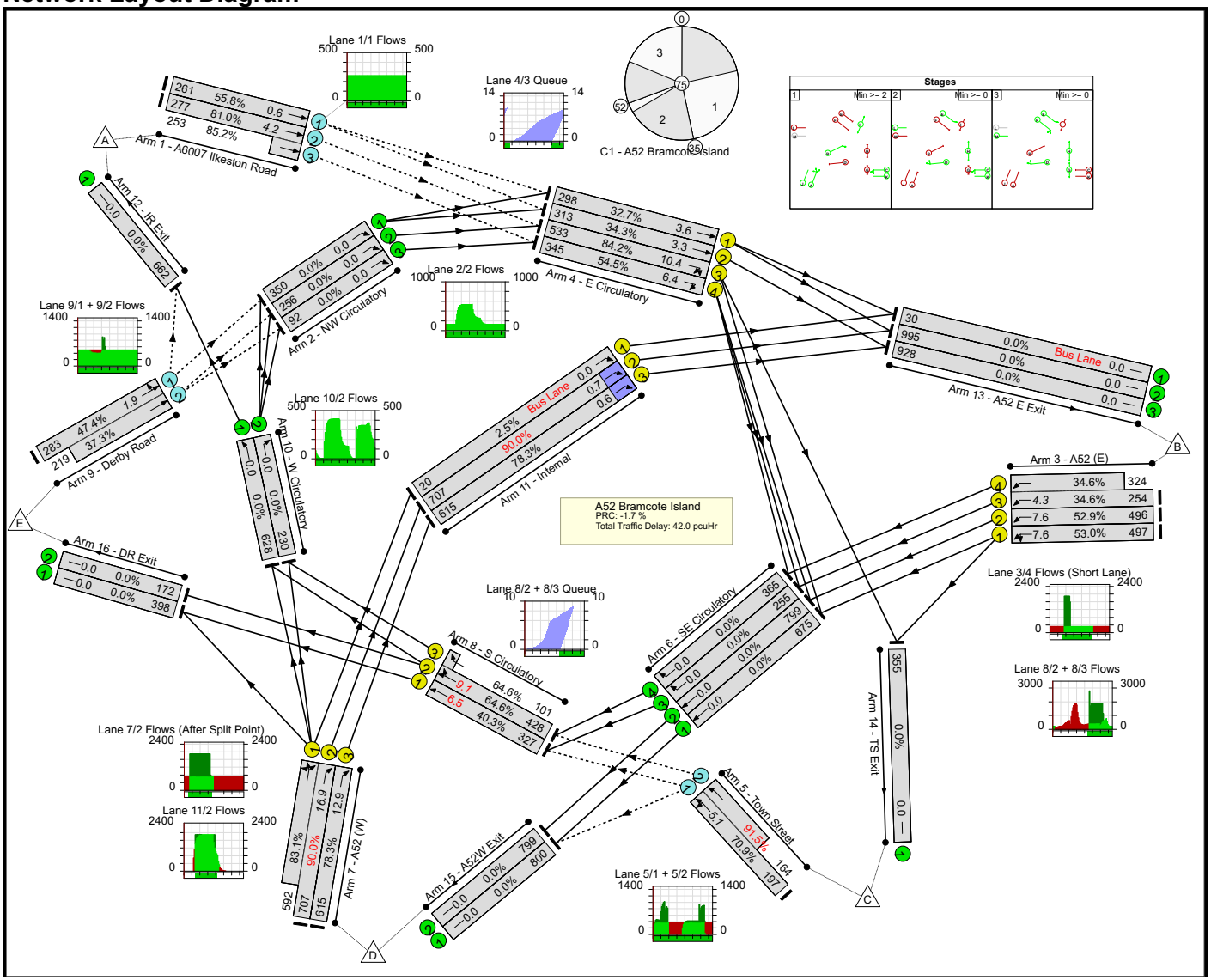
**Signal Timings Diagram**



## Lane Green Times

| Junction: A52 Bramcote Island | | | | | |
|---|---|---|---|---|---|
| **Lane** | **Description** | **Type** | **Phases** | **Start Green** | **End Green** |
| 3/1 | A52 (E) Ahead Left | U | C | 16 | 52 |
| 3/2 | A52 (E) Ahead | U | C | 16 | 52 |
| 3/3 | A52 (E) Ahead | U | C | 16 | 52 |
| 3/4 | A52 (E) Ahead | U | C | 16 | 52 |
| 4/1 | E Circulatory Ahead | U | E | 48 | 8 |
| 4/2 | E Circulatory Ahead | U | E | 48 | 8 |
| 4/3 | E Circulatory Right Right2 | U | F | 59 | 8 |
| 4/4 | E Circulatory Right | U | F | 59 | 8 |
| 7/1 | A52 (W) Ahead Right Left | U | A | 5 | 35 |
| 7/2 | A52 (W) Right | U | A | 5 | 35 |
| 7/3 | A52 (W) Right | U | A | 5 | 35 |
| 8/1 | S Circulatory Ahead | U | D | 44 | 0 |
| 8/2 | S Circulatory Right Ahead | U | D | 44 | 0 |
| 8/3 | S Circulatory Right | U | D | 44 | 0 |
| 11/1 | Internal Right | U | B | 14 | 42 |
| 11/2 | Internal Right | U | B | 14 | 42 |
| 11/3 | Internal Right | U | B | 14 | 42 |

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **91.5%** |
| **A52 Bramcote Island** | **-** | **-** | **N/A** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **91.5%** |
| 1/1 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 261 | Inf | 467 | 55.8% |
| 1/2+1/3 | A6007 Ilkeston Road Ahead | O | N/A | N/A | - | | - | - | - | - | 530 | Inf : Inf | 342+297 | 81.0 : 85.2% |
| 2/1 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 350 | Inf | Inf | 0.0% |
| 2/2 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 256 | Inf | Inf | 0.0% |
| 2/3 | NW Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 92 | Inf | Inf | 0.0% |
| 3/1 | A52 (E) Ahead Left | U | N/A | N/A | C | | 1 | 36 | - | - | 497 | 1900 | 937 | 53.0% |
| 3/2 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 36 | - | - | 496 | 1900 | 937 | 52.9% |
| 3/3+3/4 | A52 (E) Ahead | U | N/A | N/A | C | | 1 | 36 | - | - | 578 | 1900:1900 | 735+937 | 34.6 : 34.6% |
| 4/1 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 35 | - | - | 298 | 1900 | 912 | 32.7% |
| 4/2 | E Circulatory Ahead | U | N/A | N/A | E | | 1 | 35 | - | - | 313 | 1900 | 912 | 34.3% |
| 4/3 | E Circulatory Right Right2 | U | N/A | N/A | F | | 1 | 24 | - | - | 533 | 1900 | 633 | 84.2% |
| 4/4 | E Circulatory Right | U | N/A | N/A | F | | 1 | 24 | - | - | 345 | 1900 | 633 | 54.5% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 5/1+5/2 | Town Street Ahead Left | O | N/A | N/A | - | | - | - | - | - | 361 | Inf : Inf | 278+179 | 70.9 : 91.5% |
| 6/1 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 675 | Inf | Inf | 0.0% |
| 6/2 | SE Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 799 | Inf | Inf | 0.0% |
| 6/3 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 255 | Inf | Inf | 0.0% |
| 6/4 | SE Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 365 | Inf | Inf | 0.0% |
| 7/2+7/1 | A52 (W) Ahead Right Left | U | N/A | N/A | A | | 1 | 30 | - | - | 1299 | 1900:1900 | 785+712 | 90.0 : 83.1% |
| 7/3 | A52 (W) Right | U | N/A | N/A | A | | 1 | 30 | - | - | 615 | 1900 | 785 | 78.3% |
| 8/1 | S Circulatory Ahead | U | N/A | N/A | D | | 1 | 31 | - | - | 327 | 1900 | 811 | 40.3% |
| 8/2+8/3 | S Circulatory Right Ahead | U | N/A | N/A | D | | 1 | 31 | - | - | 529 | 1900:1900 | 663+156 | 64.6 : 64.6% |
| 9/1+9/2 | Derby Road Ahead Left | O | N/A | N/A | - | | - | - | - | - | 502 | Inf : Inf | 598+588 | 47.4 : 37.3% |
| 10/1 | W Circulatory Ahead | U | N/A | N/A | - | | - | - | - | - | 628 | Inf | Inf | 0.0% |
| 10/2 | W Circulatory Right | U | N/A | N/A | - | | - | - | - | - | 230 | Inf | Inf | 0.0% |
| 11/1 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 20 | 1900 | 785 | 2.5% |
| 11/2 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 707 | 1900 | 785 | 90.0% |
| 11/3 | Internal Right | U | N/A | N/A | B | | 1 | 28 | - | - | 615 | 1900 | 785 | 78.3% |
| 12/1 | IR Exit | U | N/A | N/A | - | | - | - | - | - | 662 | Inf | Inf | 0.0% |
| 13/1 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 30 | Inf | Inf | 0.0% |
| 13/2 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 995 | Inf | Inf | 0.0% |
| 13/3 | A52 E Exit | U | N/A | N/A | - | | - | - | - | - | 928 | Inf | Inf | 0.0% |
| 14/1 | TS Exit | U | N/A | N/A | - | | - | - | - | - | 355 | Inf | Inf | 0.0% |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 15/1 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 800 | Inf | Inf | 0.0% |
| 15/2 | A52W Exit | U | N/A | N/A | - | | - | - | - | - | 799 | Inf | Inf | 0.0% |
| 16/1 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 398 | Inf | Inf | 0.0% |
| 16/2 | DR Exit | U | N/A | N/A | - | | - | - | - | - | 172 | Inf | Inf | 0.0% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) | Item |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: A52 Bramcote Island** | **-** | **-** | **3047** | **0** | **0** | **29.1** | **12.9** | **0.0** | **42.0** | **-** | **-** | **-** | **-** | **Network: A52 Bramcote Island** |
| **A52 Bramcote Island** | **-** | **-** | **3047** | **0** | **0** | **29.1** | **12.9** | **0.0** | **42.0** | **-** | **-** | **-** | **-** | **A52 Bramcote Island** |
| 1/1 | 261 | 261 | 261 | 0 | 0 | 0.0 | 0.6 | - | 0.6 | 8.7 | 0.0 | 0.6 | 0.6 | 1/1 |
| 1/2+1/3 | 530 | 530 | 1060 | 0 | 0 | 0.0 | 2.3 | - | 2.4 (1.2+1.1) | 16.0 (15.9:16.1) | 1.9 | 2.3 | 4.2 | 1/2+1/3 |
| 2/1 | 350 | 350 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/1 |
| 2/2 | 256 | 256 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/2 |
| 2/3 | 92 | 92 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 2/3 |
| 3/1 | 497 | 497 | - | - | - | 1.8 | 0.6 | - | 2.4 | 17.1 | 7.0 | 0.6 | 7.6 | 3/1 |
| 3/2 | 496 | 496 | - | - | - | 1.8 | 0.6 | - | 2.4 | 17.1 | 7.0 | 0.6 | 7.6 | 3/2 |
| 3/3+3/4 | 578 | 578 | - | - | - | 1.8 | 0.3 | - | 2.1 (0.9+1.2) | 13.0 (12.8:13.3) | 4.0 | 0.3 | 4.3 | 3/3+3/4 |
| 4/1 | 298 | 298 | - | - | - | 0.9 | 0.2 | - | 1.1 | 13.3 | 3.3 | 0.2 | 3.6 | 4/1 |
| 4/2 | 313 | 313 | - | - | - | 0.8 | 0.3 | - | 1.1 | 12.3 | 3.1 | 0.3 | 3.3 | 4/2 |
| 4/3 | 533 | 533 | - | - | - | 3.9 | 0.0 | - | 3.9 | 26.6 | 10.4 | 0.0 | 10.4 | 4/3 |
| 4/4 | 345 | 345 | - | - | - | 1.9 | 0.6 | - | 2.5 | 26.4 | 5.8 | 0.6 | 6.4 | 4/4 |
| 5/1+5/2 | 361 | 361 | 722 | 0 | 0 | 1.0 | 1.8 | - | 2.9 (1.3+1.5) | 28.5 (24.5:33.3) | 3.3 | 1.8 | 5.1 | 5/1+5/2 |
| 6/1 | 675 | 675 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/1 |
| 6/2 | 799 | 799 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/2 |
| 6/3 | 255 | 255 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/3 |
| 6/4 | 365 | 365 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 6/4 |
| 7/2+7/1 | 1299 | 1299 | - | - | - | 7.1 | 3.2 | - | 10.3 (5.8+4.5) | 28.5 (29.3:27.5) | 13.7 | 3.2 | 16.9 | 7/2+7/1 |

| | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 7/3 | 615 | 615 | - | - | - | 3.3 | 1.8 | - | 5.0 | 29.4 | 11.1 | 1.8 | 12.9 | 7/3 |
| 8/1 | 327 | 327 | - | - | - | 1.5 | 0.3 | - | 1.9 | 20.5 | 6.1 | 0.3 | 6.5 | 8/1 |
| 8/2+8/3 | 529 | 529 | - | - | - | 2.7 | 0.0 | - | 2.7 (2.2+0.5) | 18.6 (18.5:18.7) | 9.1 | 0.0 | 9.1 | 8/2+8/3 |
| 9/1+9/2 | 502 | 502 | 1004 | 0 | 0 | 0.0 | 0.4 | - | 0.4 (0.2+0.2) | 2.9 (3.1:2.7) | 1.5 | 0.4 | 1.9 | 9/1+9/2 |
| 10/1 | 628 | 628 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/1 |
| 10/2 | 230 | 230 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 10/2 |
| 11/1 | 20 | 20 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.8 | 0.0 | 0.0 | 0.0 | 11/1 |
| 11/2 | 707 | 707 | - | - | - | 0.2 | 0.0 | - | 0.2 | 1.1 | 0.7 | 0.0 | 0.7 | 11/2 |
| 11/3 | 615 | 615 | - | - | - | 0.2 | 0.0 | - | 0.2 | 0.9 | 0.6 | 0.0 | 0.6 | 11/3 |
| 12/1 | 662 | 662 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 12/1 |
| 13/1 | 30 | 30 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/1 |
| 13/2 | 995 | 995 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/2 |
| 13/3 | 928 | 928 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 13/3 |
| 14/1 | 355 | 355 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 14/1 |
| 15/1 | 800 | 800 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/1 |
| 15/2 | 799 | 799 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 15/2 |
| 16/1 | 398 | 398 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/1 |
| 16/2 | 172 | 172 | - | - | - | 0.0 | 0.0 | - | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 | 16/2 |

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -0.0
PRC Over All Lanes (%): -1.7

Total Delay for Signalled Lanes (pcuHr): 35.71
Total Delay Over All Lanes(pcuHr): 41.96

Cycle Time (s): 75

# Basic Results Summary

## User and Project Details

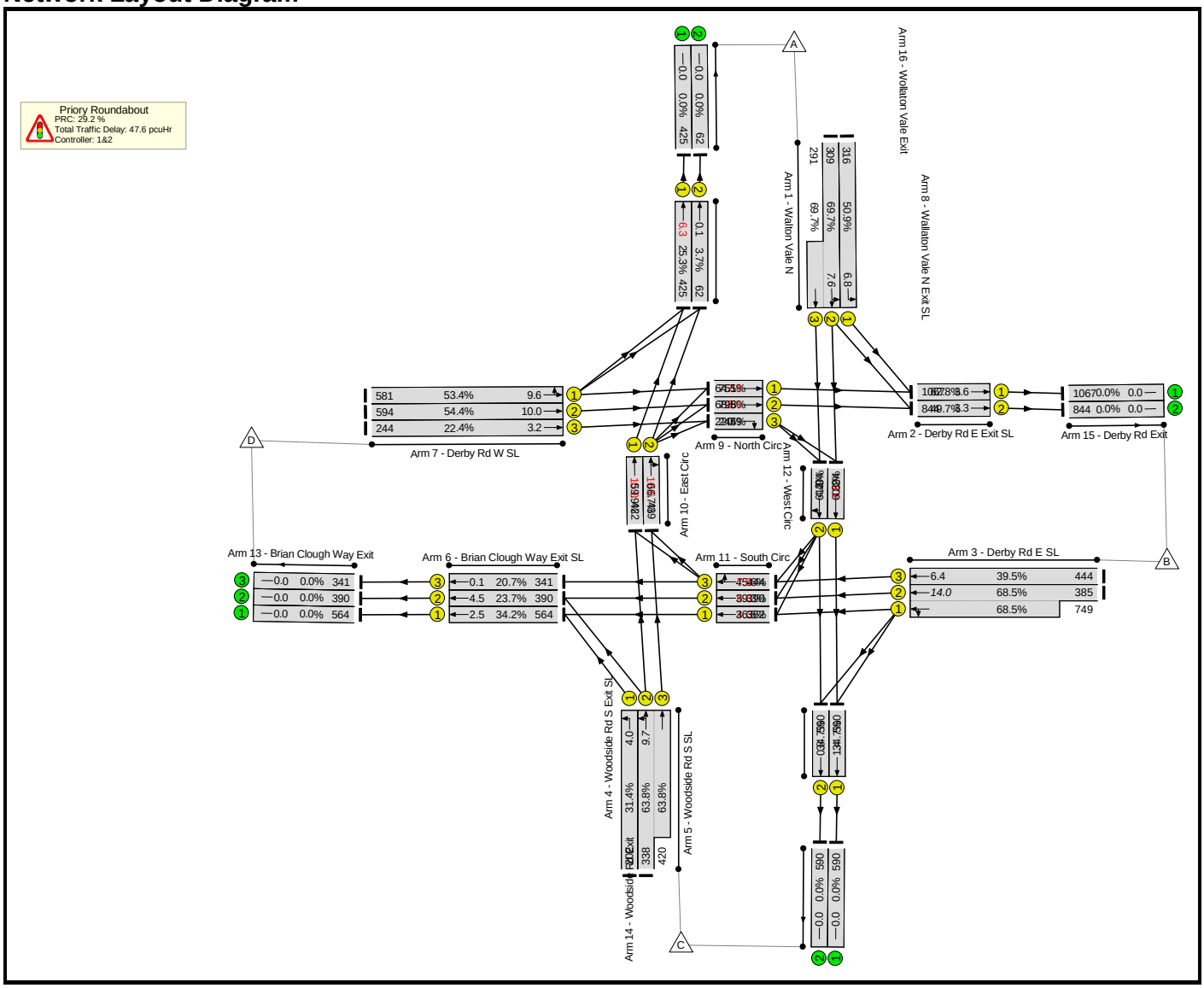
| | |
|---|---|
| **Project:** | |
| **Title:** | |
| **Location:** | |
| **Additional detail:** | |
| **File name:** | 20260821 Priory Island.lsg3x |
| **Author:** | |
| **Company:** | |
| **Address:** | |
| **Linsig Version:** | 3, 3, 2, 0 |

## Scenarios

| Number | Scenario Name | Flow Group | Network Control Plan | Time | Cycle Time (s) | PRC (%) | Delay (pcuHr) |
|---|---|---|---|---|---|---|---|
| 1 | AM 2026 FLOWS | AM 2026 | Network Control Plan 1 | 08:00 - 09:00 | 90 | 29.2 | 47.55 |
| 2 | PM 2026 FLOWS | PM 2026 | Network Control Plan 1 | 16:00 - 17:00 | 90 | 33.4 | 45.84 |
| 3 | AM 2041 FLOWS | AM 2041 | Network Control Plan 1 | 08:00 - 09:00 | 90 | 25.2 | 55.62 |
| 4 | PM 2041 FLOWS | PM 2041 | Network Control Plan 1 | 16:00 - 17:00 | 90 | 26.3 | 51.94 |
| 5 | AM 2026 FLOWS DS | AM 2026 DS | Network Control Plan 1 | 08:00 - 09:00 | 90 | 25.3 | 48.25 |
| 6 | PM 2026 FLOWS DS | PM 2026 DS | Network Control Plan 1 | 16:00 - 17:00 | 90 | 37.1 | 45.03 |
| 7 | AM 2041 FLOWS DS | AM 2041 DS | Network Control Plan 1 | 08:00 - 09:00 | 90 | 20.6 | 52.03 |
| 8 | PM 2041 FLOWS DS | PM 2041 DS | Network Control Plan 1 | 16:00 - 17:00 | 90 | 30.6 | 51.30 |

**Scenario 1: 'AM 2026 FLOWS'** (FG1: 'AM 2026 ', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **69.7%** | **0** | **0** | **0** | **47.6** | **-** | **-** |
| **Priory Roundabout** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **69.7%** | **0** | **0** | **0** | **47.6** | **-** | **-** |
| 1/1 | Walton Vale N Left | U | C2:D | | 1 | 28 | - | - | 316 | 1926 | 621 | 50.9% | - | - | - | 2.7 | 30.6 | 6.8 |
| 1/2+1/3 | Walton Vale N Left Ahead | U | C2:D | | 1 | 28 | - | - | 600 | 1942:1945 | 444+418 | 69.7 : 69.7% | - | - | - | 5.2 | 31.3 | 7.6 |
| 2/1 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 1067 | 1985 | 1698 | 62.8% | - | - | - | 1.0 | 3.2 | 3.6 |
| 2/2 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 844 | 1985 | 1698 | 49.7% | - | - | - | 0.5 | 2.2 | 3.3 |
| 3/2+3/1 | Derby Rd E SL Left Ahead | U | C1:B | | 1 | 51 | - | - | 1134 | 1945:1892 | 562+1093 | 68.5 : 68.5% | - | - | - | 4.9 | 15.6 | 14.0 |
| 3/3 | Derby Rd E SL Ahead | U | C1:B | | 1 | 51 | - | - | 444 | 1945 | 1124 | 39.5% | - | - | - | 1.6 | 13.0 | 6.4 |
| 4/1 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 590 | 1990 | 1703 | 34.7% | - | - | - | 0.3 | 1.9 | 1.4 |
| 4/2 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 590 | 1990 | 1703 | 34.7% | - | - | - | 0.3 | 1.9 | 0.8 |
| 5/1 | Woodside Rd S SL Left | U | C1:D | | 1 | 29 | - | - | 202 | 1929 | 643 | 31.4% | - | - | - | 1.5 | 26.4 | 4.0 |
| 5/2+5/3 | Woodside Rd S SL Left Ahead | U | C1:D | | 1 | 29 | - | - | 758 | 1975:1975 | 530+658 | 63.8 : 63.8% | - | - | - | 6.1 | 29.0 | 9.7 |
| 6/1 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 564 | 1925 | 1647 | 34.2% | - | - | - | 0.3 | 1.8 | 2.5 |

Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6/2 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 390 | 1925 | 1647 | 23.7% | - | - | - | 0.2 | 1.5 | 4.5 |
| 6/3 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 341 | 1925 | 1647 | 20.7% | - | - | - | 0.1 | 1.4 | 0.1 |
| 7/1 | Derby Rd W SL Left Ahead | U | C2:B | | 1 | 49 | - | - | 581 | 1957 | 1087 | 53.4% | - | - | - | 2.6 | 16.2 | 9.6 |
| 7/2 | Derby Rd W SL Ahead | U | C2:B | | 1 | 49 | - | - | 594 | 1965 | 1092 | 54.4% | - | - | - | 2.7 | 16.4 | 10.0 |
| 7/3 | Derby Rd W SL Ahead | U | C2:B | | 1 | 49 | - | - | 244 | 1965 | 1092 | 22.4% | - | - | - | 0.8 | 12.3 | 3.2 |
| 8/1 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 425 | 1965 | 1681 | 25.3% | - | - | - | 0.2 | 1.5 | 6.3 |
| 8/2 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 62 | 1965 | 1681 | 3.7% | - | - | - | 0.0 | 1.6 | 0.1 |
| 9/1 | North Circ Ahead | U | C2:C | | 1 | 51 | - | - | 751 | 2015 | 1164 | 64.5% | - | - | - | 2.7 | 12.8 | 7.8 |
| 9/2 | North Circ Ahead | U | C2:C | | 1 | 51 | - | - | 798 | 2015 | 1164 | 68.5% | - | - | - | 2.9 | 13.1 | 8.0 |
| 9/3 | North Circ Right | U | C2:C | | 1 | 51 | - | - | 244 | 1874 | 1083 | 22.5% | - | - | - | 0.4 | 6.2 | 0.9 |
| 10/1 | East Circ Ahead | U | C1:A | | 1 | 28 | - | - | 394 | 2030 | 654 | 60.2% | - | - | - | 2.2 | 20.4 | 4.8 |
| 10/2 | East Circ Ahead Right | U | C1:A | | 1 | 28 | - | - | 404 | 2027 | 653 | 61.9% | - | - | - | 2.2 | 19.2 | 4.2 |
| 11/1 | South Circ Ahead | U | C1:C | | 1 | 42 | - | - | 362 | 2075 | 991 | 36.5% | - | - | - | 0.6 | 5.9 | 4.6 |
| 11/2 | South Circ Ahead | U | C1:C | | 1 | 42 | - | - | 390 | 2075 | 991 | 39.3% | - | - | - | 1.0 | 9.2 | 6.8 |
| 11/3 | South Circ Ahead Right | U | C1:C | | 1 | 42 | - | - | 444 | 2040 | 975 | 45.6% | - | - | - | 1.2 | 9.4 | 7.9 |
| 12/1 | West Circ Ahead | U | C2:A | | 1 | 30 | - | - | 422 | 2045 | 704 | 59.9% | - | - | - | 2.0 | 17.0 | 10.0 |

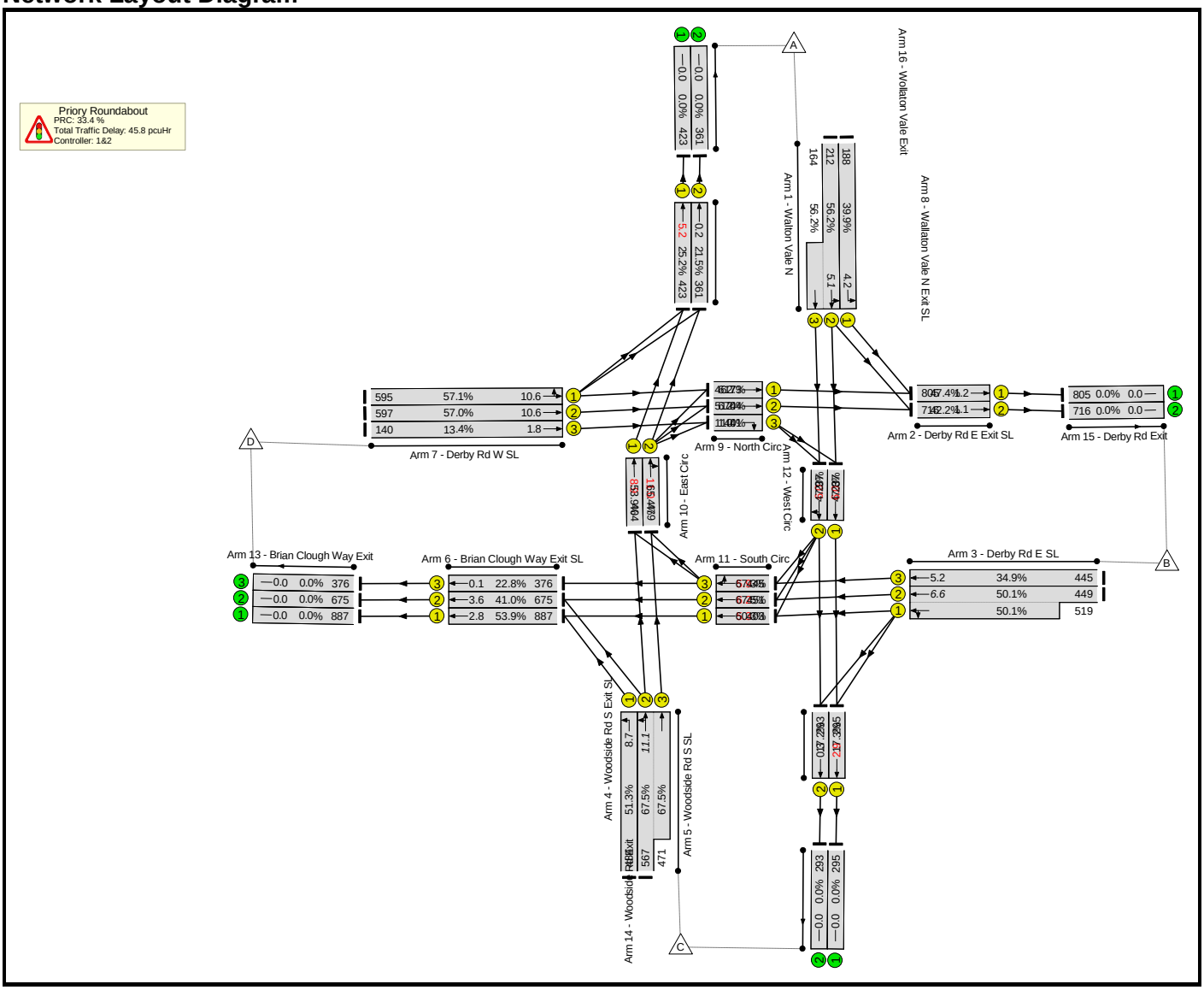
Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12/2 | West Circ Ahead Right | U | C2:A | | 1 | 30 | - | - | 439 | 1910 | 658 | 66.7% | - | - | - | 1.4 | 11.5 | 10.6 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 - Controller A | Stream: 1 PRC for Signalled Lanes (%): | 31.4 | Total Delay for Signalled Lanes (pcuHr): | 10.91 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 2 PRC for Signalled Lanes (%): | 41.1 | Total Delay for Signalled Lanes (pcuHr): | 10.34 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 3 PRC for Signalled Lanes (%): | 43.2 | Total Delay for Signalled Lanes (pcuHr): | 1.46 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 4 PRC for Signalled Lanes (%): | 159.7 | Total Delay for Signalled Lanes (pcuHr): | 0.63 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 1 PRC for Signalled Lanes (%): | 34.9 | Total Delay for Signalled Lanes (pcuHr): | 9.53 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 2 PRC for Signalled Lanes (%): | 29.2 | Total Delay for Signalled Lanes (pcuHr): | 13.89 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 3 PRC for Signalled Lanes (%): | 162.8 | Total Delay for Signalled Lanes (pcuHr): | 0.57 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 4 PRC for Signalled Lanes (%): | 256.0 | Total Delay for Signalled Lanes (pcuHr): | 0.21 | Cycle Time (s): | 90 |
| | PRC Over All Lanes (%): | 29.2 | Total Delay Over All Lanes(pcuHr): | 47.55 | | |

**Scenario 2: 'PM 2026 FLOWS'** (FG2: 'PM 2026', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | - | **67.5%** | **0** | **0** | **0** | **45.8** | - | - |
| **Priory Roundabout** | - | - | - | | - | - | - | - | - | - | - | **67.5%** | **0** | **0** | **0** | **45.8** | - | - |
| 1/1 | Walton Vale N Left | U | C2:D | | 1 | 21 | - | - | 188 | 1926 | 471 | 39.9% | - | - | - | 1.8 | 34.8 | 4.2 |
| 1/2+1/3 | Walton Vale N Left Ahead | U | C2:D | | 1 | 21 | - | - | 376 | 1941:1945 | 377+292 | 56.2 : 56.2% | - | - | - | 3.6 | 34.6 | 5.1 |
| 2/1 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 805 | 1985 | 1698 | 47.4% | - | - | - | 0.5 | 2.3 | 1.2 |
| 2/2 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 716 | 1985 | 1698 | 42.2% | - | - | - | 0.4 | 2.2 | 1.1 |
| 3/2+3/1 | Derby Rd E SL Left Ahead | U | C1:B | | 1 | 58 | - | - | 968 | 1945:1921 | 896+1036 | 50.1 : 50.1% | - | - | - | 2.4 | 9.0 | 6.6 |
| 3/3 | Derby Rd E SL Ahead | U | C1:B | | 1 | 58 | - | - | 445 | 1945 | 1275 | 34.9% | - | - | - | 1.1 | 9.1 | 5.2 |
| 4/1 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 295 | 1990 | 1703 | 17.3% | - | - | - | 0.1 | 1.5 | 2.9 |
| 4/2 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 293 | 1990 | 1703 | 17.2% | - | - | - | 0.1 | 1.5 | 0.3 |
| 5/1 | Woodside Rd S SL Left | U | C1:D | | 1 | 43 | - | - | 484 | 1929 | 943 | 51.3% | - | - | - | 2.6 | 19.6 | 8.7 |
| 5/2+5/3 | Woodside Rd S SL Left Ahead | U | C1:D | | 1 | 43 | - | - | 1038 | 1957:1975 | 840+698 | 67.5 : 67.5% | - | - | - | 5.7 | 19.6 | 11.1 |
| 6/1 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 887 | 1925 | 1647 | 53.9% | - | - | - | 0.6 | 2.6 | 2.8 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6/2 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 675 | 1925 | 1647 | 41.0% | - | - | - | 0.4 | 2.0 | 3.6 |
| 6/3 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 376 | 1925 | 1647 | 22.8% | - | - | - | 0.1 | 1.4 | 0.1 |
| 7/1 | Derby Rd W SL Left Ahead | U | C2:B | | 1 | 47 | - | - | 595 | 1954 | 1042 | 57.1% | - | - | - | 3.0 | 18.1 | 10.6 |
| 7/2 | Derby Rd W SL Ahead | U | C2:B | | 1 | 47 | - | - | 597 | 1965 | 1048 | 57.0% | - | - | - | 3.0 | 18.1 | 10.6 |
| 7/3 | Derby Rd W SL Ahead | U | C2:B | | 1 | 47 | - | - | 140 | 1965 | 1048 | 13.4% | - | - | - | 0.5 | 12.5 | 1.8 |
| 8/1 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 423 | 1965 | 1681 | 25.2% | - | - | - | 0.2 | 1.5 | 5.2 |
| 8/2 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 361 | 1965 | 1681 | 21.5% | - | - | - | 0.1 | 1.5 | 0.2 |
| 9/1 | North Circ Ahead | U | C2:C | | 1 | 58 | - | - | 617 | 2015 | 1321 | 46.7% | - | - | - | 0.8 | 5.0 | 2.3 |
| 9/2 | North Circ Ahead | U | C2:C | | 1 | 58 | - | - | 674 | 2015 | 1321 | 51.0% | - | - | - | 0.9 | 4.9 | 2.4 |
| 9/3 | North Circ Right | U | C2:C | | 1 | 58 | - | - | 140 | 1874 | 1229 | 11.4% | - | - | - | 0.1 | 1.7 | 0.1 |
| 10/1 | East Circ Ahead | U | C1:A | | 1 | 21 | - | - | 237 | 2030 | 496 | 47.8% | - | - | - | 1.7 | 26.3 | 6.0 |
| 10/2 | East Circ Ahead Right | U | C1:A | | 1 | 21 | - | - | 237 | 2025 | 495 | 47.9% | - | - | - | 1.9 | 28.1 | 6.0 |
| 11/1 | South Circ Ahead | U | C1:C | | 1 | 28 | - | - | 403 | 2075 | 669 | 60.3% | - | - | - | 3.0 | 26.5 | 5.3 |
| 11/2 | South Circ Ahead | U | C1:C | | 1 | 28 | - | - | 451 | 2075 | 669 | 67.5% | - | - | - | 3.5 | 28.1 | 6.2 |
| 11/3 | South Circ Ahead Right | U | C1:C | | 1 | 28 | - | - | 445 | 2051 | 661 | 67.3% | - | - | - | 3.5 | 28.2 | 5.9 |
| 12/1 | West Circ Ahead | U | C2:A | | 1 | 32 | - | - | 404 | 2045 | 750 | 53.9% | - | - | - | 1.9 | 16.7 | 8.9 |

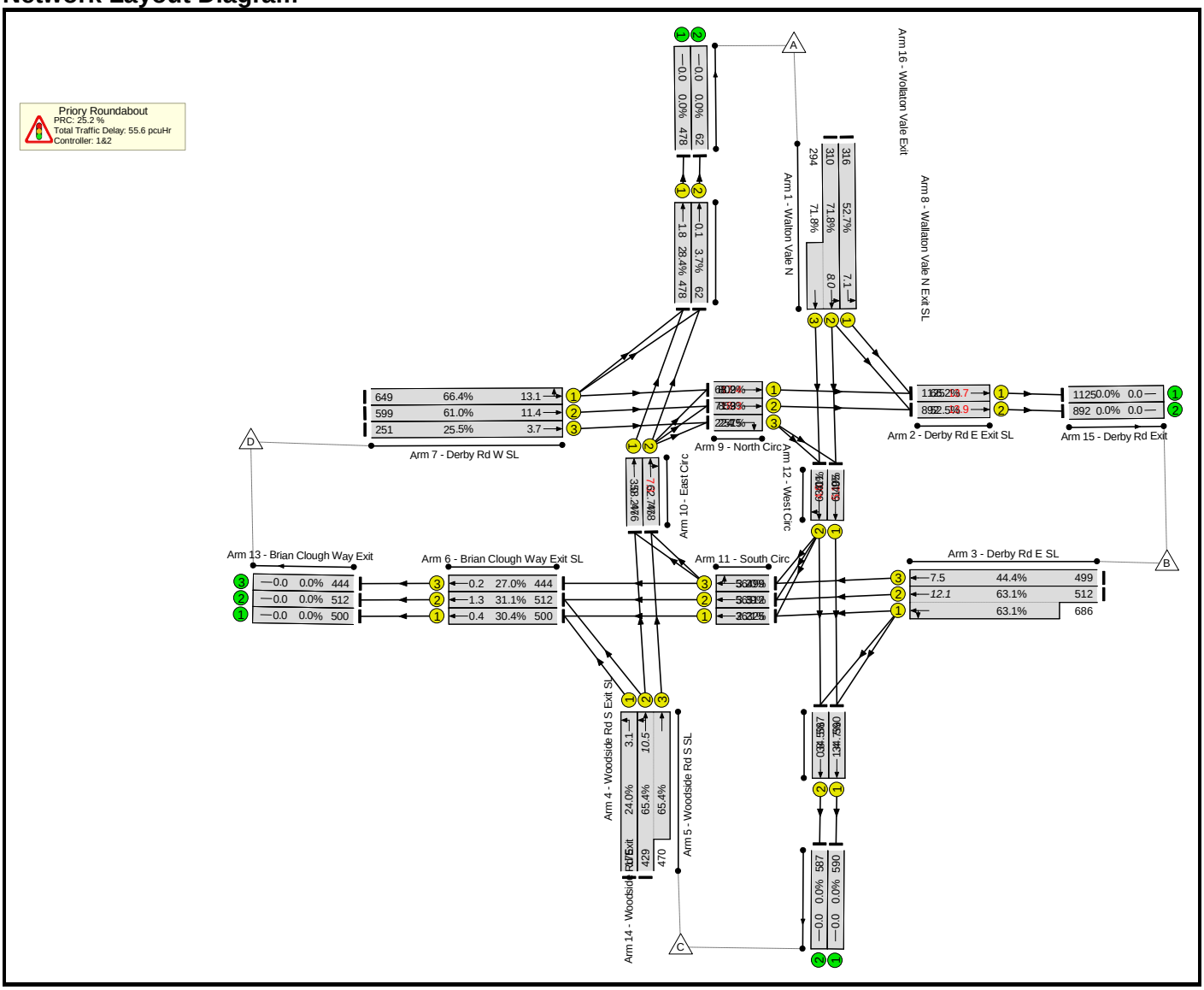
Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12/2 | West Circ Ahead Right | U | C2:A | | 1 | 32 | - | - | 479 | 1996 | 732 | 65.4% | - | - | - | 2.1 | 16.0 | 11.0 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 - Controller A | Stream: 1 PRC for Signalled Lanes (%): | 79.6 | Total Delay for Signalled Lanes (pcuHr): | 7.13 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 2 PRC for Signalled Lanes (%): | 33.4 | Total Delay for Signalled Lanes (pcuHr): | 18.27 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 3 PRC for Signalled Lanes (%): | 89.9 | Total Delay for Signalled Lanes (pcuHr): | 0.96 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 4 PRC for Signalled Lanes (%): | 419.4 | Total Delay for Signalled Lanes (pcuHr): | 0.24 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 1 PRC for Signalled Lanes (%): | 37.5 | Total Delay for Signalled Lanes (pcuHr): | 10.48 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 2 PRC for Signalled Lanes (%): | 60.1 | Total Delay for Signalled Lanes (pcuHr): | 7.26 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 3 PRC for Signalled Lanes (%): | 67.1 | Total Delay for Signalled Lanes (pcuHr): | 1.17 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 4 PRC for Signalled Lanes (%): | 257.7 | Total Delay for Signalled Lanes (pcuHr): | 0.33 | Cycle Time (s): | 90 |
| | PRC Over All Lanes (%): | 33.4 | Total Delay Over All Lanes(pcuHr): | 45.84 | | |

**Scenario 3: 'AM 2041 FLOWS'** (FG3: 'AM 2041', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | - | **71.9%** | **0** | **0** | **0** | **55.6** | - | - |
| **Priory Roundabout** | - | - | - | | - | - | - | - | - | - | - | **71.9%** | **0** | **0** | **0** | **55.6** | - | - |
| 1/1 | Walton Vale N Left | U | C2:D | | 1 | 27 | - | - | 316 | 1926 | 599 | 52.7% | - | - | - | 2.8 | 31.9 | 7.1 |
| 1/2+1/3 | Walton Vale N Left Ahead | U | C2:D | | 1 | 27 | - | - | 604 | 1943:1945 | 432+410 | 71.8 : 71.8% | - | - | - | 5.5 | 32.8 | 8.0 |
| 2/1 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 1125 | 1985 | 1698 | 66.2% | - | - | - | 1.1 | 3.5 | 13.7 |
| 2/2 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 892 | 1985 | 1698 | 52.5% | - | - | - | 0.6 | 2.4 | 13.9 |
| 3/2+3/1 | Derby Rd E SL Left Ahead | U | C1:B | | 1 | 51 | - | - | 1198 | 1945:1890 | 812+1088 | 63.1 : 63.1% | - | - | - | 4.8 | 14.4 | 12.1 |
| 3/3 | Derby Rd E SL Ahead | U | C1:B | | 1 | 51 | - | - | 499 | 1945 | 1124 | 44.4% | - | - | - | 1.9 | 13.7 | 7.5 |
| 4/1 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 590 | 1990 | 1703 | 34.7% | - | - | - | 0.3 | 1.9 | 1.4 |
| 4/2 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 587 | 1990 | 1703 | 34.5% | - | - | - | 0.3 | 1.9 | 0.8 |
| 5/1 | Woodside Rd S SL Left | U | C1:D | | 1 | 33 | - | - | 175 | 1929 | 729 | 24.0% | - | - | - | 1.1 | 22.4 | 3.1 |
| 5/2+5/3 | Woodside Rd S SL Left Ahead | U | C1:D | | 1 | 33 | - | - | 899 | 1975:1975 | 656+719 | 65.4 : 65.4% | - | - | - | 6.6 | 26.3 | 10.5 |
| 6/1 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 500 | 1925 | 1647 | 30.4% | - | - | - | 0.2 | 1.7 | 0.4 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6/2 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 512 | 1925 | 1647 | 31.1% | - | - | - | 0.2 | 1.6 | 1.3 |
| 6/3 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 444 | 1925 | 1647 | 27.0% | - | - | - | 0.2 | 1.5 | 0.2 |
| 7/1 | Derby Rd W SL Left Ahead | U | C2:B | | 1 | 44 | - | - | 649 | 1955 | 978 | 66.4% | - | - | - | 4.0 | 22.3 | 13.1 |
| 7/2 | Derby Rd W SL Ahead | U | C2:B | | 1 | 44 | - | - | 599 | 1965 | 982 | 61.0% | - | - | - | 3.5 | 20.9 | 11.4 |
| 7/3 | Derby Rd W SL Ahead | U | C2:B | | 1 | 44 | - | - | 251 | 1965 | 982 | 25.5% | - | - | - | 1.1 | 15.4 | 3.7 |
| 8/1 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 478 | 1965 | 1681 | 28.4% | - | - | - | 0.2 | 1.5 | 1.8 |
| 8/2 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 62 | 1965 | 1681 | 3.7% | - | - | - | 0.0 | 1.8 | 0.1 |
| 9/1 | North Circ Ahead | U | C2:C | | 1 | 52 | - | - | 809 | 2015 | 1187 | 68.2% | - | - | - | 3.7 | 16.4 | 17.4 |
| 9/2 | North Circ Ahead | U | C2:C | | 1 | 52 | - | - | 853 | 2015 | 1187 | 71.9% | - | - | - | 4.4 | 18.4 | 18.3 |
| 9/3 | North Circ Right | U | C2:C | | 1 | 52 | - | - | 251 | 1874 | 1104 | 22.7% | - | - | - | 0.6 | 7.9 | 4.5 |
| 10/1 | East Circ Ahead | U | C1:A | | 1 | 28 | - | - | 405 | 2030 | 654 | 61.9% | - | - | - | 2.8 | 25.1 | 5.1 |
| 10/2 | East Circ Ahead Right | U | C1:A | | 1 | 28 | - | - | 411 | 2025 | 653 | 63.0% | - | - | - | 2.7 | 23.8 | 4.8 |
| 11/1 | South Circ Ahead | U | C1:C | | 1 | 38 | - | - | 325 | 2075 | 899 | 36.1% | - | - | - | 1.1 | 12.3 | 2.2 |
| 11/2 | South Circ Ahead | U | C1:C | | 1 | 38 | - | - | 512 | 2075 | 899 | 56.9% | - | - | - | 1.9 | 13.6 | 3.3 |
| 11/3 | South Circ Ahead Right | U | C1:C | | 1 | 38 | - | - | 499 | 2058 | 892 | 56.0% | - | - | - | 1.9 | 13.6 | 3.2 |
| 12/1 | West Circ Ahead | U | C2:A | | 1 | 35 | - | - | 476 | 2045 | 818 | 58.2% | - | - | - | 1.2 | 8.7 | 3.0 |

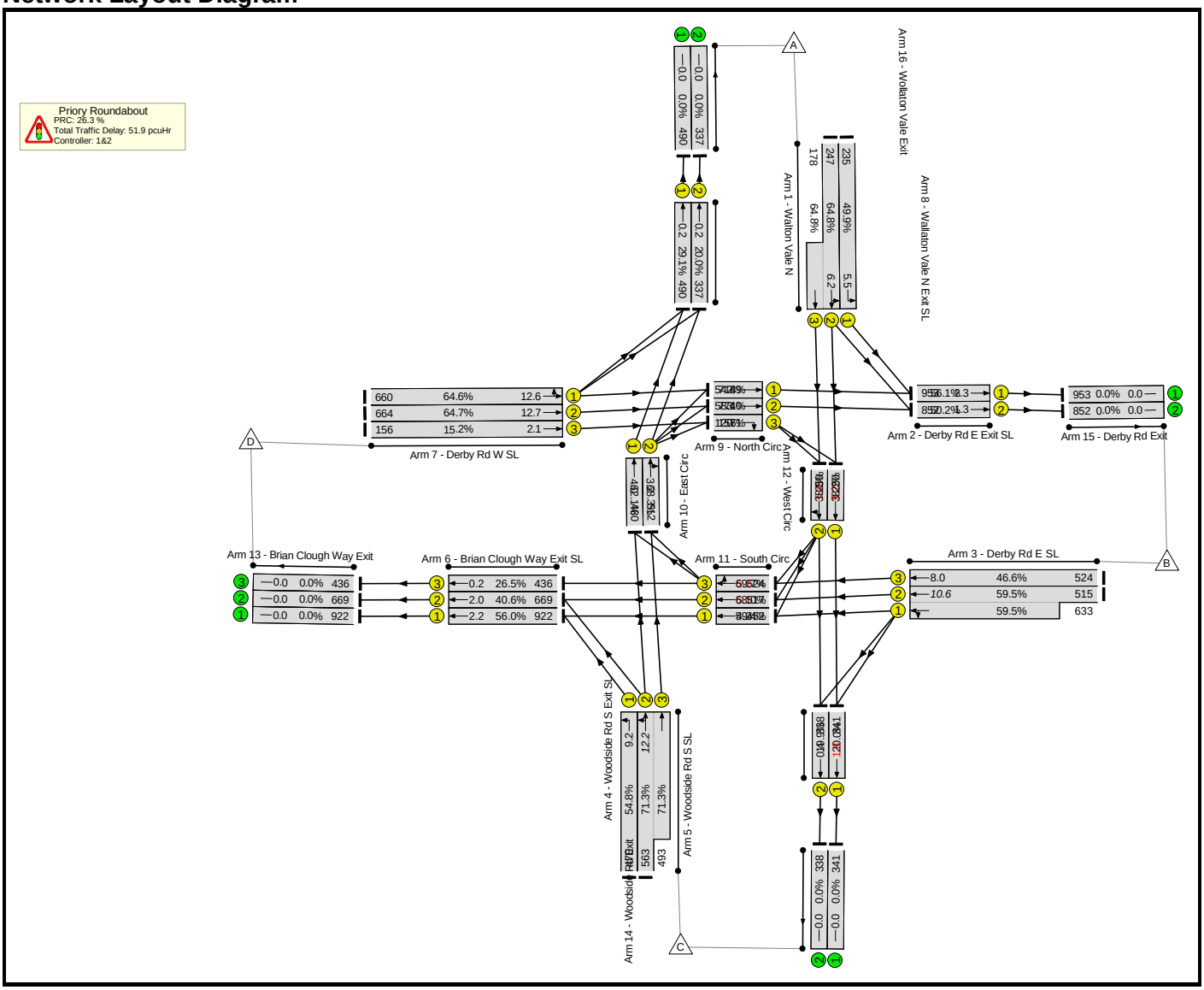
Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12/2 | West Circ Ahead Right | U | C2:A | | 1 | 35 | - | - | 478 | 1905 | 762 | 62.7% | - | - | - | 1.0 | 7.4 | 7.3 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 - Controller A | Stream: 1 PRC for Signalled Lanes (%): | 42.7 | Total Delay for Signalled Lanes (pcuHr): | 12.23 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 2 PRC for Signalled Lanes (%): | 37.7 | Total Delay for Signalled Lanes (pcuHr): | 12.60 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 3 PRC for Signalled Lanes (%): | 35.9 | Total Delay for Signalled Lanes (pcuHr): | 1.69 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 4 PRC for Signalled Lanes (%): | 159.7 | Total Delay for Signalled Lanes (pcuHr): | 0.63 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 1 PRC for Signalled Lanes (%): | 35.6 | Total Delay for Signalled Lanes (pcuHr): | 10.69 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 2 PRC for Signalled Lanes (%): | 25.2 | Total Delay for Signalled Lanes (pcuHr): | 16.90 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 3 PRC for Signalled Lanes (%): | 189.5 | Total Delay for Signalled Lanes (pcuHr): | 0.65 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 4 PRC for Signalled Lanes (%): | 216.5 | Total Delay for Signalled Lanes (pcuHr): | 0.23 | Cycle Time (s): | 90 |
| | PRC Over All Lanes (%): | 25.2 | Total Delay Over All Lanes(pcuHr): | 55.62 | | |

**Scenario 4: 'PM 2041 FLOWS'** (FG4: 'PM 2041', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **71.3%** | **0** | **0** | **0** | **51.9** | **-** | **-** |
| **Priory Roundabout** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **71.3%** | **0** | **0** | **0** | **51.9** | **-** | **-** |
| 1/1 | Walton Vale N Left | U | C2:D | | 1 | 21 | - | - | 235 | 1926 | 471 | 49.9% | - | - | - | 2.4 | 36.9 | 5.5 |
| 1/2+1/3 | Walton Vale N Left Ahead | U | C2:D | | 1 | 21 | - | - | 425 | 1939:1945 | 381+275 | 64.8 : 64.8% | - | - | - | 4.3 | 36.7 | 6.2 |
| 2/1 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 953 | 1985 | 1698 | 56.1% | - | - | - | 0.7 | 2.7 | 2.3 |
| 2/2 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 852 | 1985 | 1698 | 50.2% | - | - | - | 0.6 | 2.5 | 1.3 |
| 3/2+3/1 | Derby Rd E SL Left Ahead | U | C1:B | | 1 | 51 | - | - | 1148 | 1945:1915 | 865+1063 | 59.5 : 59.5% | - | - | - | 4.4 | 13.8 | 10.6 |
| 3/3 | Derby Rd E SL Ahead | U | C1:B | | 1 | 51 | - | - | 524 | 1945 | 1124 | 46.6% | - | - | - | 2.0 | 14.0 | 8.0 |
| 4/1 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 341 | 1990 | 1703 | 20.0% | - | - | - | 0.1 | 1.6 | 1.8 |
| 4/2 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 338 | 1990 | 1703 | 19.9% | - | - | - | 0.1 | 1.6 | 0.4 |
| 5/1 | Woodside Rd S SL Left | U | C1:D | | 1 | 39 | - | - | 470 | 1929 | 857 | 54.8% | - | - | - | 3.0 | 23.0 | 9.2 |
| 5/2+5/3 | Woodside Rd S SL Left Ahead | U | C1:D | | 1 | 39 | - | - | 1056 | 1963:1975 | 790+692 | 71.3 : 71.3% | - | - | - | 6.8 | 23.2 | 12.2 |
| 6/1 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 922 | 1925 | 1647 | 56.0% | - | - | - | 0.7 | 2.7 | 2.2 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6/2 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 669 | 1925 | 1647 | 40.6% | - | - | - | 0.4 | 1.9 | 2.0 |
| 6/3 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 436 | 1925 | 1647 | 26.5% | - | - | - | 0.2 | 1.5 | 0.2 |
| 7/1 | Derby Rd W SL Left Ahead | U | C2:B | | 1 | 46 | - | - | 660 | 1956 | 1021 | 64.6% | - | - | - | 3.8 | 20.5 | 12.6 |
| 7/2 | Derby Rd W SL Ahead | U | C2:B | | 1 | 46 | - | - | 664 | 1965 | 1026 | 64.7% | - | - | - | 3.8 | 20.5 | 12.7 |
| 7/3 | Derby Rd W SL Ahead | U | C2:B | | 1 | 46 | - | - | 156 | 1965 | 1026 | 15.2% | - | - | - | 0.6 | 13.2 | 2.1 |
| 8/1 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 490 | 1965 | 1681 | 29.1% | - | - | - | 0.2 | 1.5 | 0.2 |
| 8/2 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 337 | 1965 | 1681 | 20.0% | - | - | - | 0.1 | 1.4 | 0.2 |
| 9/1 | North Circ Ahead | U | C2:C | | 1 | 58 | - | - | 718 | 2015 | 1321 | 54.4% | - | - | - | 1.1 | 5.6 | 2.9 |
| 9/2 | North Circ Ahead | U | C2:C | | 1 | 58 | - | - | 771 | 2015 | 1321 | 58.4% | - | - | - | 1.2 | 5.7 | 3.0 |
| 9/3 | North Circ Right | U | C2:C | | 1 | 58 | - | - | 156 | 1874 | 1229 | 12.7% | - | - | - | 0.1 | 1.7 | 0.1 |
| 10/1 | East Circ Ahead | U | C1:A | | 1 | 28 | - | - | 250 | 2030 | 654 | 38.2% | - | - | - | 1.2 | 16.7 | 5.2 |
| 10/2 | East Circ Ahead Right | U | C1:A | | 1 | 28 | - | - | 250 | 2025 | 653 | 38.3% | - | - | - | 1.2 | 17.0 | 5.4 |
| 11/1 | South Circ Ahead | U | C1:C | | 1 | 32 | - | - | 452 | 2075 | 761 | 59.4% | - | - | - | 2.5 | 19.7 | 4.2 |
| 11/2 | South Circ Ahead | U | C1:C | | 1 | 32 | - | - | 517 | 2075 | 761 | 68.0% | - | - | - | 3.0 | 21.2 | 5.1 |
| 11/3 | South Circ Ahead Right | U | C1:C | | 1 | 32 | - | - | 524 | 2049 | 751 | 69.7% | - | - | - | 3.2 | 21.7 | 5.2 |
| 12/1 | West Circ Ahead | U | C2:A | | 1 | 33 | - | - | 480 | 2045 | 773 | 62.1% | - | - | - | 2.1 | 15.7 | 4.0 |

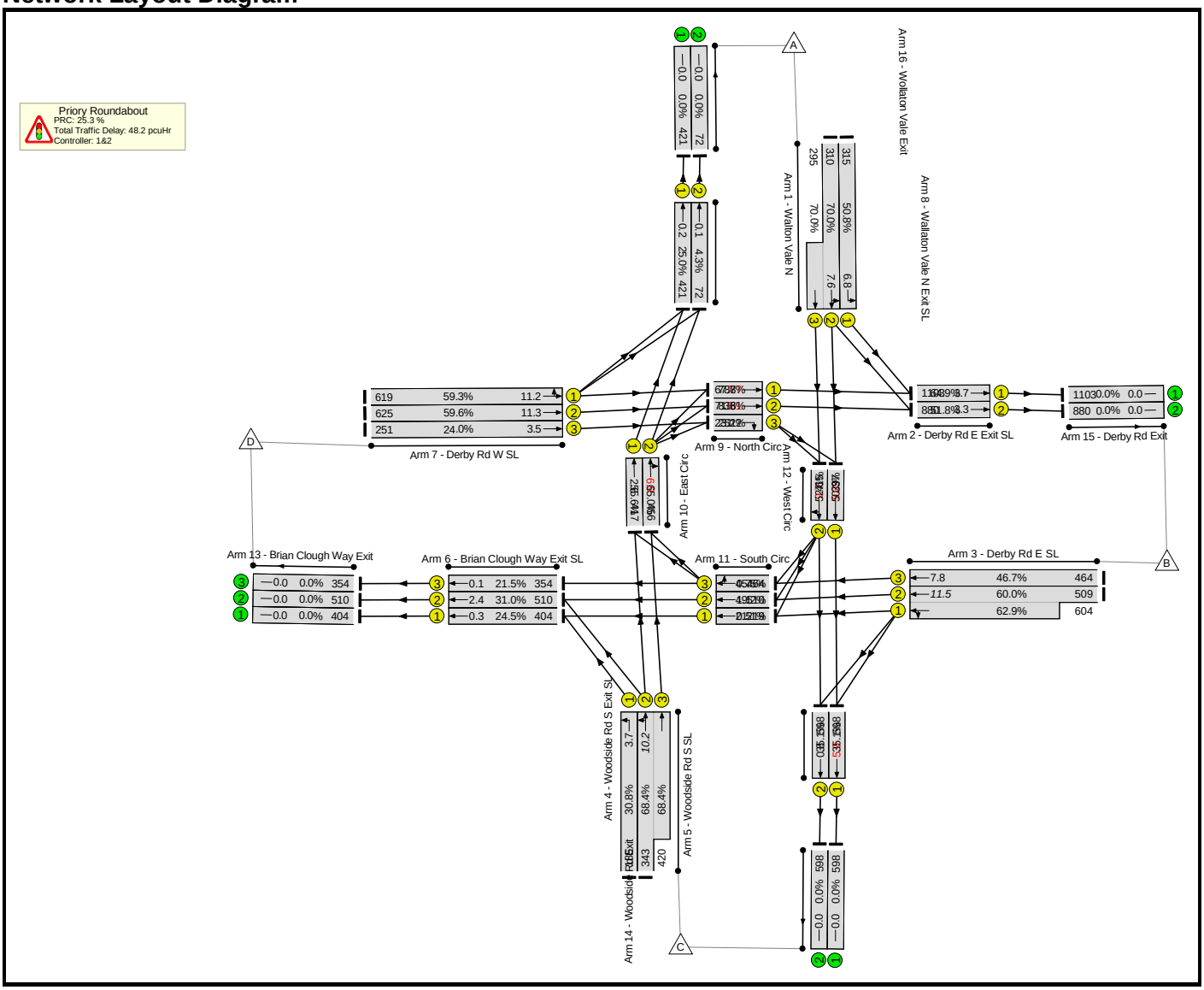
Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12/2 | West Circ Ahead Right | U | C2:A | | 1 | 33 | - | - | 512 | 1983 | 749 | 68.3% | - | - | - | 2.2 | 15.2 | 3.2 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 - Controller A | Stream: 1 PRC for Signalled Lanes (%): | 51.2 | Total Delay for Signalled Lanes (pcuHr): | 8.78 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 2 PRC for Signalled Lanes (%): | 26.3 | Total Delay for Signalled Lanes (pcuHr): | 18.48 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 3 PRC for Signalled Lanes (%): | 60.4 | Total Delay for Signalled Lanes (pcuHr): | 1.30 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 4 PRC for Signalled Lanes (%): | 349.4 | Total Delay for Signalled Lanes (pcuHr): | 0.30 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 1 PRC for Signalled Lanes (%): | 31.7 | Total Delay for Signalled Lanes (pcuHr): | 12.35 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 2 PRC for Signalled Lanes (%): | 38.9 | Total Delay for Signalled Lanes (pcuHr): | 9.14 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 3 PRC for Signalled Lanes (%): | 60.8 | Total Delay for Signalled Lanes (pcuHr): | 1.24 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 4 PRC for Signalled Lanes (%): | 208.8 | Total Delay for Signalled Lanes (pcuHr): | 0.34 | Cycle Time (s): | 90 |
| | PRC Over All Lanes (%): | 26.3 | Total Delay Over All Lanes(pcuHr): | 51.94 | | |

**Scenario 5: 'AM 2026 FLOWS DS'** (FG5: 'AM 2026 DS', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | - | **71.8%** | **0** | **0** | **0** | **48.2** | - | - |
| **Priory Roundabout** | - | - | - | | - | - | - | - | - | - | - | **71.8%** | **0** | **0** | **0** | **48.2** | - | - |
| 1/1 | Walton Vale N Left | U | C2:D | | 1 | 28 | - | - | 315 | 1926 | 621 | 50.8% | - | - | - | 2.7 | 30.6 | 6.8 |
| 1/2+1/3 | Walton Vale N Left Ahead | U | C2:D | | 1 | 28 | - | - | 605 | 1942:1945 | 443+421 | 70.0 : 70.0% | - | - | - | 5.3 | 31.4 | 7.6 |
| 2/1 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 1103 | 1985 | 1698 | 64.9% | - | - | - | 1.0 | 3.4 | 3.7 |
| 2/2 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 880 | 1985 | 1698 | 51.8% | - | - | - | 0.6 | 2.3 | 3.3 |
| 3/2+3/1 | Derby Rd E SL Left Ahead | U | C1:B | | 1 | 45 | - | - | 1113 | 1945:1879 | 849+960 | 60.0 : 62.9% | - | - | - | 5.5 | 17.8 | 11.5 |
| 3/3 | Derby Rd E SL Ahead | U | C1:B | | 1 | 45 | - | - | 464 | 1945 | 994 | 46.7% | - | - | - | 2.3 | 17.5 | 7.8 |
| 4/1 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 598 | 1990 | 1703 | 35.1% | - | - | - | 0.3 | 2.0 | 5.9 |
| 4/2 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 598 | 1990 | 1703 | 35.1% | - | - | - | 0.3 | 1.9 | 0.8 |
| 5/1 | Woodside Rd S SL Left | U | C1:D | | 1 | 27 | - | - | 185 | 1929 | 600 | 30.8% | - | - | - | 1.4 | 28.0 | 3.7 |
| 5/2+5/3 | Woodside Rd S SL Left Ahead | U | C1:D | | 1 | 27 | - | - | 763 | 1975:1975 | 502+614 | 68.4 : 68.4% | - | - | - | 6.7 | 31.6 | 10.2 |
| 6/1 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 404 | 1925 | 1647 | 24.5% | - | - | - | 0.2 | 1.6 | 0.3 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6/2 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 510 | 1925 | 1647 | 31.0% | - | - | - | 0.2 | 1.6 | 2.4 |
| 6/3 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 354 | 1925 | 1647 | 21.5% | - | - | - | 0.1 | 1.4 | 0.1 |
| 7/1 | Derby Rd W SL Left Ahead | U | C2:B | | 1 | 47 | - | - | 619 | 1957 | 1044 | 59.3% | - | - | - | 3.2 | 18.6 | 11.2 |
| 7/2 | Derby Rd W SL Ahead | U | C2:B | | 1 | 47 | - | - | 625 | 1965 | 1048 | 59.6% | - | - | - | 3.2 | 18.6 | 11.3 |
| 7/3 | Derby Rd W SL Ahead | U | C2:B | | 1 | 47 | - | - | 251 | 1965 | 1048 | 24.0% | - | - | - | 0.9 | 13.5 | 3.5 |
| 8/1 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 421 | 1965 | 1681 | 25.0% | - | - | - | 0.2 | 1.4 | 0.2 |
| 8/2 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 72 | 1965 | 1681 | 4.3% | - | - | - | 0.0 | 1.5 | 0.1 |
| 9/1 | North Circ Ahead | U | C2:C | | 1 | 51 | - | - | 788 | 2015 | 1164 | 67.7% | - | - | - | 2.6 | 11.7 | 7.7 |
| 9/2 | North Circ Ahead | U | C2:C | | 1 | 51 | - | - | 836 | 2015 | 1164 | 71.8% | - | - | - | 2.9 | 12.3 | 8.1 |
| 9/3 | North Circ Right | U | C2:C | | 1 | 51 | - | - | 251 | 1874 | 1083 | 23.2% | - | - | - | 0.4 | 5.6 | 1.2 |
| 10/1 | East Circ Ahead | U | C1:A | | 1 | 34 | - | - | 397 | 2030 | 789 | 50.3% | - | - | - | 2.0 | 18.3 | 9.2 |
| 10/2 | East Circ Ahead Right | U | C1:A | | 1 | 34 | - | - | 415 | 2027 | 788 | 52.6% | - | - | - | 2.0 | 17.6 | 9.7 |
| 11/1 | South Circ Ahead | U | C1:C | | 1 | 44 | - | - | 219 | 2075 | 1038 | 21.1% | - | - | - | 0.3 | 4.4 | 0.5 |
| 11/2 | South Circ Ahead | U | C1:C | | 1 | 44 | - | - | 510 | 2075 | 1038 | 49.2% | - | - | - | 0.7 | 4.6 | 1.1 |
| 11/3 | South Circ Ahead Right | U | C1:C | | 1 | 44 | - | - | 464 | 2039 | 1020 | 45.5% | - | - | - | 0.6 | 4.4 | 0.7 |
| 12/1 | West Circ Ahead | U | C2:A | | 1 | 32 | - | - | 417 | 2045 | 750 | 55.6% | - | - | - | 1.4 | 11.8 | 2.6 |

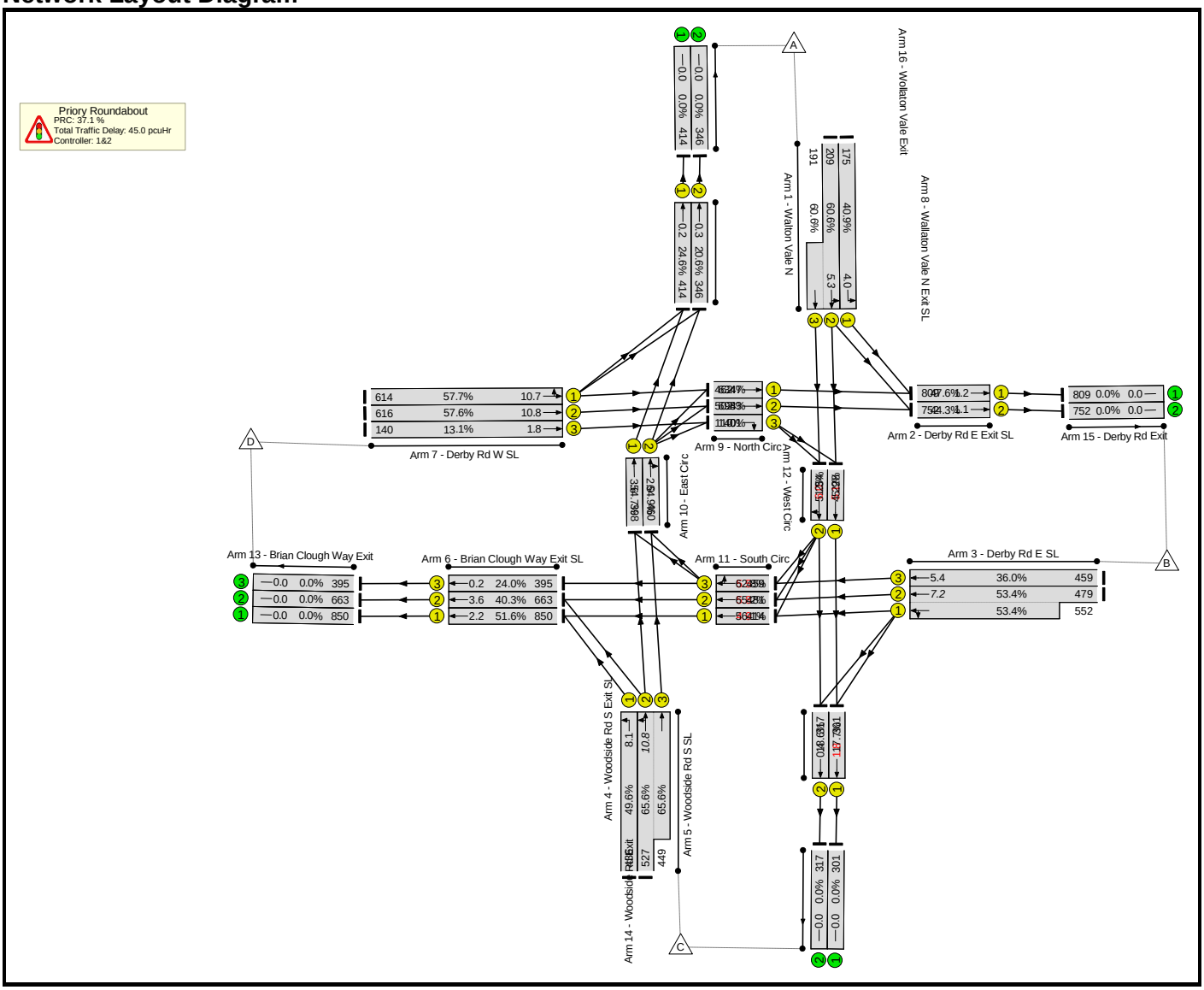
Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12/2 | West Circ Ahead Right | U | C2:A | | 1 | 32 | - | - | 456 | 1913 | 701 | 65.0% | - | - | - | 1.3 | 10.6 | 6.9 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 - Controller A | Stream: 1 PRC for Signalled Lanes (%): | 43.1 | Total Delay for Signalled Lanes (pcuHr): | 11.83 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 2 PRC for Signalled Lanes (%): | 31.7 | Total Delay for Signalled Lanes (pcuHr): | 9.63 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 3 PRC for Signalled Lanes (%): | 38.6 | Total Delay for Signalled Lanes (pcuHr): | 1.58 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 4 PRC for Signalled Lanes (%): | 156.2 | Total Delay for Signalled Lanes (pcuHr): | 0.65 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 1 PRC for Signalled Lanes (%): | 38.4 | Total Delay for Signalled Lanes (pcuHr): | 10.07 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 2 PRC for Signalled Lanes (%): | 25.3 | Total Delay for Signalled Lanes (pcuHr): | 13.76 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 3 PRC for Signalled Lanes (%): | 190.6 | Total Delay for Signalled Lanes (pcuHr): | 0.54 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 4 PRC for Signalled Lanes (%): | 259.4 | Total Delay for Signalled Lanes (pcuHr): | 0.20 | Cycle Time (s): | 90 |
| | PRC Over All Lanes (%): | 25.3 | Total Delay Over All Lanes(pcuHr): | 48.25 | | |

**Scenario 6: 'PM 2026 FLOWS DS'** (FG6: 'PM 2026 DS', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



Basic Results Summary

## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **65.6%** | **0** | **0** | **0** | **45.0** | **-** | **-** |
| **Priory Roundabout** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **65.6%** | **0** | **0** | **0** | **45.0** | **-** | **-** |
| 1/1 | Walton Vale N Left | U | C2:D | | 1 | 19 | - | - | 175 | 1926 | 428 | 40.9% | - | - | - | 1.8 | 37.0 | 4.0 |
| 1/2+1/3 | Walton Vale N Left Ahead | U | C2:D | | 1 | 19 | - | - | 400 | 1940:1945 | 345+315 | 60.6 : 60.6% | - | - | - | 4.1 | 37.2 | 5.3 |
| 2/1 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 809 | 1985 | 1698 | 47.6% | - | - | - | 0.5 | 2.3 | 1.2 |
| 2/2 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 752 | 1985 | 1698 | 44.3% | - | - | - | 0.5 | 2.2 | 1.1 |
| 3/2+3/1 | Derby Rd E SL Left Ahead | U | C1:B | | 1 | 58 | - | - | 1031 | 1945:1918 | 897+1034 | 53.4 : 53.4% | - | - | - | 2.7 | 9.3 | 7.2 |
| 3/3 | Derby Rd E SL Ahead | U | C1:B | | 1 | 58 | - | - | 459 | 1945 | 1275 | 36.0% | - | - | - | 1.2 | 9.2 | 5.4 |
| 4/1 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 301 | 1990 | 1703 | 17.7% | - | - | - | 0.1 | 1.5 | 1.8 |
| 4/2 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 317 | 1990 | 1703 | 18.6% | - | - | - | 0.1 | 1.5 | 0.4 |
| 5/1 | Woodside Rd S SL Left | U | C1:D | | 1 | 40 | - | - | 436 | 1929 | 879 | 49.6% | - | - | - | 2.6 | 21.3 | 8.1 |
| 5/2+5/3 | Woodside Rd S SL Left Ahead | U | C1:D | | 1 | 40 | - | - | 976 | 1959:1975 | 803+684 | 65.6 : 65.6% | - | - | - | 5.8 | 21.3 | 10.8 |
| 6/1 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 850 | 1925 | 1647 | 51.6% | - | - | - | 0.6 | 2.5 | 2.2 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6/2 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 663 | 1925 | 1647 | 40.3% | - | - | - | 0.4 | 2.0 | 3.6 |
| 6/3 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 395 | 1925 | 1647 | 24.0% | - | - | - | 0.2 | 1.4 | 0.2 |
| 7/1 | Derby Rd W SL Left Ahead | U | C2:B | | 1 | 48 | - | - | 614 | 1953 | 1063 | 57.7% | - | - | - | 3.0 | 17.6 | 10.7 |
| 7/2 | Derby Rd W SL Ahead | U | C2:B | | 1 | 48 | - | - | 616 | 1965 | 1070 | 57.6% | - | - | - | 3.0 | 17.6 | 10.8 |
| 7/3 | Derby Rd W SL Ahead | U | C2:B | | 1 | 48 | - | - | 140 | 1965 | 1070 | 13.1% | - | - | - | 0.5 | 12.0 | 1.8 |
| 8/1 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 414 | 1965 | 1681 | 24.6% | - | - | - | 0.2 | 1.5 | 0.2 |
| 8/2 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 346 | 1965 | 1681 | 20.6% | - | - | - | 0.1 | 1.5 | 0.3 |
| 9/1 | North Circ Ahead | U | C2:C | | 1 | 60 | - | - | 634 | 2015 | 1366 | 46.4% | - | - | - | 0.8 | 4.7 | 2.7 |
| 9/2 | North Circ Ahead | U | C2:C | | 1 | 60 | - | - | 694 | 2015 | 1366 | 50.8% | - | - | - | 0.9 | 4.5 | 2.3 |
| 9/3 | North Circ Right | U | C2:C | | 1 | 60 | - | - | 140 | 1874 | 1270 | 11.0% | - | - | - | 0.1 | 1.6 | 0.1 |
| 10/1 | East Circ Ahead | U | C1:A | | 1 | 21 | - | - | 228 | 2030 | 496 | 45.9% | - | - | - | 1.5 | 23.6 | 5.1 |
| 10/2 | East Circ Ahead Right | U | C1:A | | 1 | 21 | - | - | 254 | 2025 | 495 | 51.3% | - | - | - | 1.7 | 24.3 | 6.0 |
| 11/1 | South Circ Ahead | U | C1:C | | 1 | 31 | - | - | 414 | 2075 | 738 | 56.1% | - | - | - | 2.7 | 23.1 | 4.9 |
| 11/2 | South Circ Ahead | U | C1:C | | 1 | 31 | - | - | 481 | 2075 | 738 | 65.2% | - | - | - | 3.3 | 24.8 | 5.8 |
| 11/3 | South Circ Ahead Right | U | C1:C | | 1 | 31 | - | - | 459 | 2054 | 730 | 62.8% | - | - | - | 3.1 | 24.3 | 5.5 |
| 12/1 | West Circ Ahead | U | C2:A | | 1 | 31 | - | - | 398 | 2045 | 727 | 54.7% | - | - | - | 1.7 | 15.7 | 3.6 |

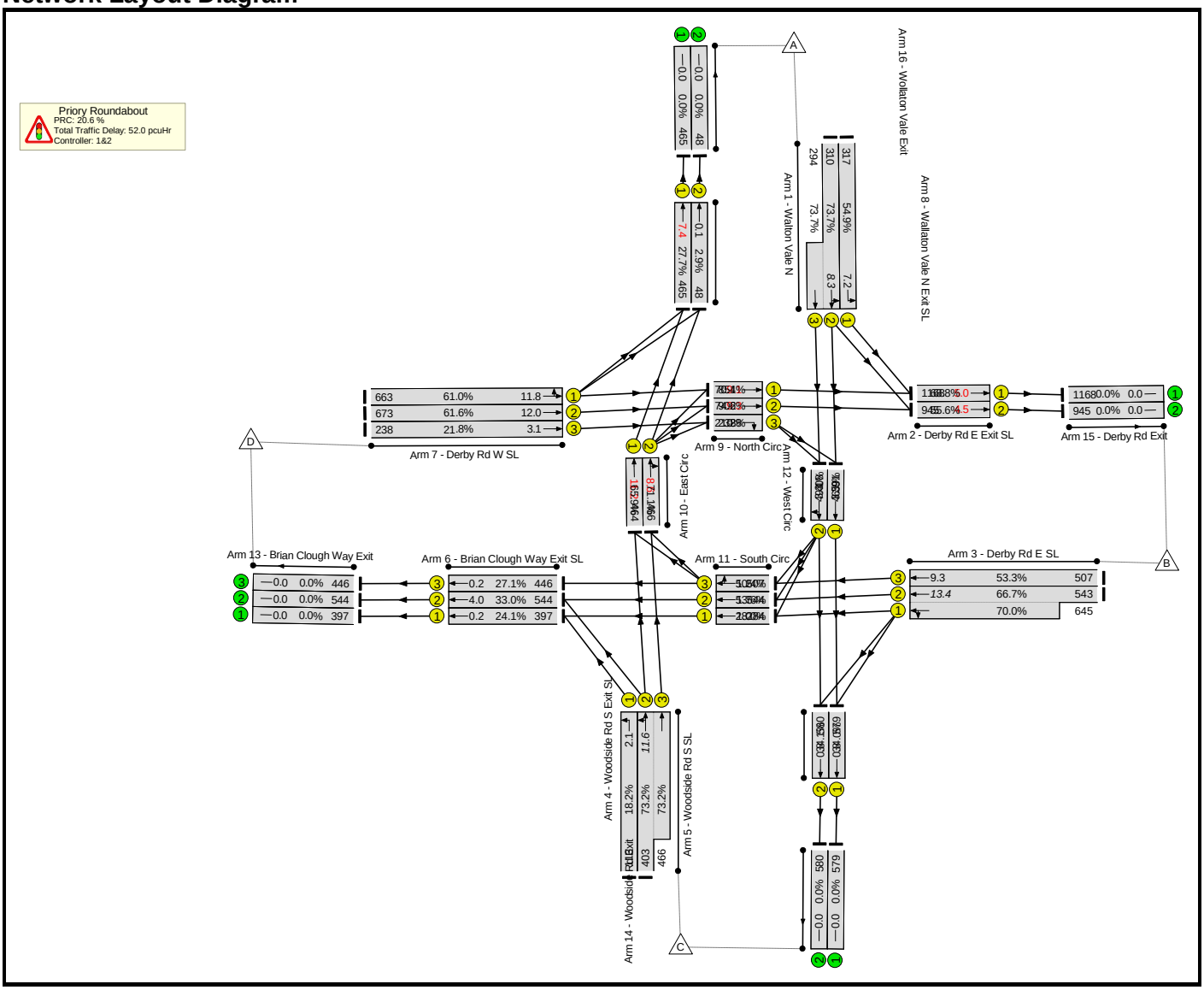
Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12/2 | West Circ Ahead Right | U | C2:A | | 1 | 31 | - | - | 460 | 1992 | 708 | 64.9% | - | - | - | 2.0 | 15.5 | 2.9 |

| | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| C1 - Controller A | Stream: 1 | PRC for Signalled Lanes (%): | 68.5 | Total Delay for Signalled Lanes (pcuHr): | 7.05 | Cycle Time (s): | 90 | |
| C1 - Controller A | Stream: 2 | PRC for Signalled Lanes (%): | 37.1 | Total Delay for Signalled Lanes (pcuHr): | 17.43 | Cycle Time (s): | 90 | |
| C1 - Controller A | Stream: 3 | PRC for Signalled Lanes (%): | 88.9 | Total Delay for Signalled Lanes (pcuHr): | 0.98 | Cycle Time (s): | 90 | |
| C1 - Controller A | Stream: 4 | PRC for Signalled Lanes (%): | 383.4 | Total Delay for Signalled Lanes (pcuHr): | 0.26 | Cycle Time (s): | 90 | |
| C2 - Controller B | Stream: 1 | PRC for Signalled Lanes (%): | 38.6 | Total Delay for Signalled Lanes (pcuHr): | 10.19 | Cycle Time (s): | 90 | |
| C2 - Controller B | Stream: 2 | PRC for Signalled Lanes (%): | 48.5 | Total Delay for Signalled Lanes (pcuHr): | 7.70 | Cycle Time (s): | 90 | |
| C2 - Controller B | Stream: 3 | PRC for Signalled Lanes (%): | 74.4 | Total Delay for Signalled Lanes (pcuHr): | 1.11 | Cycle Time (s): | 90 | |
| C2 - Controller B | Stream: 4 | PRC for Signalled Lanes (%): | 265.5 | Total Delay for Signalled Lanes (pcuHr): | 0.31 | Cycle Time (s): | 90 | |
| | | PRC Over All Lanes (%): | 37.1 | Total Delay Over All Lanes(pcuHr): | 45.03 | | | |

**Scenario 7: 'AM 2041 FLOWS DS'** (FG7: 'AM 2041 DS', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | - | - | - | | - | - | - | - | - | - | - | **74.6%** | **0** | **0** | **0** | **52.0** | - | - |
| **Priory Roundabout** | - | - | - | | - | - | - | - | - | - | - | **74.6%** | **0** | **0** | **0** | **52.0** | - | - |
| 1/1 | Walton Vale N Left | U | C2:D | | 1 | 26 | - | - | 317 | 1926 | 578 | 54.9% | - | - | - | 2.9 | 33.3 | 7.2 |
| 1/2+1/3 | Walton Vale N Left Ahead | U | C2:D | | 1 | 26 | - | - | 604 | 1942:1945 | 421+399 | 73.7 : 73.7% | - | - | - | 5.8 | 34.4 | 8.3 |
| 2/1 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 1168 | 1985 | 1698 | 68.8% | - | - | - | 1.2 | 3.7 | 5.0 |
| 2/2 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 945 | 1985 | 1698 | 55.6% | - | - | - | 0.6 | 2.4 | 4.5 |
| 3/2+3/1 | Derby Rd E SL Left Ahead | U | C1:B | | 1 | 43 | - | - | 1188 | 1945:1885 | 814+922 | 66.7 : 70.0% | - | - | - | 6.7 | 20.4 | 13.4 |
| 3/3 | Derby Rd E SL Ahead | U | C1:B | | 1 | 43 | - | - | 507 | 1945 | 951 | 53.3% | - | - | - | 2.8 | 19.9 | 9.3 |
| 4/1 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 579 | 1990 | 1703 | 34.0% | - | - | - | 0.3 | 1.9 | 0.8 |
| 4/2 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 580 | 1990 | 1703 | 34.1% | - | - | - | 0.3 | 1.9 | 0.8 |
| 5/1 | Woodside Rd S SL Left | U | C1:D | | 1 | 28 | - | - | 113 | 1929 | 622 | 18.2% | - | - | - | 0.8 | 25.5 | 2.1 |
| 5/2+5/3 | Woodside Rd S SL Left Ahead | U | C1:D | | 1 | 28 | - | - | 869 | 1975:1975 | 550+636 | 73.2 : 73.2% | - | - | - | 7.8 | 32.2 | 11.6 |
| 6/1 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 397 | 1925 | 1647 | 24.1% | - | - | - | 0.2 | 1.5 | 0.2 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6/2 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 544 | 1925 | 1647 | 33.0% | - | - | - | 0.2 | 1.6 | 4.0 |
| 6/3 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 446 | 1925 | 1647 | 27.1% | - | - | - | 0.2 | 1.5 | 0.2 |
| 7/1 | Derby Rd W SL Left Ahead | U | C2:B | | 1 | 49 | - | - | 663 | 1956 | 1087 | 61.0% | - | - | - | 3.3 | 17.7 | 11.8 |
| 7/2 | Derby Rd W SL Ahead | U | C2:B | | 1 | 49 | - | - | 673 | 1965 | 1092 | 61.6% | - | - | - | 3.3 | 17.8 | 12.0 |
| 7/3 | Derby Rd W SL Ahead | U | C2:B | | 1 | 49 | - | - | 238 | 1965 | 1092 | 21.8% | - | - | - | 0.8 | 12.2 | 3.1 |
| 8/1 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 465 | 1965 | 1681 | 27.7% | - | - | - | 0.2 | 1.6 | 7.4 |
| 8/2 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 48 | 1965 | 1681 | 2.9% | - | - | - | 0.0 | 1.9 | 0.1 |
| 9/1 | North Circ Ahead | U | C2:C | | 1 | 53 | - | - | 851 | 2015 | 1209 | 70.4% | - | - | - | 3.1 | 12.9 | 9.1 |
| 9/2 | North Circ Ahead | U | C2:C | | 1 | 53 | - | - | 902 | 2015 | 1209 | 74.6% | - | - | - | 3.4 | 13.4 | 9.3 |
| 9/3 | North Circ Right | U | C2:C | | 1 | 53 | - | - | 238 | 1874 | 1124 | 21.2% | - | - | - | 0.4 | 5.6 | 0.8 |
| 10/1 | East Circ Ahead | U | C1:A | | 1 | 36 | - | - | 391 | 2030 | 835 | 46.9% | - | - | - | 1.5 | 14.2 | 3.5 |
| 10/2 | East Circ Ahead Right | U | C1:A | | 1 | 36 | - | - | 408 | 2022 | 831 | 49.1% | - | - | - | 1.5 | 13.2 | 3.3 |
| 11/1 | South Circ Ahead | U | C1:C | | 1 | 43 | - | - | 284 | 2075 | 1014 | 28.0% | - | - | - | 0.4 | 5.1 | 1.0 |
| 11/2 | South Circ Ahead | U | C1:C | | 1 | 43 | - | - | 544 | 2075 | 1014 | 53.6% | - | - | - | 0.7 | 4.3 | 1.7 |
| 11/3 | South Circ Ahead Right | U | C1:C | | 1 | 43 | - | - | 507 | 2056 | 1005 | 50.4% | - | - | - | 0.6 | 4.0 | 1.2 |
| 12/1 | West Circ Ahead | U | C2:A | | 1 | 30 | - | - | 464 | 2045 | 704 | 65.9% | - | - | - | 1.8 | 14.0 | 11.2 |

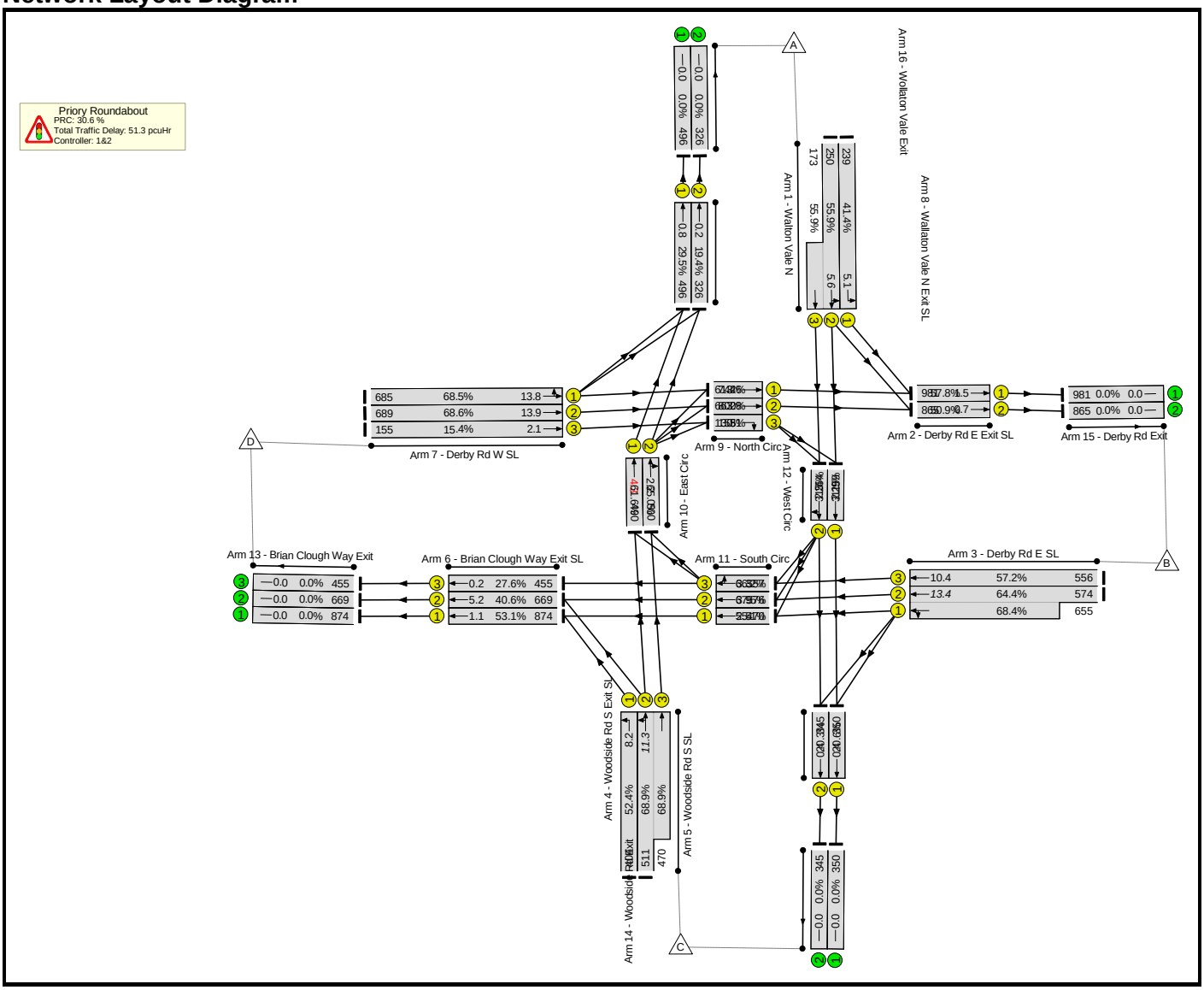
Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12/2 | West Circ Ahead Right | U | C2:A | | 1 | 30 | - | - | 466 | 1902 | 655 | 71.1% | - | - | - | 1.3 | 9.7 | 8.6 |

| | | | | | | |
|---|---|---|---|---|---|---|
| C1 - Controller A | Stream: 1 PRC for Signalled Lanes (%): | 28.6 | Total Delay for Signalled Lanes (pcuHr): | 12.59 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 2 PRC for Signalled Lanes (%): | 22.9 | Total Delay for Signalled Lanes (pcuHr): | 10.19 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 3 PRC for Signalled Lanes (%): | 30.9 | Total Delay for Signalled Lanes (pcuHr): | 1.86 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 4 PRC for Signalled Lanes (%): | 164.2 | Total Delay for Signalled Lanes (pcuHr): | 0.62 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 1 PRC for Signalled Lanes (%): | 26.5 | Total Delay for Signalled Lanes (pcuHr): | 10.46 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 2 PRC for Signalled Lanes (%): | 20.6 | Total Delay for Signalled Lanes (pcuHr): | 15.48 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 3 PRC for Signalled Lanes (%): | 172.5 | Total Delay for Signalled Lanes (pcuHr): | 0.60 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 4 PRC for Signalled Lanes (%): | 225.4 | Total Delay for Signalled Lanes (pcuHr): | 0.23 | Cycle Time (s): | 90 |
| | PRC Over All Lanes (%): | 20.6 | Total Delay Over All Lanes(pcuHr): | 52.03 | | |

**Scenario 8: 'PM 2041 FLOWS DS'** (FG8: 'PM 2041 DS', Plan 1: 'Network Control Plan 1')

## Network Layout Diagram



## Network Results

| Item | Lane Description | Lane Type | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Bonus Green | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **68.9%** | **0** | **0** | **0** | **51.3** | **-** | **-** |
| **Priory Roundabout** | **-** | **-** | **-** | | **-** | **-** | **-** | **-** | **-** | **-** | **-** | **68.9%** | **0** | **0** | **0** | **51.3** | **-** | **-** |
| 1/1 | Walton Vale N Left | U | C2:D | | 1 | 26 | - | - | 239 | 1926 | 578 | 41.4% | - | - | - | 2.0 | 30.5 | 5.1 |
| 1/2+1/3 | Walton Vale N Left Ahead | U | C2:D | | 1 | 26 | - | - | 423 | 1940:1945 | 447+310 | 55.9 : 55.9% | - | - | - | 3.6 | 30.2 | 5.6 |
| 2/1 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 981 | 1985 | 1698 | 57.8% | - | - | - | 0.8 | 2.8 | 1.5 |
| 2/2 | Derby Rd E Exit SL Ahead | U | C1:E | | 1 | 76 | - | - | 865 | 1985 | 1698 | 50.9% | - | - | - | 0.5 | 2.2 | 0.7 |
| 3/2+3/1 | Derby Rd E SL Left Ahead | U | C1:B | | 1 | 44 | - | - | 1229 | 1945:1915 | 891+957 | 64.4 : 68.4% | - | - | - | 6.6 | 19.5 | 13.4 |
| 3/3 | Derby Rd E SL Ahead | U | C1:B | | 1 | 44 | - | - | 556 | 1945 | 973 | 57.2% | - | - | - | 3.1 | 20.1 | 10.4 |
| 4/1 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 350 | 1990 | 1703 | 20.6% | - | - | - | 0.2 | 1.6 | 0.4 |
| 4/2 | Woodside Rd S Exit SL Ahead | U | C1:F | | 1 | 76 | - | - | 345 | 1990 | 1703 | 20.3% | - | - | - | 0.2 | 1.6 | 0.4 |
| 5/1 | Woodside Rd S SL Left | U | C1:D | | 1 | 35 | - | - | 404 | 1929 | 772 | 52.4% | - | - | - | 2.8 | 25.4 | 8.2 |
| 5/2+5/3 | Woodside Rd S SL Left Ahead | U | C1:D | | 1 | 35 | - | - | 981 | 1967:1975 | 742+682 | 68.9 : 68.9% | - | - | - | 7.0 | 25.6 | 11.3 |
| 6/1 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 874 | 1925 | 1647 | 53.1% | - | - | - | 0.6 | 2.5 | 1.1 |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 6/2 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 669 | 1925 | 1647 | 40.6% | - | - | - | 0.4 | 1.9 | 5.2 |
| 6/3 | Brian Clough Way Exit SL Ahead | U | C2:E | | 1 | 76 | - | - | 455 | 1925 | 1647 | 27.6% | - | - | - | 0.2 | 1.5 | 0.2 |
| 7/1 | Derby Rd W SL Left Ahead | U | C2:B | | 1 | 45 | - | - | 685 | 1956 | 1000 | 68.5% | - | - | - | 4.2 | 22.2 | 13.8 |
| 7/2 | Derby Rd W SL Ahead | U | C2:B | | 1 | 45 | - | - | 689 | 1965 | 1004 | 68.6% | - | - | - | 4.3 | 22.2 | 13.9 |
| 7/3 | Derby Rd W SL Ahead | U | C2:B | | 1 | 45 | - | - | 155 | 1965 | 1004 | 15.4% | - | - | - | 0.6 | 13.8 | 2.1 |
| 8/1 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 496 | 1965 | 1681 | 29.5% | - | - | - | 0.2 | 1.5 | 0.8 |
| 8/2 | Wallaton Vale N Exit SL Ahead | U | C2:F | | 1 | 76 | - | - | 326 | 1965 | 1681 | 19.4% | - | - | - | 0.1 | 1.5 | 0.2 |
| 9/1 | North Circ Ahead | U | C2:C | | 1 | 53 | - | - | 742 | 2015 | 1209 | 61.4% | - | - | - | 1.5 | 7.3 | 3.6 |
| 9/2 | North Circ Ahead | U | C2:C | | 1 | 53 | - | - | 800 | 2015 | 1209 | 66.2% | - | - | - | 1.7 | 7.6 | 3.8 |
| 9/3 | North Circ Right | U | C2:C | | 1 | 53 | - | - | 155 | 1874 | 1124 | 13.8% | - | - | - | 0.1 | 1.9 | 0.1 |
| 10/1 | East Circ Ahead | U | C1:A | | 1 | 35 | - | - | 259 | 2030 | 812 | 31.9% | - | - | - | 1.0 | 13.8 | 2.1 |
| 10/2 | East Circ Ahead Right | U | C1:A | | 1 | 35 | - | - | 254 | 2023 | 809 | 31.4% | - | - | - | 1.1 | 15.1 | 2.5 |
| 11/1 | South Circ Ahead | U | C1:C | | 1 | 36 | - | - | 470 | 2075 | 853 | 55.1% | - | - | - | 1.5 | 11.3 | 2.5 |
| 11/2 | South Circ Ahead | U | C1:C | | 1 | 36 | - | - | 576 | 2075 | 853 | 67.5% | - | - | - | 2.0 | 12.7 | 3.9 |
| 11/3 | South Circ Ahead Right | U | C1:C | | 1 | 36 | - | - | 557 | 2047 | 842 | 66.2% | - | - | - | 1.9 | 12.5 | 3.3 |
| 12/1 | West Circ Ahead | U | C2:A | | 1 | 34 | - | - | 490 | 2045 | 795 | 61.6% | - | - | - | 1.7 | 12.4 | 4.3 |

Basic Results Summary

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 12/2 | West Circ Ahead Right | U | C2:A | | 1 | 34 | - | - | 500 | 1979 | 770 | 65.0% | - | - | - | 1.5 | 10.8 | 2.2 |

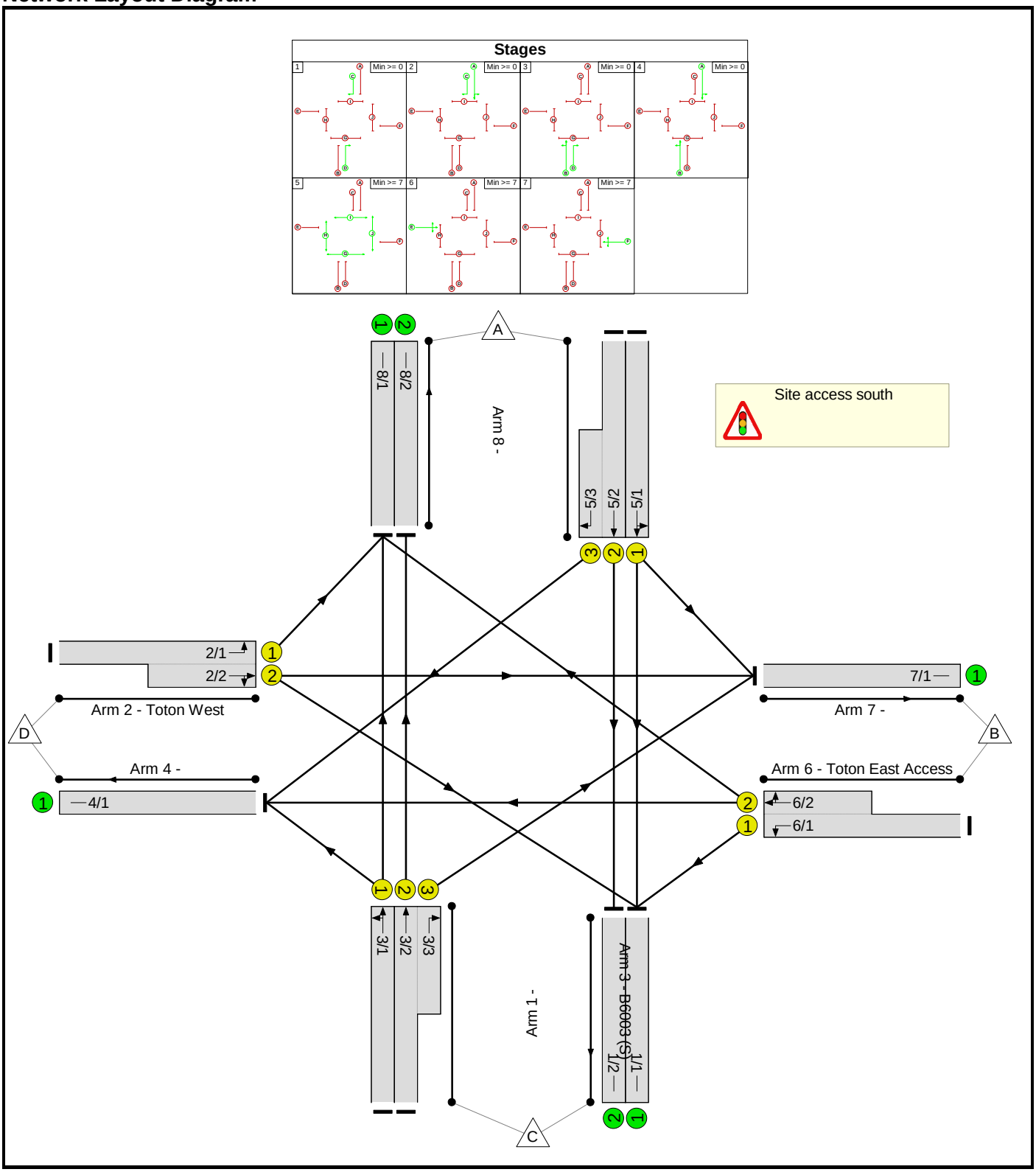
| | | | | | | |
|---|---|---|---|---|---|---|
| C1 - Controller A | Stream: 1 PRC for Signalled Lanes (%): | 31.6 | Total Delay for Signalled Lanes (pcuHr): | 11.80 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 2 PRC for Signalled Lanes (%): | 30.6 | Total Delay for Signalled Lanes (pcuHr): | 15.29 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 3 PRC for Signalled Lanes (%): | 55.8 | Total Delay for Signalled Lanes (pcuHr): | 1.29 | Cycle Time (s): | 90 |
| C1 - Controller A | Stream: 4 PRC for Signalled Lanes (%): | 337.8 | Total Delay for Signalled Lanes (pcuHr): | 0.30 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 1 PRC for Signalled Lanes (%): | 31.2 | Total Delay for Signalled Lanes (pcuHr): | 12.26 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 2 PRC for Signalled Lanes (%): | 36.0 | Total Delay for Signalled Lanes (pcuHr): | 8.85 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 3 PRC for Signalled Lanes (%): | 69.6 | Total Delay for Signalled Lanes (pcuHr): | 1.16 | Cycle Time (s): | 90 |
| C2 - Controller B | Stream: 4 PRC for Signalled Lanes (%): | 205.1 | Total Delay for Signalled Lanes (pcuHr): | 0.34 | Cycle Time (s): | 90 |
| | PRC Over All Lanes (%): | 30.6 | Total Delay Over All Lanes(pcuHr): | 51.30 | | |

**Full Input Data And Results**

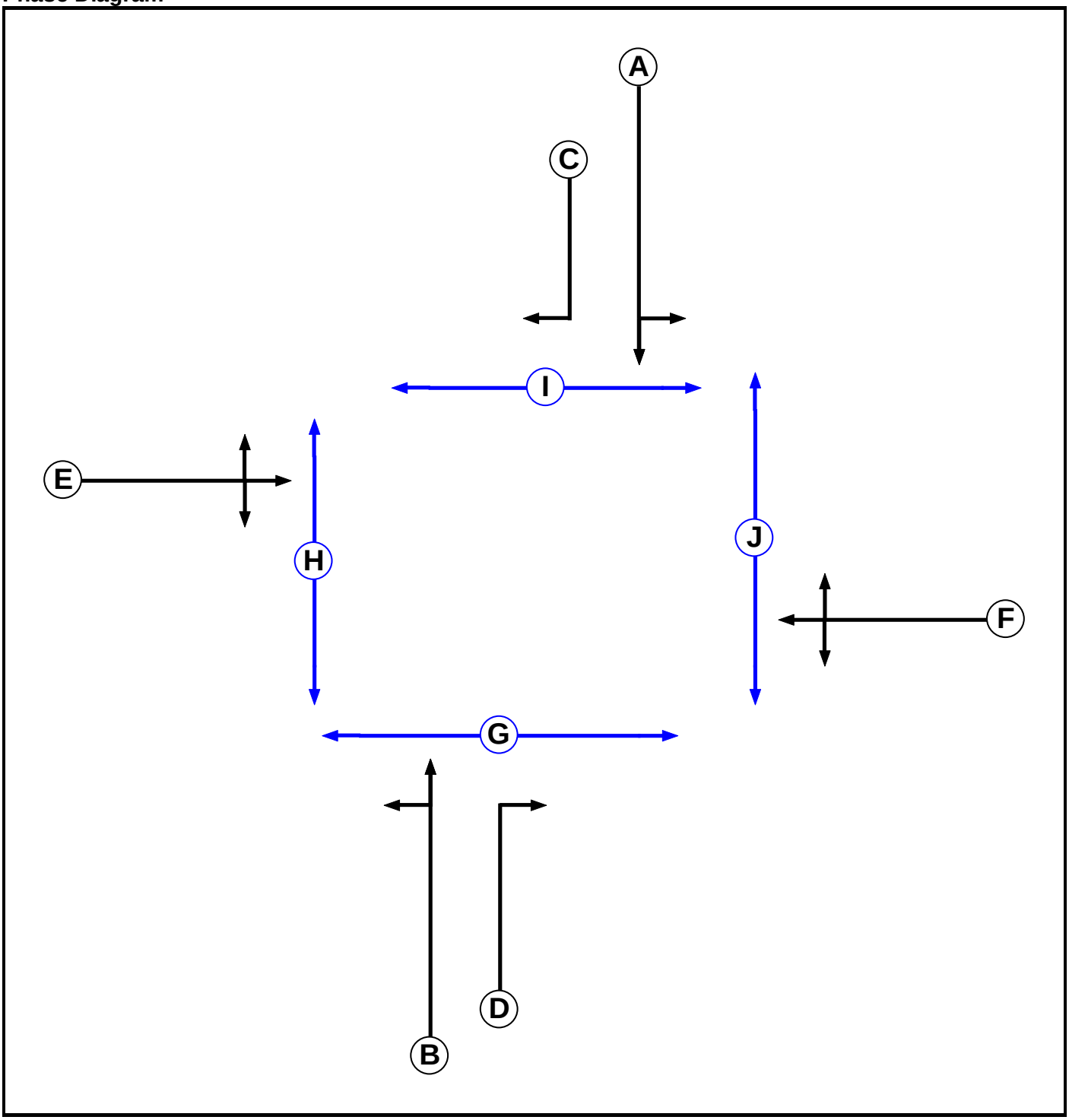
**User and Project Details**

| | |
|---|---|
| **Project:** | **Toton West** |
| **Title:** | **B6003 / Site Access / Toton East Access Crossroads** |
| **Location:** | Nottingham |
| **Client:** | Bloor Homes Ltd |
| **Additional detail:** | |
| **File name:** | 290902_S4_TEand TW CrossRds.lsg3x |
| **Author:** | |
| **Company:** | ADC Infrastructure Ltd |
| **Address:** | |

## Network Layout Diagram



**Phase Diagram**



## Phase Input Data

| Phase Name | Phase Type | Assoc. Phase | Street Min | Cont Min |
|---|---|---|---|---|
| A | Traffic | | 7 | 7 |
| B | Traffic | | 7 | 7 |
| C | Traffic | | 7 | 7 |
| D | Traffic | | 7 | 7 |
| E | Traffic | | 7 | 7 |
| F | Traffic | | 7 | 7 |
| G | Pedestrian | | 7 | 7 |
| H | Pedestrian | | 7 | 7 |
| I | Pedestrian | | 7 | 7 |
| J | Pedestrian | | 7 | 7 |

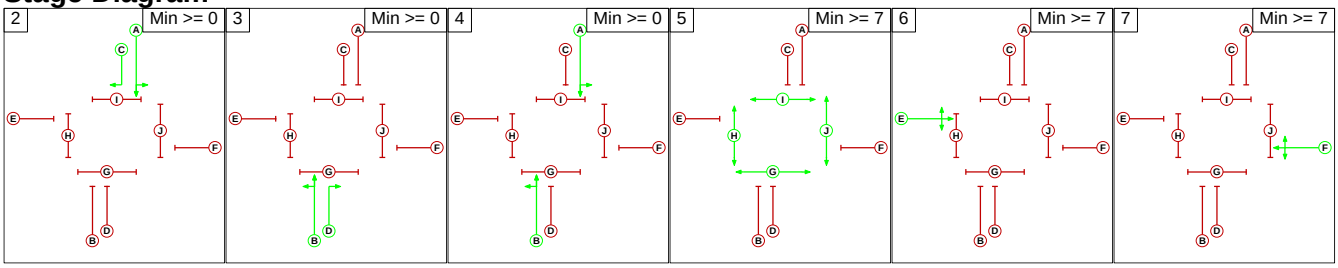
## Phase Intergreens Matrix

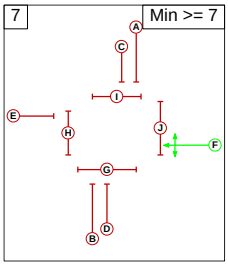
| Terminating Phase \ Starting Phase | A | B | C | D | E | F | G | H | I | J |
|---|---|---|---|---|---|---|---|---|---|---|
| A | | - | - | 6 | 5 | 6 | 8 | - | 5 | 7 |
| B | - | | 6 | - | 6 | 5 | 5 | 7 | 8 | - |
| C | - | 7 | | - | 6 | 6 | - | 8 | 5 | - |
| D | 7 | - | - | | 5 | 5 | 5 | - | - | 8 |
| E | 7 | 5 | 6 | 6 | | 7 | 8 | 5 | 7 | 8 |
| F | 5 | 7 | 6 | 7 | 7 | | 7 | 8 | 8 | 5 |
| G | 15 | 15 | - | 15 | 15 | 15 | | - | - | - |
| H | - | 11 | 11 | - | 11 | 11 | - | | - | - |
| I | 11 | 11 | 11 | - | 11 | 11 | - | - | | - |
| J | 15 | - | - | 15 | 15 | 15 | - | - | - | |

## Phases in Stage

| Stage No. | Phases in Stage |
|---|---|
| 1 | C D |
| 2 | A C |
| 3 | B D |
| 4 | A B |
| 5 | G H I J |
| 6 | E |
| 7 | F |

## Stage Diagram






## Phase Delays

| Term. Stage | Start Stage | Phase | Type | Value | Cont value |
|---|---|---|---|---|---|
| There are no Phase Delays defined | | | | | |

## Prohibited Stage Change

| | | To Stage | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| From Stage | 1 | | 7 | 7 | 7 | 8 | 6 | 6 |
| | 2 | 6 | | 7 | 7 | 8 | 6 | 6 |
| | 3 | 6 | 7 | | 7 | 8 | 6 | 5 |
| | 4 | 6 | 6 | 6 | | 8 | 6 | 6 |
| | 5 | 15 | 15 | 15 | 15 | | 15 | 15 |
| | 6 | 6 | 7 | 6 | 7 | 8 | | 7 |
| | 7 | 7 | 6 | 7 | 7 | 8 | 7 | |

## Lane Input Data

**Junction: Site access south**

| Lane | Lane Type | Phases | Start Disp. | End Disp. | Physical Length (PCU) | Sat Flow Type | Def User Saturation Flow (PCU/Hr) | Lane Width (m) | Gradient | Nearside Lane | Turns | Turning Radius (m) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1/1 | U | | 2 | 3 | 5.0 | Inf | - | - | - | - | - | - |
| 1/2 | U | | 2 | 3 | 5.0 | Inf | - | - | - | - | - | - |
| 2/1 (Toton West) | U | E | 2 | 3 | 60.0 | Geom | - | 3.50 | 0.00 | Y | Arm 8 Left | 12.00 |
| 2/2 (Toton West) | U | E | 2 | 3 | 7.0 | Geom | - | 3.50 | 0.00 | N | Arm 1 Right | 20.00 |
| | | | | | | | | | | | Arm 7 Ahead | Inf |
| 3/1 (B6003 (S)) | U | B | 2 | 3 | 60.0 | Geom | - | 3.00 | 0.00 | Y | Arm 4 Left | 12.00 |
| | | | | | | | | | | | Arm 8 Ahead | Inf |
| 3/2 (B6003 (S)) | U | B | 2 | 3 | 11.5 | Geom | - | 3.00 | 0.00 | N | Arm 8 Ahead | Inf |
| 3/3 (B6003 (S)) | U | D | 2 | 3 | 7.0 | Geom | - | 3.00 | 0.00 | Y | Arm 7 Right | 15.00 |
| 4/1 | U | | 2 | 3 | 4.0 | Inf | - | - | - | - | - | - |
| 5/1 (B6003 (N)) | U | A | 2 | 3 | 33.0 | Geom | - | 3.00 | 0.00 | Y | Arm 1 Ahead | Inf |
| | | | | | | | | | | | Arm 7 Left | 12.00 |
| 5/2 (B6003 (N)) | U | A | 2 | 3 | 33.0 | Geom | - | 3.00 | 0.00 | N | Arm 1 Ahead | Inf |
| 5/3 (B6003 (N)) | U | C | 2 | 3 | 7.0 | Geom | - | 3.00 | 0.00 | Y | Arm 4 Right | 15.00 |
| 6/1 (Toton East Access) | U | F | 2 | 3 | 60.0 | Geom | - | 3.50 | 0.00 | Y | Arm 1 Left | 12.00 |
| 6/2 (Toton East Access) | U | F | 2 | 3 | 7.0 | Geom | - | 3.50 | 0.00 | N | Arm 4 Ahead | Inf |
| | | | | | | | | | | | Arm 8 Right | 20.00 |
| 7/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 8/1 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |
| 8/2 | U | | 2 | 3 | 60.0 | Inf | - | - | - | - | - | - |

## Traffic Flow Groups

| Flow Group | Start Time | End Time | Duration | Formula |
|---|---|---|---|---|
| 1: '2041 DS AM' | 08:00 | 09:00 | 01:00 | |
| 2: '2041 DS PM' | 17:00 | 18:00 | 01:00 | |

**Scenario 1: '2041 DS AM'** (FG1: '2041 DS AM', Plan 3: 'E+W Access, Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| Origin | Destination | | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| | A | 0 | 277 | 512 | 32 | 821 |
| | B | 123 | 0 | 9 | 0 | 132 |
| | C | 892 | 138 | 0 | 7 | 1037 |
| | D | 115 | 50 | 16 | 0 | 181 |
| | Tot. | 1130 | 465 | 537 | 39 | 2171 |

## Traffic Lane Flows

| Lane | Scenario 1: 2041 DS AM |
|---|---|
| **Junction: Site access south** | |
| 1/1 | 106 |
| 1/2 | 431 |
| 2/1 (with short) | 181(In) 115(Out) |
| 2/2 (short) | 66 |
| 3/1 | 899 |
| 3/2 (with short) | 138(In) 0(Out) |
| 3/3 (short) | 138 |
| 4/1 | 39 |
| 5/1 | 358 |
| 5/2 (with short) | 463(In) 431(Out) |
| 5/3 (short) | 32 |
| 6/1 (with short) | 132(In) 9(Out) |
| 6/2 (short) | 123 |
| 7/1 | 465 |
| 8/1 | 1130 |
| 8/2 | 0 |

## Lane Saturation Flows

| Junction: Site access south | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/2 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/1 (Toton West) | 3.50 | 0.00 | Y | Arm 8 Left | 12.00 | 100.0 % | 1747 | 1747 |
| 2/2 (Toton West) | 3.50 | 0.00 | N | Arm 1 Right | 20.00 | 24.2 % | 2067 | 2067 |
| | | | | Arm 7 Ahead | Inf | 75.8 % | | |
| 3/1 (B6003 (S)) | 3.00 | 0.00 | Y | Arm 4 Left | 12.00 | 0.8 % | 1913 | 1913 |
| | | | | Arm 8 Ahead | Inf | 99.2 % | | |
| 3/2 (B6003 (S)) | 3.00 | 0.00 | N | Arm 8 Ahead | Inf | 0.0 % | 2055 | 2055 |
| 3/3 (B6003 (S)) | 3.00 | 0.00 | Y | Arm 7 Right | 15.00 | 100.0 % | 1741 | 1741 |
| 4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (B6003 (N)) | 3.00 | 0.00 | Y | Arm 1 Ahead | Inf | 22.6 % | 1746 | 1746 |
| | | | | Arm 7 Left | 12.00 | 77.4 % | | |
| 5/2 (B6003 (N)) | 3.00 | 0.00 | N | Arm 1 Ahead | Inf | 100.0 % | 2055 | 2055 |
| 5/3 (B6003 (N)) | 3.00 | 0.00 | Y | Arm 4 Right | 15.00 | 100.0 % | 1741 | 1741 |
| 6/1 (Toton East Access) | 3.50 | 0.00 | Y | Arm 1 Left | 12.00 | 100.0 % | 1747 | 1747 |
| 6/2 (Toton East Access) | 3.50 | 0.00 | N | Arm 4 Ahead | Inf | 0.0 % | 1958 | 1958 |
| | | | | Arm 8 Right | 20.00 | 100.0 % | | |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

**Scenario 2: '2041 DS PM'** (FG2: '2041 DS PM', Plan 3: 'E+W Access, Peds every')

## Traffic Flows, Desired

**Desired Flow :**

| | | Destination | | | | |
|---|---|---|---|---|---|---|
| | | A | B | C | D | Tot. |
| Origin | A | 0 | 565 | 525 | 117 | 1207 |
| | B | 168 | 0 | 4 | 4 | 176 |
| | C | 600 | 247 | 0 | 14 | 861 |
| | D | 30 | 20 | 5 | 0 | 55 |
| | Tot. | 798 | 832 | 534 | 135 | 2299 |

## Traffic Lane Flows

| Lane | Scenario 2: 2041 DS PM |
|---|---|
| **Junction: Site access south** | |
| 1/1 | 9 |
| 1/2 | 525 |
| 2/1 (with short) | 55(In) 30(Out) |
| 2/2 (short) | 25 |
| 3/1 | 614 |
| 3/2 (with short) | 247(In) 0(Out) |
| 3/3 (short) | 247 |
| 4/1 | 135 |
| 5/1 | 565 |
| 5/2 (with short) | 642(In) 525(Out) |
| 5/3 (short) | 117 |
| 6/1 (with short) | 176(In) 4(Out) |
| 6/2 (short) | 172 |
| 7/1 | 832 |
| 8/1 | 798 |
| 8/2 | 0 |

## Lane Saturation Flows

| Junction: Site access south | | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| **Lane** | **Lane Width (m)** | **Gradient** | **Nearside Lane** | **Allowed Turns** | **Turning Radius (m)** | **Turning Prop.** | **Sat Flow (PCU/Hr)** | **Flared Sat Flow (PCU/Hr)** |
| 1/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 1/2 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 2/1 (Toton West) | 3.50 | 0.00 | Y | Arm 8 Left | 12.00 | 100.0 % | 1747 | 1747 |
| 2/2 (Toton West) | 3.50 | 0.00 | N | Arm 1 Right | 20.00 | 20.0 % | 2074 | 2074 |
| | | | | Arm 7 Ahead | Inf | 80.0 % | | |
| 3/1 (B6003 (S)) | 3.00 | 0.00 | Y | Arm 4 Left | 12.00 | 2.3 % | 1910 | 1910 |
| | | | | Arm 8 Ahead | Inf | 97.7 % | | |
| 3/2 (B6003 (S)) | 3.00 | 0.00 | N | Arm 8 Ahead | Inf | 0.0 % | 2055 | 2055 |
| 3/3 (B6003 (S)) | 3.00 | 0.00 | Y | Arm 7 Right | 15.00 | 100.0 % | 1741 | 1741 |
| 4/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 5/1 (B6003 (N)) | 3.00 | 0.00 | Y | Arm 1 Ahead | Inf | 0.0 % | 1702 | 1702 |
| | | | | Arm 7 Left | 12.00 | 100.0 % | | |
| 5/2 (B6003 (N)) | 3.00 | 0.00 | N | Arm 1 Ahead | Inf | 100.0 % | 2055 | 2055 |
| 5/3 (B6003 (N)) | 3.00 | 0.00 | Y | Arm 4 Right | 15.00 | 100.0 % | 1741 | 1741 |
| 6/1 (Toton East Access) | 3.50 | 0.00 | Y | Arm 1 Left | 12.00 | 100.0 % | 1747 | 1747 |
| 6/2 (Toton East Access) | 3.50 | 0.00 | N | Arm 4 Ahead | Inf | 2.3 % | 1961 | 1961 |
| | | | | Arm 8 Right | 20.00 | 97.7 % | | |
| 7/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/1 | Infinite Saturation Flow | | | | | | Inf | Inf |
| 8/2 | Infinite Saturation Flow | | | | | | Inf | Inf |

## Stage Timings

**Scenario 1: '2041 DS AM'** (FG1: '2041 DS AM', Plan 3: 'E+W Access, Peds every')

| **Stage** | **1** | **4** | **5** | **6** | **7** |
|---|---|---|---|---|---|
| **Duration** | 15 | 90 | 7 | 12 | 12 |
| **Change Point** | 0 | 22 | 119 | 134 | 161 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: B6003 / Site Access / Toton East Access Crossroads** | - | - | **N/A** | - | - | | - | - | - | - | - | - | **93.0%** |
| **Site access south** | - | - | **N/A** | - | - | | - | - | - | - | - | - | **93.0%** |
| 2/1+2/2 | Toton West Right Ahead Left | U | N/A | N/A | E | | 1 | 12 | - | 181 | 1747:2067 | 126+72 | 91.1 : 91.1% |
| 3/1 | B6003 (S) Left Ahead | U | N/A | N/A | B | | 1 | 90 | - | 899 | 1913 | 967 | 93.0% |
| 3/2+3/3 | B6003 (S) Right Ahead | U | N/A | N/A | B D | | 1 | 90:15 | - | 138 | 2055:1741 | 0+155 | 0.0 : 89.2% |
| 5/1 | B6003 (N) Ahead Left | U | N/A | N/A | A | | 1 | 90 | - | 358 | 1746 | 883 | 40.6% |
| 5/2+5/3 | B6003 (N) Ahead Right | U | N/A | N/A | A C | | 1 | 90:16 | - | 463 | 2055:1741 | 969+72 | 44.5 : 44.5% |
| 6/1+6/2 | Toton East Access Left Ahead Right | U | N/A | N/A | F | | 1 | 12 | - | 132 | 1747:1958 | 10+140 | 87.9 : 87.9% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: B6003 / Site Access / Toton East Access Crossroads** | **-** | **-** | **0** | **0** | **0** | **27.6** | **15.8** | **0.0** | **43.4** | **-** | **-** | **-** | **-** |
| **Site access south** | **-** | **-** | **0** | **0** | **0** | **27.6** | **15.8** | **0.0** | **43.4** | **-** | **-** | **-** | **-** |
| 2/1+2/2 | 181 | 181 | - | - | - | 4.1 | 3.6 | - | 7.8 (5.0+2.8) | 154.3 (155.3:152.4) | 5.7 | 3.6 | 9.3 |
| 3/1 | 899 | 899 | - | - | - | 10.4 | 5.7 | - | 16.0 | 64.2 | 41.7 | 5.7 | 47.4 |
| 3/2+3/3 | 138 | 138 | - | - | - | 3.1 | 3.0 | - | 6.1 (0.0+6.1) | 160.1 (0.0:160.1) | 6.8 | 3.0 | 9.8 |
| 5/1 | 358 | 358 | - | - | - | 2.8 | 0.3 | - | 3.1 | 31.1 | 11.0 | 0.3 | 11.4 |
| 5/2+5/3 | 463 | 463 | - | - | - | 4.2 | 0.4 | - | 4.6 (3.7+0.9) | 35.8 (31.0:100.3) | 14.0 | 0.4 | 14.4 |
| 6/1+6/2 | 132 | 132 | - | - | - | 3.0 | 2.8 | - | 5.8 (0.4+5.4) | 158.0 (153.6:158.3) | 6.1 | 2.8 | 8.9 |

C1 - Southern Access

PRC for Signalled Lanes (%): -3.3
PRC Over All Lanes (%): -3.3

Total Delay for Signalled Lanes (pcuHr): 43.41
Total Delay Over All Lanes(pcuHr): 43.41

Cycle Time (s): 180

## Stage Timings

**Scenario 2: '2041 DS PM'** (FG2: '2041 DS PM', Plan 3: 'E+W Access, Peds every')

| Stage | 1 | 4 | 5 | 6 | 7 |
|---|---|---|---|---|---|
| Duration | 28 | 76 | 7 | 7 | 18 |
| Change Point | 0 | 35 | 118 | 133 | 155 |

## Network Results

| Item | Lane Description | Lane Type | Controller Stream | Position In Filtered Route | Full Phase | Arrow Phase | Num Greens | Total Green (s) | Arrow Green (s) | Demand Flow (pcu) | Sat Flow (pcu/Hr) | Capacity (pcu) | Deg Sat (%) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: B6003 / Site Access / Toton East Access Crossroads** | - | - | **N/A** | - | - | | - | - | - | - | - | - | **88.1%** |
| **Site access south** | - | - | **N/A** | - | - | | - | - | - | - | - | - | **88.1%** |
| 2/1+2/2 | Toton West Right Ahead Left | U | N/A | N/A | E | | 1 | 7 | - | 55 | 1747:2074 | 78+65 | 38.6 : 38.6% |
| 3/1 | B6003 (S) Left Ahead | U | N/A | N/A | B | | 1 | 76 | - | 614 | 1910 | 817 | 75.1% |
| 3/2+3/3 | B6003 (S) Right Ahead | U | N/A | N/A | B D | | 1 | 76:28 | - | 247 | 2055:1741 | 0+280 | 0.0 : 88.1% |
| 5/1 | B6003 (N) Ahead Left | U | N/A | N/A | A | | 1 | 76 | - | 565 | 1702 | 728 | 77.6% |
| 5/2+5/3 | B6003 (N) Ahead Right | U | N/A | N/A | A C | | 1 | 76:29 | - | 642 | 2055:1741 | 728+162 | 72.2 : 72.2% |
| 6/1+6/2 | Toton East Access Left Ahead Right | U | N/A | N/A | F | | 1 | 18 | - | 176 | 1747:1961 | 5+204 | 84.4 : 84.4% |

| Item | Arriving (pcu) | Leaving (pcu) | Turners In Gaps (pcu) | Turners When Unopposed (pcu) | Turners In Intergreen (pcu) | Uniform Delay (pcuHr) | Rand + Oversat Delay (pcuHr) | Storage Area Uniform Delay (pcuHr) | Total Delay (pcuHr) | Av. Delay Per PCU (s/pcu) | Max. Back of Uniform Queue (pcu) | Rand + Oversat Queue (pcu) | Mean Max Queue (pcu) |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **Network: B6003 / Site Access / Toton East Access Crossroads** | **-** | **-** | **0** | **0** | **0** | **34.2** | **10.3** | **0.0** | **44.5** | **-** | **-** | **-** | **-** |
| **Site access south** | **-** | **-** | **0** | **0** | **0** | **34.2** | **10.3** | **0.0** | **44.5** | **-** | **-** | **-** | **-** |
| 2/1+2/2 | 55 | 55 | - | - | - | 1.3 | 0.3 | - | 1.6 (0.9+0.7) | 103.9 (104.1:103.7) | 1.5 | 0.3 | 1.8 |
| 3/1 | 614 | 614 | - | - | - | 7.4 | 1.5 | - | 8.9 | 52.2 | 25.8 | 1.5 | 27.2 |
| 3/2+3/3 | 247 | 247 | - | - | - | 5.1 | 3.1 | - | 8.2 (0.0+8.2) | 119.1 (0.0:119.1) | 12.0 | 3.1 | 15.1 |
| 5/1 | 565 | 565 | - | - | - | 6.9 | 1.7 | - | 8.6 | 54.9 | 24.2 | 1.7 | 25.9 |
| 5/2+5/3 | 642 | 642 | - | - | - | 9.7 | 1.3 | - | 11.0 (7.0+3.9) | 61.4 (48.3:120.2) | 24.5 | 1.3 | 25.8 |
| 6/1+6/2 | 176 | 176 | - | - | - | 3.9 | 2.4 | - | 6.2 (0.1+6.1) | 127.3 (122.6:127.4) | 8.4 | 2.4 | 10.8 |

C1 - Southern Access

PRC for Signalled Lanes (%): 2.2
PRC Over All Lanes (%): 2.2

Total Delay for Signalled Lanes (pcuHr): 44.45
Total Delay Over All Lanes(pcuHr): 44.45

Cycle Time (s): 180

# APPENDIX G

Highway Drawings

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**Notes**

1. The information shown on this drawing is intended to provide a general overview of the highway Improvement works.
2. The layout shown is for discussion and is subject to detailed design.

**Key**

- Carriageway
- Footway
- Shared-use facility
- Verges / embankments
- Cycleway
- Tactile - Blister - controlled crossing
- Tactile - Blister - uncontrolled crossing
- Tactile - cycle/footway - segregated facility
- Tactile - Corduroy - hazard Warning
- TS Traffic signal pole
- Development boundary

# PRELIMINARY ISSUE

| Schedule of Changes | |
|---|---|
| Last Rev.: | P02 |
| Ref. | Description |
| 1 | Development boundary updated. |

| Rev | Description | Date | Drn | Chk | App |
|---|---|---|---|---|---|
| P03 | SEE SCHEDULE OF CHANGES | 26.11.2025 | NN | JR | IF |
| P02 | SEE SCHEDULE OF CHANGES | 06.11.2025 | FC | JR | IF |
| P01 | PRELIMINARY FIRST ISSUE | 02.10.2025 | NN | JR | IF |

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Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GENERAL ARRANGEMENT
SHEET 1

| TTE Project Number | Drawn By | Date | Checked By | Date | Approved By | Date | Scale @ A1 | Suitability |
|---|---|---|---|---|---|---|---|---|
| 784-B076224 | NN | Oct '25 | JR | Oct '25 | IF | Oct '25 | 1:200 | S4 |

| Client Project Number | Originator | Function | Spatial | Form | Role | Number | Revision |
|---|---|---|---|---|---|---|---|
| B076224 | - TTE | - HGN | - XX | - DR | - CH | -010001 | P03 |

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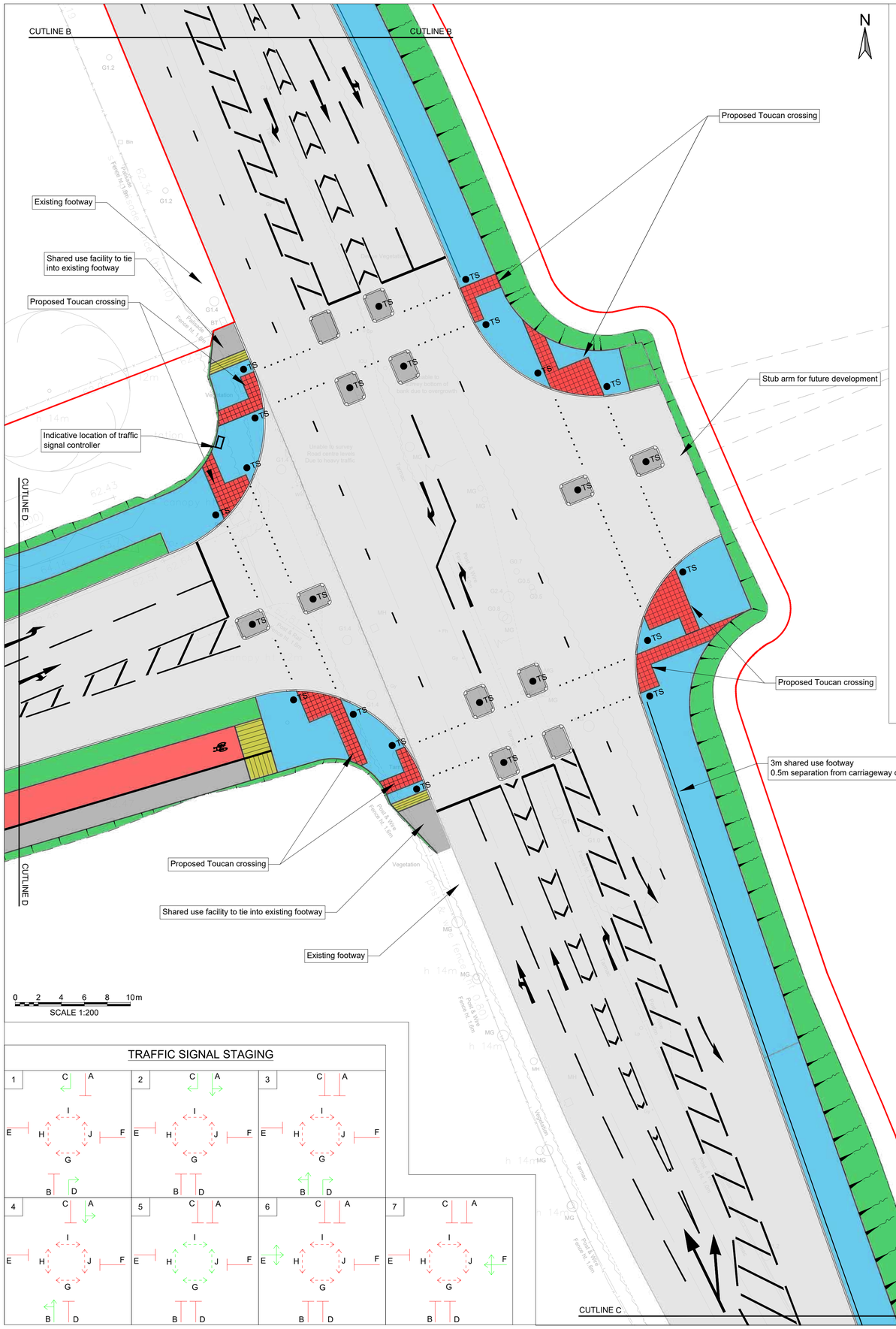

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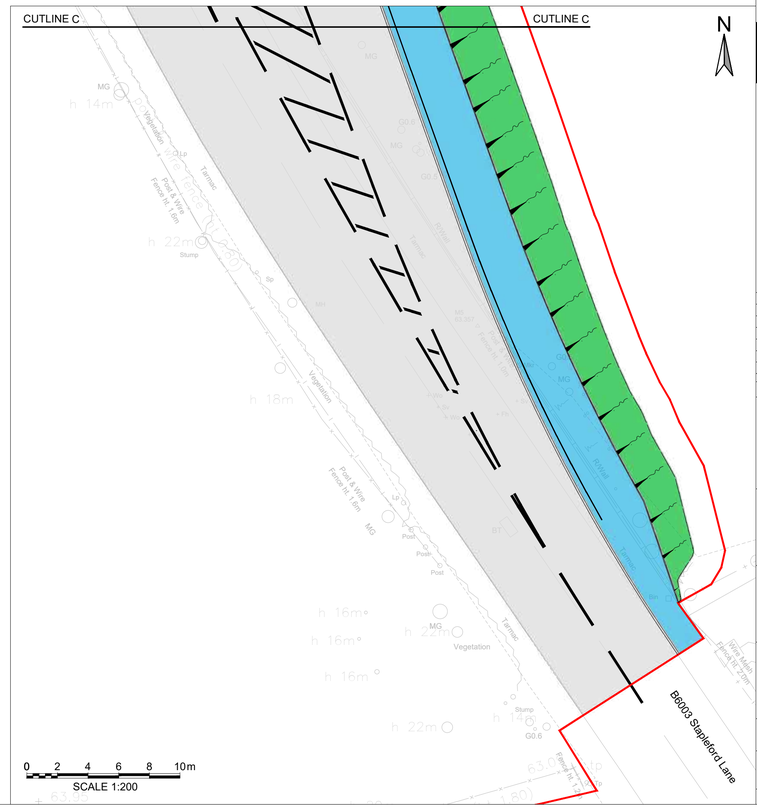


## TRAFFIC SIGNAL STAGING




**Notes**

1. The information shown on this drawing is intended to provide a general overview of the highway Improvement works.
2. The layout shown is for discussion and is subject to detailed design.

**Key**

- Carriageway
- Footway
- Shared-use facility
- Verges / embankments
- Cycleway
- Grasscrete maintenance lay-by
- Tactile - Blister - controlled crossing
- Tactile - Blister - uncontrolled crossing
- Tactile - cycle/footway - segregated facility
- Tactile - Corduroy - hazard Warning
- TS Traffic signal pole
- Signal controller
- Development boundary

# PRELIMINARY ISSUE

**Schedule of Changes**

| Last Rev.: | P04 |
|---|---|
| Ref. | Description |
| 1 | Traffic island shape updated. |
| 2 | Maintenance lay-by introduced. |
| 3 | Shared footway/cycleway on western approach re-aligned to accommodate lay-by. |
| 4 | Extents of section 278 extended to west. |
| 5 | Traffic signal staging diagram included. |

| Rev | Description | Date | Drn | Chk | App |
|---|---|---|---|---|---|
| P05 | SEE SCHEDULE OF CHANGES | 01.04.2026 | JR | IF | IF |
| P04 | SEE SCHEDULE OF CHANGES | 26.11.2025 | NN | JR | IF |
| P03 | SEE SCHEDULE OF CHANGES | 13.11.2025 | JR | IF | IF |
| P02 | SEE SCHEDULE OF CHANGES | 07.11.2025 | SM | IF | IF |
| P01 | PRELIMINARY FIRST ISSUE | 06.11.2025 | FH | JR | IF |

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Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GENERAL ARRANGEMENT
SHEET 2

| TTE Project Number | Drawn By | Date | Checked By | Date | Approved By | Date | Scale @ A1 | Suitability |
|---|---|---|---|---|---|---|---|---|
| 784-B076224 | FC | Nov '25 | JR | Nov '25 | IF | Nov '25 | 1:200 | S4 |

| Client Project Number | Originator | Function | Spatial | Form | Role | Number | Revision |
|---|---|---|---|---|---|---|---|
| B076224 | - TTE | - HGN | - XX | - DR | - CH | -010002 | P05 |

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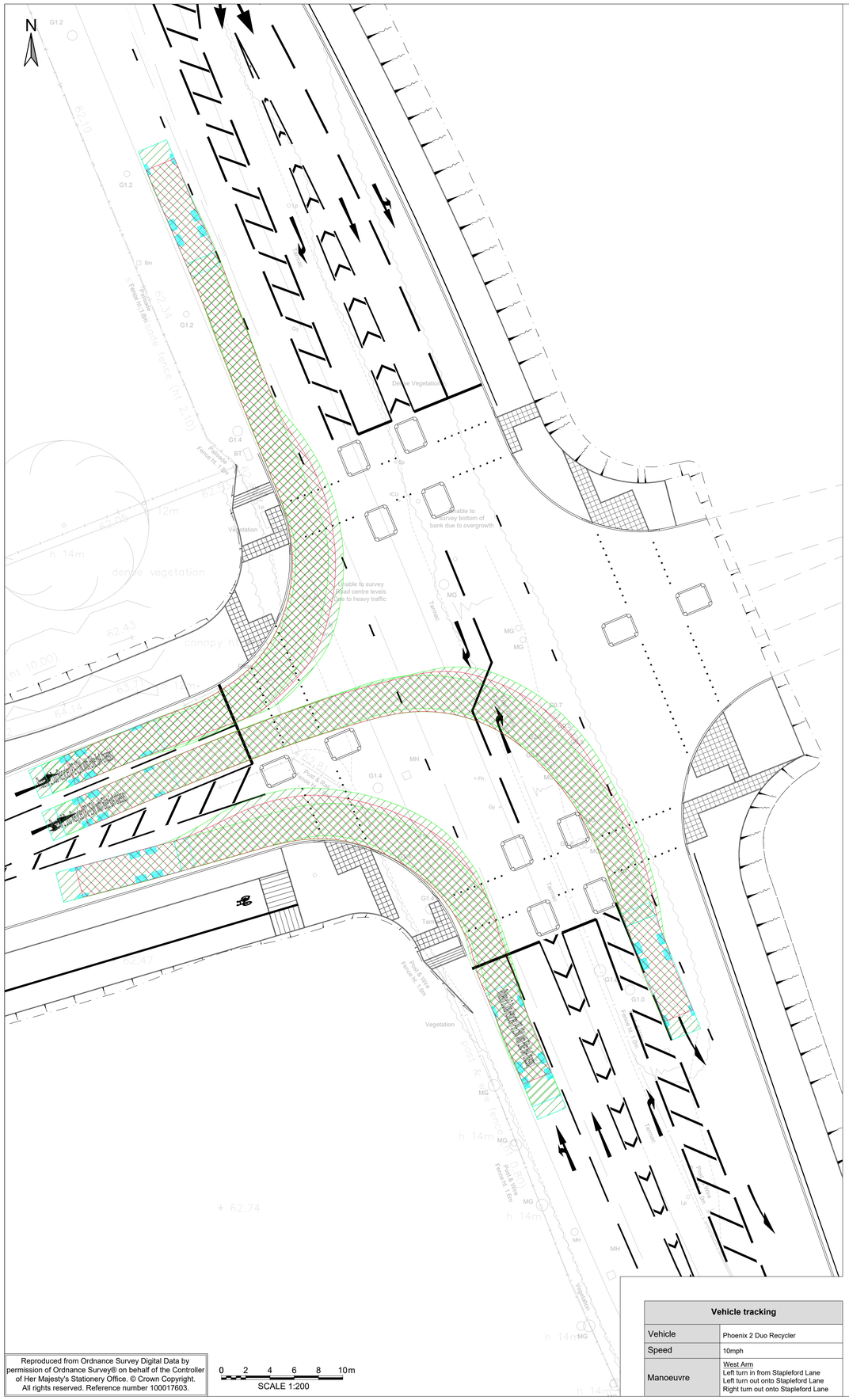
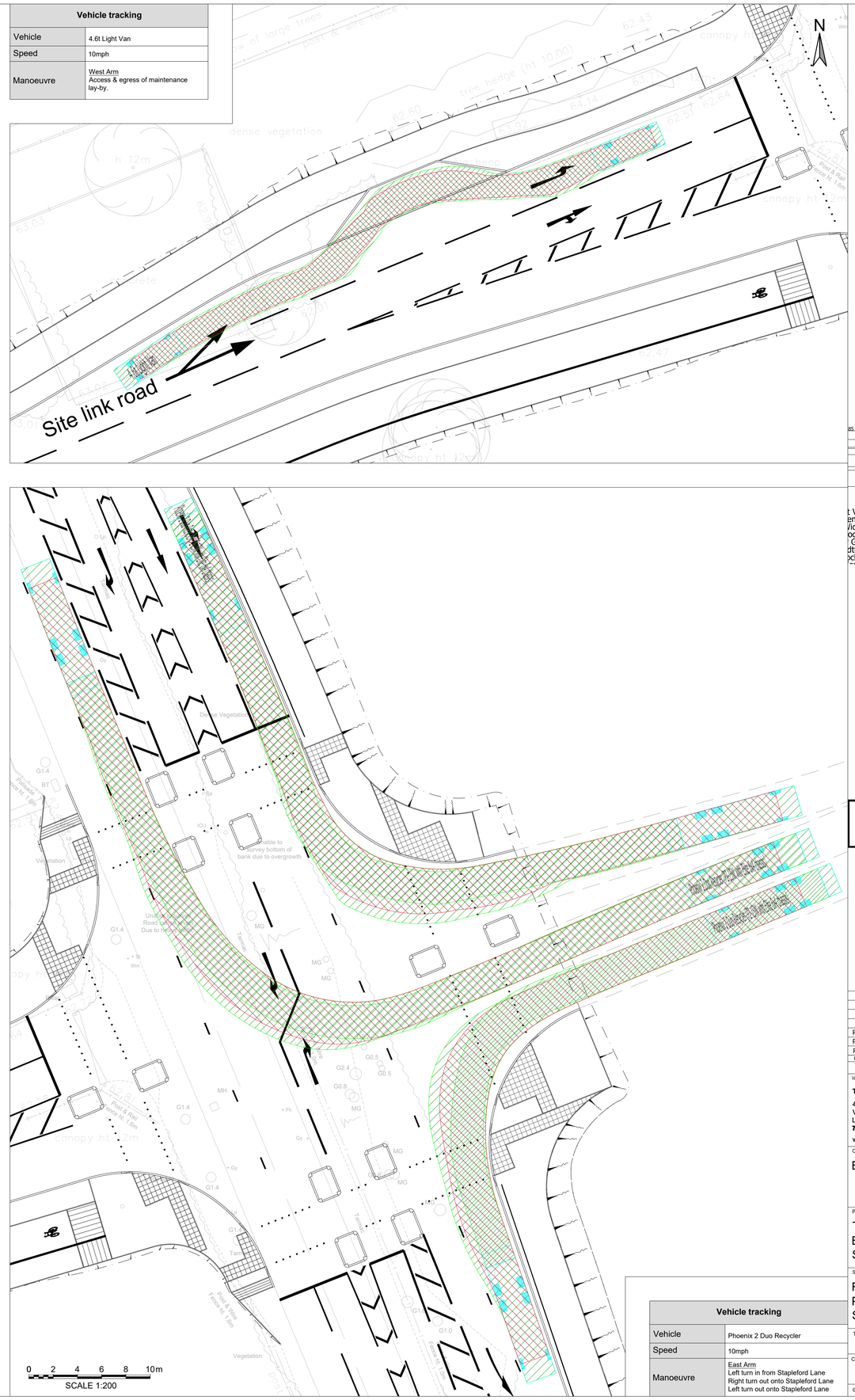



**Notes**

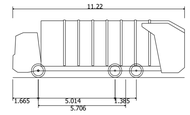
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

**Key - Vehicular Tracking**

Vehicular wheel track - forward

Vehicular overhang - forward

**Vehicle Profile**




| Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis) | |
|---|---|
| Overall Length | 11.220m |
| Overall Width | 2.530m |
| Overall Body Height | 3.756m |
| Min Body Ground Clearance | 0.309m |
| Track Width | 2.530m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 11.550m |

**Vehicle Profile**

| t Van | |
|---|---|
| ength | 5.885m |
| Width | 2.000m |
| ody Height | 2.526m |
| Ground Clearance | 0.299m |
| dth | 1.765m |
| ck time | 4.00s |

# PRELIMINARY ISSUE

| Schedule of Changes | |
|---|---|
| Last Rev.: | P02 |
| Ref. | Description |
| 1 | Swept path for maintenance lay-by included. |
| 2 | Shared footway/cycleway on western approach re-aligned to accommodate lay-by. |
| 3 | Traffic island shape updated. |

| Rev | Description | Date | Drn | Chk | App |
|---|---|---|---|---|---|
| P03 | SEE SCHEDULE OF CHANGES | 01.04.2026 | JR | IF | IF |
| P02 | SEE SCHEDULE OF CHANGES | 13.11.2025 | FC | JR | IF |
| P01 | PRELIMINARY FIRST ISSUE | 02.10.2025 | NN | JR | IF |

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Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 1

| TTE Project Number | Drawn By | Date | Checked By | Date | Approved By | Date | Scale @ A1 | Suitability |
|---|---|---|---|---|---|---|---|---|
| 784-B076224 | NN | Oct '25 | JR | Oct '25 | IF | Oct '25 | As Shown | S4 |

| Client Project Number | Originator | Function | Spatial | Form | Role | Number | Revision |
|---|---|---|---|---|---|---|---|
| B076224 | - TTE | - HGN | - XX | - DR | - CH | -010021 | P03 |

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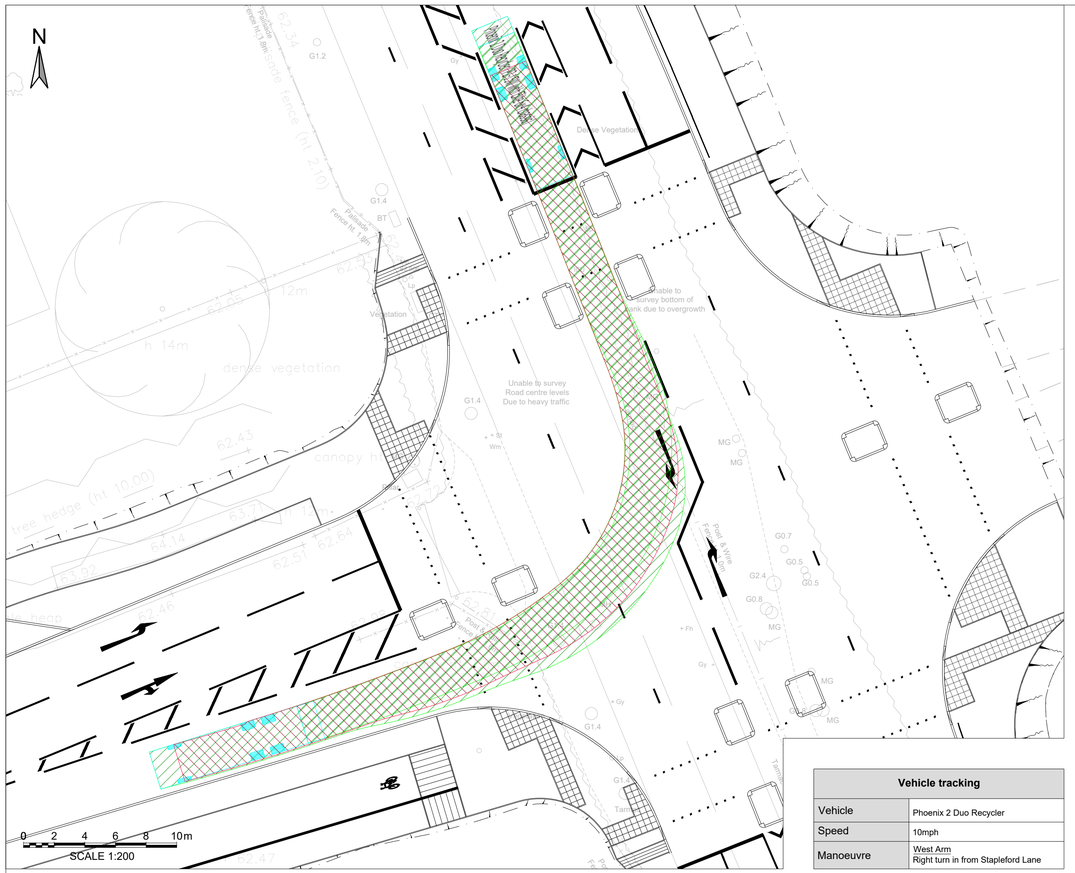
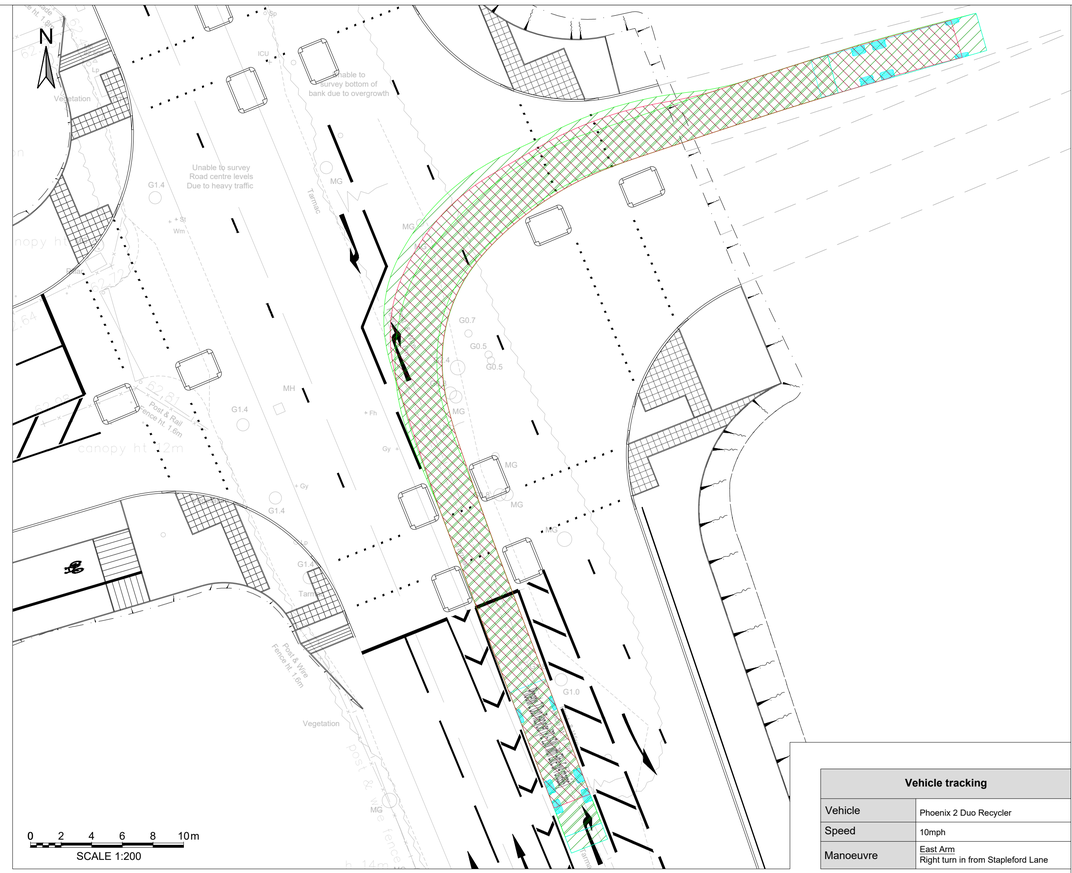



| Vehicle tracking | |
|---|---|
| Vehicle | Phoenix 2 Duo Recycler |
| Speed | 10mph |
| Manoeuvre | West Arm<br>Right turn in from Stapleford Lane |




| Vehicle tracking | |
|---|---|
| Vehicle | Phoenix 2 Duo Recycler |
| Speed | 10mph |
| Manoeuvre | East Arm<br>Right turn in from Stapleford Lane |

**Notes**

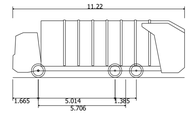
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

**Key - Vehicular Tracking**

Vehicular wheel track - forward

Vehicular overhang - forward

**Vehicle Profile**




Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

| | |
|---|---|
| Overall Length | 11.220m |
| Overall Width | 2.530m |
| Overall Body Height | 3.756m |
| Min Body Ground Clearance | 0.309m |
| Track Width | 2.530m |
| Lock to lock time | 4.00s |
| Kerb to Kerb Turning Radius | 11.550m |

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| Vehicle tracking | |
|---|---|
| Vehicle | Phoenix 2 Duo Recycler |
| Speed | 10mph |
| Manoeuvre | East Arm<br>Straight ahead<br>West Arm<br>Straight ahead |

# PRELIMINARY ISSUE

| Schedule of Changes | |
|---|---|
| Last Rev.: | P02 |
| Ref. | Description |
| 1 | Shared footway/cycleway on western approach re-aligned to accommodate lay-by. |
| 2 | Traffic island shape updated. |

| Rev | Description | Date | Drn | Chk | App |
|---|---|---|---|---|---|
| P03 | SEE SCHEDULE OF CHANGES | 01.04.2026 | JR | IF | IF |
| P02 | SEE SCHEDULE OF CHANGES | 13.11.2025 | FC | JR | IF |
| P01 | PRELIMINARY FIRST ISSUE | 02.10.2025 | NN | JR | IF |

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Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 2

| TTE Project Number | Drawn By | Date | Checked By | Date | Approved By | Date | Scale @ A1 | Suitability |
|---|---|---|---|---|---|---|---|---|
| 784-B076224 | NN | Oct '25 | JR | Oct '25 | IF | Oct '25 | As Shown | S4 |

| Client Project Number | Originator | Function | Spatial | Form | Role | Number | Revision |
|---|---|---|---|---|---|---|---|
| B076224 | TTE | HGN | XX | DR | CH | 010022 | P03 |

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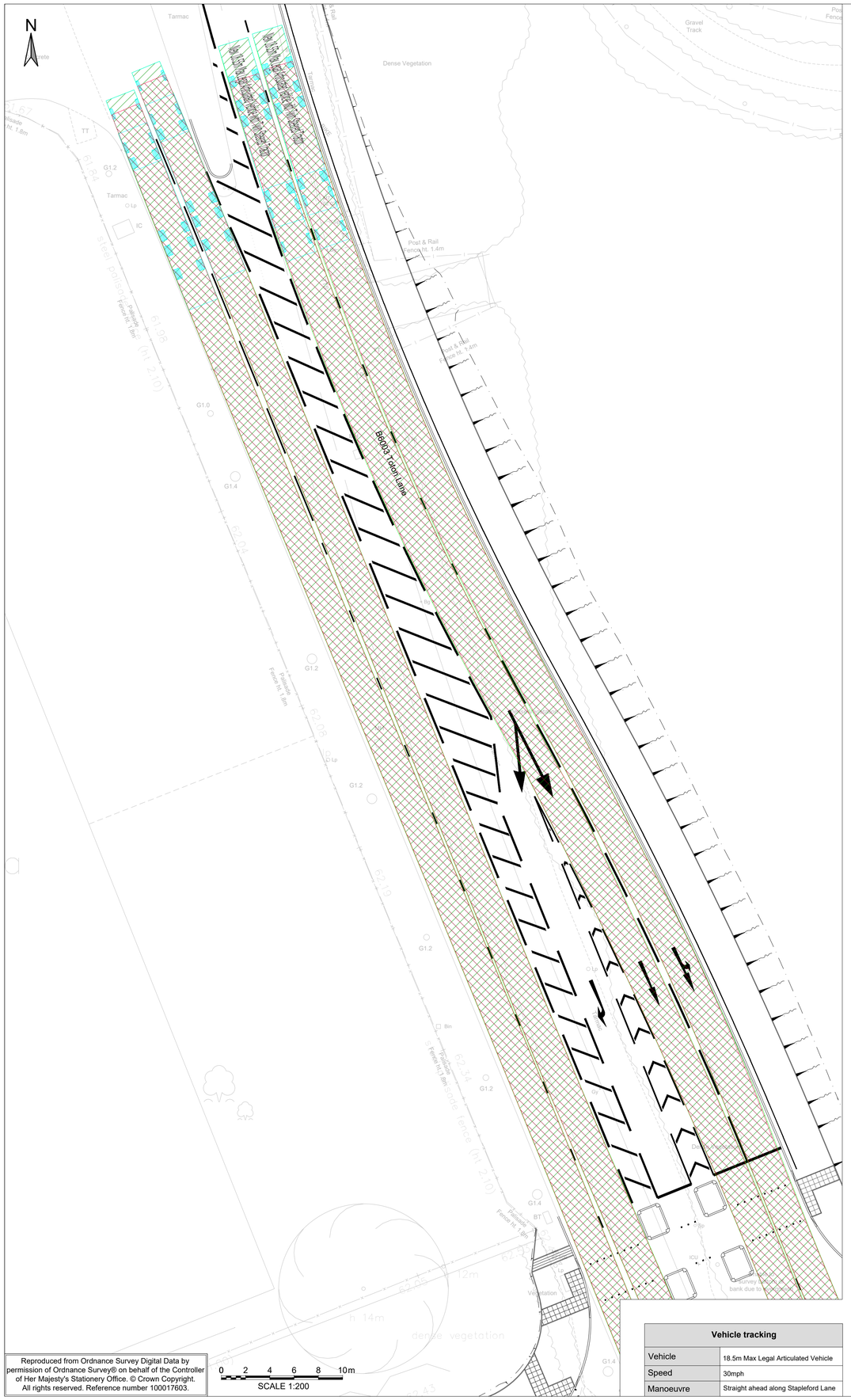


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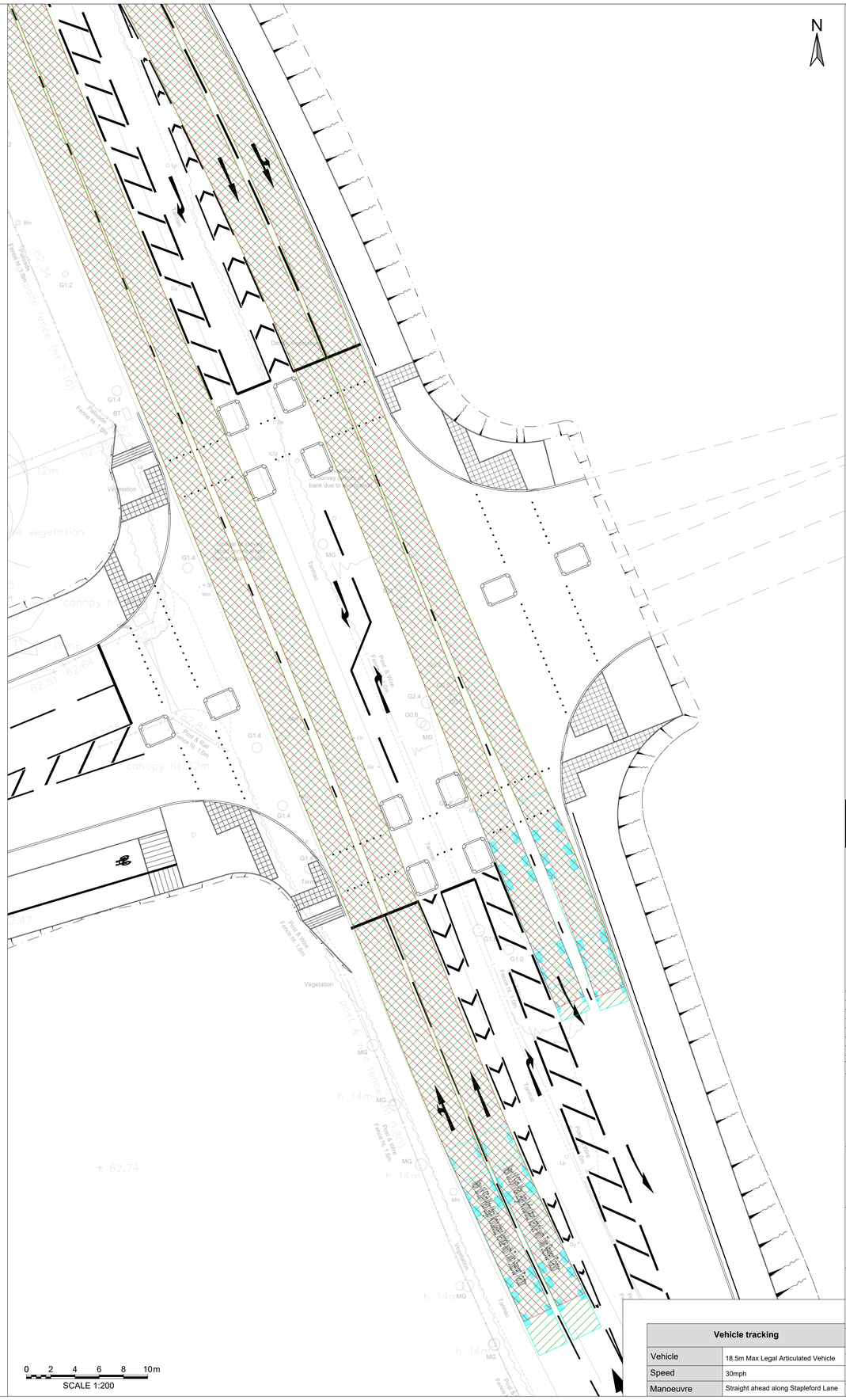
| Vehicle tracking | |
|---|---|
| Vehicle | 18.5m Max Legal Articulated Vehicle |
| Speed | 30mph |
| Manoeuvre | Straight ahead along Stapleford Lane |




| Vehicle tracking | |
|---|---|
| Vehicle | 18.5m Max Legal Articulated Vehicle |
| Speed | 30mph |
| Manoeuvre | Straight ahead along Stapleford Lane |

**Notes**

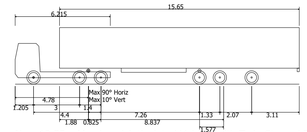
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

**Key - Vehicular Tracking**

Vehicular wheel track - forward

Vehicular overhang - forward

**Vehicle Profile**




New 18.55m Max Legal Articulated Vehicle with Twin Steered Tractor

| | |
|---|---|
| Overall Length | 18.550m |
| Overall Width | 2.550m |
| Overall Body Height | 3.691m |
| Min Body Ground Clearance | 0.426m |
| Max Track Width | 2.500m |
| Lock to lock time | 6.00s |
| Kerb to Kerb Turning Radius | 6.530m |

# PRELIMINARY ISSUE

| Schedule of Changes | |
|---|---|
| Last Rev.: | P01 |
| Ref. | Description |
| 1 | Shared footway/cycleway on western approach re-aligned to accommodate lay-by. |
| 2 | Traffic island shape updated. |

| Rev | Description | Date | Drn | Chk | App |
|---|---|---|---|---|---|
| P02 | SEE SCHEDULE OF CHANGES | 01.04.2026 | JR | IF | IF |
| P01 | PRELIMINARY FIRST ISSUE | 13.11.2025 | FC | JR | IF |

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TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 3

| TTE Project Number | Drawn By | Date | Checked By | Date | Approved By | Date | Scale @ A1 | Suitability |
|---|---|---|---|---|---|---|---|---|
| 784-B076224 | FC | Nov '25 | JR | Nov '25 | IF | Nov '25 | As Shown | S4 |

| Client Project Number | Originator | Function | Spatial | Form | Role | Number | Revision |
|---|---|---|---|---|---|---|---|
| B076224 | - TTE | - HGN | - XX | - DR | - CH | -010023 | P02 |

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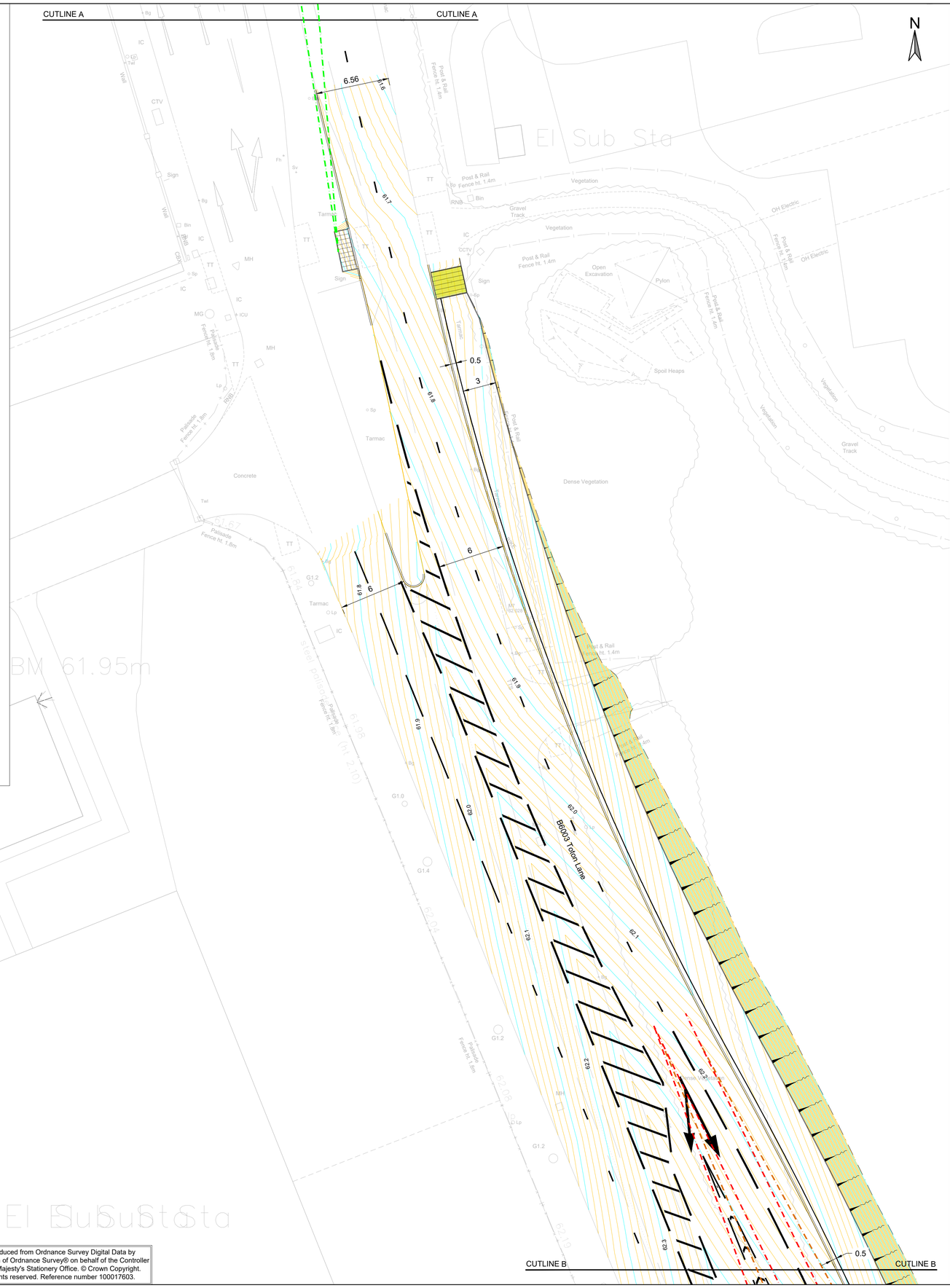


| Visibility splays | | | | | |
|---|---|---|---|---|---|
| Ref. | Design standard | Type | Set back (x) | SSD (y) | Comments |
| 1 | TSM | Pedestrian crossing visibility | N/A | 47m | As per TSM Chapter 6, Table 15-1. Approach speed is 30mph. |
| 2 | TSM | Pedestrian crossing visibility | N/A | 47m | As per TSM Chapter 6, Table 15-1. Approach speed is 30mph. |
| 3 | NHDG | SSD to stop line | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 4 | NHDG | SSD to primary signal | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 5 | NHDG | SSD to stop line | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 6 | NHDG | SSD to primary signal | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 7 | NHDG | SSD to stop line | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 8 | NHDG | SSD to primary signal | N/A | 27m | As per NHDG Figure 3.1.1. Approach speed is 20mph. |
| 9 | NHDG | SSD to stop line | N/A | 27m | As per NHDG Figure 3.1.1. Approach speed is 20mph. |
| 10 | NHDG | SSD to stop line | N/A | 27m | As per NHDG Figure 3.1.1. Approach speed is 20mph. |
| 11 | NHDG | SSD to primary signal | N/A | 27m | As per NHDG Figure 3.1.1. Approach speed is 20mph. |
| 12 | NHDG | SSD to stop line | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 13 | NHDG | SSD to stop line | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 14 | NHDG | SSD to primary signal | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 15 | NHDG | SSD to stop line | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 16 | NHDG | SSD to primary signal | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 17 | NHDG | SSD to primary signal | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 18 | NHDG | SSD to stop line | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |

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**Notes**

1. All dimensions are in metres unless stated otherwise.
2. The layout shown is for discussion and is subject to detailed design.

**Key - Geometry**

- Major contour
- Minor contour

**Key - Visibility**

- Pedestrian crossing visibility
- SSD to primary signal
- SSD to signals stop line
- Junction Intervisibility
- (#) Refer to visibility table

# PRELIMINARY ISSUE

| Schedule of Changes | |
|---|---|
| Last Rev.: | P01 |
| Ref. | Description |
| 1 | Drawing title updated. |
| 2 | Drawing scale updated. |
| 3 | Drawing updated to show four arm signalised junction. Fourth arm shown as a stub. |
| 4 | Visibility Splays table added to drawing. |
| 5 | Proposed Contours updated |
| 6 | Additional dimensions added. |

| Rev | Description | Date | Drn | Chk | App |
|---|---|---|---|---|---|
| P02 | SEE SCHEDULE OF CHANGES | 13.11.2025 | FC | JR | IF |
| P01 | PRELIMINARY FIRST ISSUE | 02.10.2025 | NN | JR | IF |

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Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GEOMETRY & VISIBILITY
SHEET 1

| TTE Project Number | Drawn By | Date | Checked By | Date | Approved By | Date | Scale @ A1 | Suitability |
|---|---|---|---|---|---|---|---|---|
| 784-B076224 | NN | Oct '25 | JR | Oct '25 | IF | Oct '25 | As Shown | S4 |

| Client Project Number | Originator | Function | Spatial | Form | Role | Number | Revision |
|---|---|---|---|---|---|---|---|
| B076224 | - TTE | - HML | - XX | - DR | - CH | -010011 | P02 |

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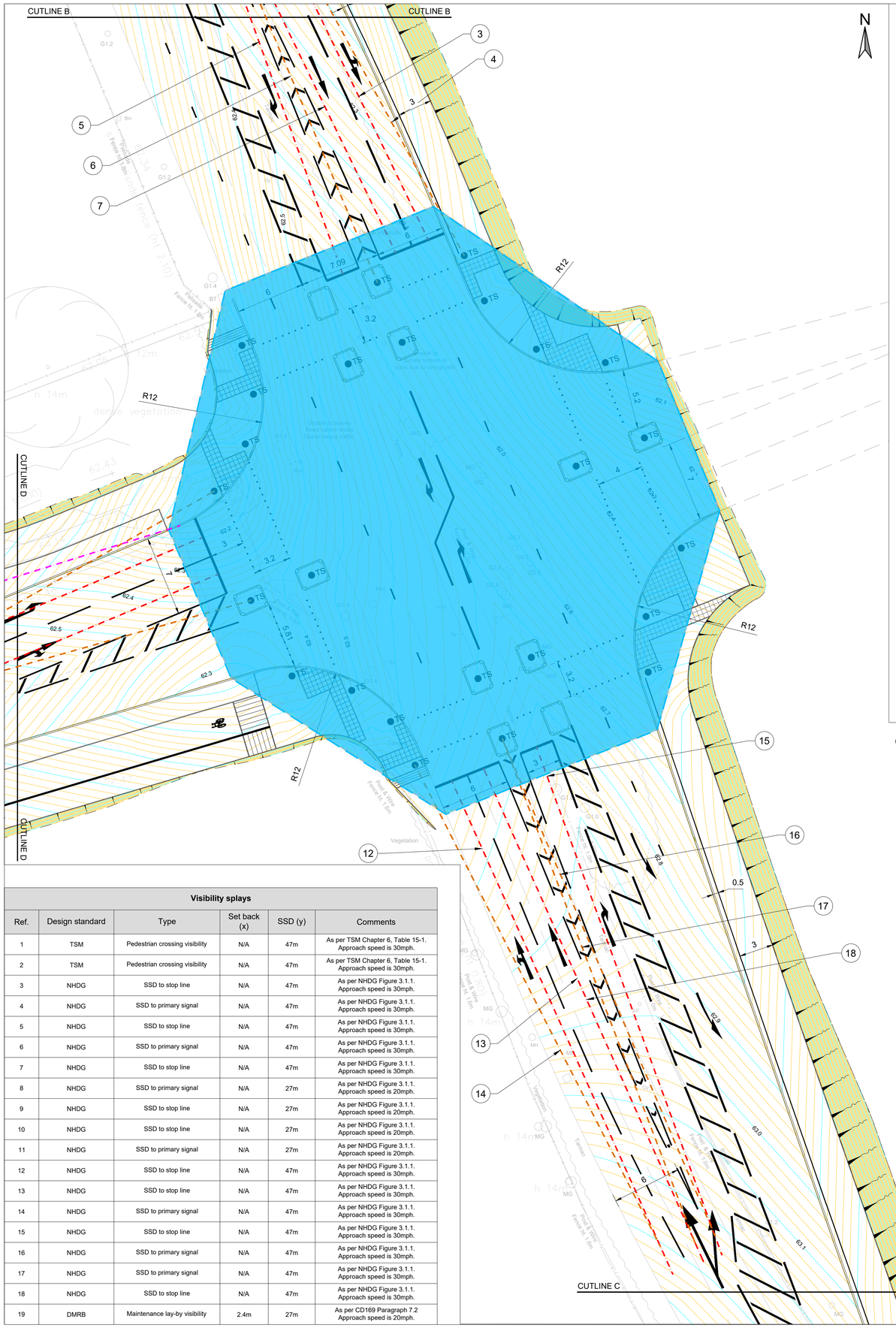


**Notes**

1. All dimensions are in metres unless stated otherwise.
2. The layout shown is for discussion and is subject to detailed design.

**Key - Geometry**

- Major contour
- Minor contour

**Key - Visibility**

- Pedestrian crossing visibility
- SSD to primary signal
- SSD to signals stop line
- Lay-by visibility
- Junction Intervisibility
- (#) Refer to visibility table

| Visibility splays | | | | | |
|---|---|---|---|---|---|
| Ref. | Design standard | Type | Set back (x) | SSD (y) | Comments |
| 1 | TSM | Pedestrian crossing visibility | N/A | 47m | As per TSM Chapter 6, Table 15-1. Approach speed is 30mph. |
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| 3 | NHDG | SSD to stop line | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
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| 18 | NHDG | SSD to stop line | N/A | 47m | As per NHDG Figure 3.1.1. Approach speed is 30mph. |
| 19 | DMRB | Maintenance lay-by visibility | 2.4m | 27m | As per CD169 Paragraph 7.2 Approach speed is 20mph. |

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# PRELIMINARY ISSUE

| Schedule of Changes | |
|---|---|
| Last Rev.: | P01 |
| Ref. | Description |
| 1 | Shared footway/cycleway on western approach re-aligned to accommodate lay-by. |
| 2 | Proposed Contours updated |
| 3 | Lay-by visibility included. |
| 4 | Traffic island shape updated. |
| 5 | Extents of section 278 extended to west. |

| Rev | Description | Date | Drn | Chk | App |
|---|---|---|---|---|---|
| P02 | SEE SCHEDULE OF CHANGES | 01.04.2026 | JR | IF | IF |
| P01 | PRELIMINARY FIRST ISSUE | 13.11.2025 | FC | JR | IF |

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SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GEOMETRY & VISIBILITY
SHEET 2

| TTE Project Number | Drawn By | Date | Checked By | Date | Approved By | Date | Scale @ A1 | Suitability |
|---|---|---|---|---|---|---|---|---|
| 784-B076224 | FC | Nov '25 | JR | Nov '25 | IF | Nov '25 | As Shown | S4 |

| Client Project Number | Originator | Function | Spatial | Form | Role | Number | Revision |
|---|---|---|---|---|---|---|---|
| B076224 | - TTE | - HML | - XX | - DR | - CH | -010012 | P02 |

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