APPENDIX E

MCC / ATC Survey Data

14936		TOTON NOVEMBER 2025								
Site	Location	Direction	Start Date	End Date	Posted Speed Limit (PSL)	Total Vehicles	5 Day Ave.	7 Day Ave.	Average 85%ile Speed	Average Mean Speed
Site No: 14936001	Stapleford Road Toton (South of Park & Ride) 52.916342, -1.263607	Channel: Northbound	Thu 06-Nov-25	Wed 12-Nov-25	30	73374	11113	10482	34.7	30.6
		Channel: Southbound	Thu 06-Nov-25	Wed 12-Nov-25		74287	11231	10612	30.8	26.7

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 06-Nov-25														
00:00	41	0	35	6	0	0	0	0	0	0	0	0	0	0
01:00	17	0	16	1	0	0	0	0	0	0	0	0	0	0
02:00	13	1	9	3	0	0	0	0	0	0	0	0	0	0
03:00	17	0	12	2	1	1	0	0	0	0	1	0	0	0
04:00	32	1	22	7	1	0	0	0	0	0	1	0	0	0
05:00	135	2	124	8	0	0	0	0	1	0	0	0	0	0
06:00	351	2	317	31	0	0	0	0	1	0	0	0	0	0
07:00	890	2	832	43	0	3	2	0	3	0	0	5	0	0
08:00	903	4	838	46	2	5	2	0	2	0	2	2	0	0
09:00	573	1	498	54	1	9	0	0	3	0	3	4	0	0
10:00	641	2	583	41	1	3	4	1	4	0	0	2	0	0
11:00	657	2	598	42	2	5	0	0	3	1	1	3	0	0
12:00	774	3	704	55	0	4	4	0	4	0	0	0	0	0
13:00	754	5	682	55	2	4	4	0	0	0	2	0	0	0
14:00	787	5	712	51	3	4	3	1	6	0	0	2	0	0
15:00	828	4	767	51	2	1	1	0	1	0	1	0	0	0
16:00	915	5	856	48	1	1	1	1	2	0	0	0	0	0
17:00	785	6	753	17	1	0	3	1	3	0	1	0	0	0
18:00	669	4	630	28	0	1	2	0	3	0	0	1	0	0
19:00	533	2	509	14	0	3	3	1	1	0	0	0	0	0
20:00	387	0	376	8	0	0	2	0	1	0	0	0	0	0
21:00	307	4	289	10	0	0	2	0	0	0	0	2	0	0
22:00	184	2	175	6	0	0	0	0	1	0	0	0	0	0
23:00	74	0	73	1	0	0	0	0	0	0	0	0	0	0
12H,7-19	9176	43	8453	531	15	40	26	4	34	1	10	19	0	0
16H,6-22	10754	51	9944	594	15	43	33	5	37	1	10	21	0	0
18H,6-24	11012	53	10192	601	15	43	33	5	38	1	10	21	0	0
24H,0-24	11267	57	10410	628	17	44	33	5	39	1	12	21	0	0

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14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 07-Nov-25														
00:00	**30**	0	27	2	0	0	0	0	1	0	0	0	0	0
01:00	**20**	1	18	1	0	0	0	0	0	0	0	0	0	0
02:00	**10**	1	7	2	0	0	0	0	0	0	0	0	0	0
03:00	**17**	0	16	0	0	0	0	0	0	0	1	0	0	0
04:00	**27**	1	21	4	1	0	0	0	0	0	0	0	0	0
05:00	**112**	0	99	13	0	0	0	0	0	0	0	0	0	0
06:00	**323**	3	284	31	0	1	1	0	1	0	2	0	0	0
07:00	**740**	3	676	55	1	1	1	1	1	0	0	1	0	0
08:00	**776**	5	709	53	0	3	1	0	2	0	1	2	0	0
09:00	**617**	2	559	41	4	3	1	0	4	0	0	3	0	0
10:00	**743**	1	687	41	2	6	1	0	4	0	0	1	0	0
11:00	**775**	3	719	35	2	7	3	0	3	0	1	2	0	0
12:00	**862**	2	795	46	2	8	5	0	3	1	0	0	0	0
13:00	**847**	2	781	48	0	4	3	0	6	0	1	2	0	0
14:00	**838**	4	780	40	3	1	1	1	6	0	0	2	0	0
15:00	**858**	1	794	57	0	1	4	0	0	0	0	1	0	0
16:00	**832**	3	787	31	1	1	4	0	2	0	1	2	0	0
17:00	**849**	1	816	24	1	0	2	0	2	0	1	2	0	0
18:00	**637**	1	609	23	1	1	1	0	0	0	1	0	0	0
19:00	**523**	0	498	20	0	0	0	1	2	0	2	0	0	0
20:00	**377**	3	364	7	1	1	0	0	1	0	0	0	0	0
21:00	**249**	3	237	8	1	0	0	0	0	0	0	0	0	0
22:00	**222**	2	212	7	0	0	0	0	1	0	0	0	0	0
23:00	**131**	0	128	3	0	0	0	0	0	0	0	0	0	0
12H,7-19	**9374**	**28**	**8712**	**494**	**17**	**36**	**27**	**2**	**33**	**1**	**6**	**18**	**0**	**0**
16H,6-22	**10846**	**37**	**10095**	**560**	**19**	**38**	**28**	**3**	**37**	**1**	**10**	**18**	**0**	**0**
18H,6-24	**11199**	**39**	**10435**	**570**	**19**	**38**	**28**	**3**	**38**	**1**	**10**	**18**	**0**	**0**
24H,0-24	**11415**	**42**	**10623**	**592**	**20**	**38**	**28**	**3**	**39**	**1**	**11**	**18**	**0**	**0**

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14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 08-Nov-25														
00:00	56	0	54	1	0	0	0	0	1	0	0	0	0	0
01:00	40	0	37	1	0	1	0	0	0	0	0	1	0	0
02:00	27	0	26	1	0	0	0	0	0	0	0	0	0	0
03:00	32	0	32	0	0	0	0	0	0	0	0	0	0	0
04:00	26	1	23	1	1	0	0	0	0	0	0	0	0	0
05:00	39	0	35	4	0	0	0	0	0	0	0	0	0	0
06:00	114	0	106	7	0	0	1	0	0	0	0	0	0	0
07:00	239	2	213	20	2	1	0	0	0	0	0	1	0	0
08:00	473	1	431	36	0	1	0	0	1	0	2	1	0	0
09:00	698	2	664	27	0	0	1	0	2	0	2	0	0	0
10:00	902	7	860	26	1	0	3	0	1	0	2	2	0	0
11:00	919	4	885	21	1	2	4	0	1	0	1	0	0	0
12:00	920	5	880	30	0	0	3	0	1	0	1	0	0	0
13:00	946	3	910	23	0	2	5	0	1	0	1	1	0	0
14:00	784	4	753	25	0	1	0	0	1	0	0	0	0	0
15:00	764	4	733	18	0	1	4	0	1	0	0	3	0	0
16:00	744	3	715	22	0	0	2	0	2	0	0	0	0	0
17:00	660	2	636	15	0	0	4	0	2	0	0	1	0	0
18:00	470	5	450	13	0	0	0	0	2	0	0	0	0	0
19:00	338	1	324	12	0	0	0	0	0	0	0	1	0	0
20:00	274	2	268	4	0	0	0	0	0	0	0	0	0	0
21:00	253	4	237	11	0	0	0	0	0	0	0	1	0	0
22:00	158	0	151	7	0	0	0	0	0	0	0	0	0	0
23:00	128	1	123	3	0	0	0	0	0	0	1	0	0	0
12H,7-19	8519	42	8130	276	4	8	26	0	15	0	9	9	0	0
16H,6-22	9498	49	9065	310	4	8	27	0	15	0	9	11	0	0
18H,6-24	9784	50	9339	320	4	8	27	0	15	0	10	11	0	0
24H,0-24	10004	51	9546	328	5	9	27	0	16	0	10	12	0	0

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14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 09-Nov-25														
00:00	73	0	70	2	1	0	0	0	0	0	0	0	0	0
01:00	56	0	53	1	0	0	0	0	0	0	1	1	0	0
02:00	35	0	33	2	0	0	0	0	0	0	0	0	0	0
03:00	25	0	24	0	0	0	0	0	0	0	1	0	0	0
04:00	19	0	14	5	0	0	0	0	0	0	0	0	0	0
05:00	34	1	32	0	0	0	0	0	0	0	0	1	0	0
06:00	65	1	60	4	0	0	0	0	0	0	0	0	0	0
07:00	136	1	125	9	0	0	0	0	0	0	0	1	0	0
08:00	265	1	247	16	0	0	0	0	1	0	0	0	0	0
09:00	500	1	470	25	0	1	2	0	1	0	0	0	0	0
10:00	669	0	639	24	0	1	2	0	0	1	1	1	0	0
11:00	772	1	750	13	0	2	2	0	3	0	0	1	0	0
12:00	947	6	906	24	1	0	3	1	5	0	0	1	0	0
13:00	800	4	769	22	0	0	1	2	1	0	0	1	0	0
14:00	711	2	685	17	1	0	4	1	1	0	0	0	0	0
15:00	622	3	604	12	0	0	3	0	0	0	0	0	0	0
16:00	567	3	538	23	0	0	1	0	1	0	0	1	0	0
17:00	448	0	435	10	0	0	0	0	1	0	1	1	0	0
18:00	323	1	309	12	0	0	1	0	0	0	0	0	0	0
19:00	261	3	244	12	1	0	1	0	0	0	0	0	0	0
20:00	199	0	192	6	0	0	0	0	0	0	0	1	0	0
21:00	143	2	137	3	0	1	0	0	0	0	0	0	0	0
22:00	92	0	86	6	0	0	0	0	0	0	0	0	0	0
23:00	41	0	37	3	0	0	0	0	1	0	0	0	0	0
12H,7-19	6760	23	6477	207	2	4	19	4	14	1	2	7	0	0
16H,6-22	7428	29	7110	232	3	5	20	4	14	1	2	8	0	0
18H,6-24	7561	29	7233	241	3	5	20	4	15	1	2	8	0	0
24H,0-24	7803	30	7459	251	4	5	20	4	15	1	4	10	0	0

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Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 10-Nov-25														
00:00	**25**	0	21	3	0	0	0	0	0	0	0	1	0	0
01:00	**13**	0	12	0	0	0	0	0	0	0	0	1	0	0
02:00	**14**	0	13	1	0	0	0	0	0	0	0	0	0	0
03:00	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
04:00	**41**	1	35	3	0	0	0	0	1	1	0	0	0	0
05:00	**127**	2	116	9	0	0	0	0	0	0	0	0	0	0
06:00	**326**	3	294	27	0	0	0	0	0	0	1	1	0	0
07:00	**839**	0	781	49	0	2	2	0	3	0	1	1	0	0
08:00	**894**	2	831	53	1	2	2	0	2	0	0	1	0	0
09:00	**561**	2	500	50	0	1	3	0	2	0	1	2	0	0
10:00	**616**	1	561	45	1	1	3	0	1	0	3	0	0	0
11:00	**677**	3	624	37	1	3	2	0	5	0	0	2	0	0
12:00	**728**	1	676	45	0	2	1	0	3	0	0	0	0	0
13:00	**656**	5	587	49	2	5	3	0	1	0	0	4	0	0
14:00	**732**	2	662	61	1	4	1	0	0	0	0	1	0	0
15:00	**842**	2	786	42	2	2	4	0	1	0	2	1	0	0
16:00	**907**	2	847	46	0	2	2	0	5	0	0	3	0	0
17:00	**750**	4	715	26	1	1	1	0	1	0	1	0	0	0
18:00	**574**	0	543	25	1	0	4	0	1	0	0	0	0	0
19:00	**480**	1	452	23	0	0	1	0	2	0	1	0	0	0
20:00	**306**	1	296	7	0	0	0	0	2	0	0	0	0	0
21:00	**232**	0	222	8	1	0	0	0	1	0	0	0	0	0
22:00	**138**	0	132	6	0	0	0	0	0	0	0	0	0	0
23:00	**67**	1	59	7	0	0	0	0	0	0	0	0	0	0
12H,7-19	**8776**	**24**	**8113**	**528**	**10**	**25**	**28**	**0**	**25**	**0**	**8**	**15**	**0**	**0**
16H,6-22	**10120**	**29**	**9377**	**593**	**11**	**25**	**29**	**0**	**30**	**0**	**10**	**16**	**0**	**0**
18H,6-24	**10325**	**30**	**9568**	**606**	**11**	**25**	**29**	**0**	**30**	**0**	**10**	**16**	**0**	**0**
24H,0-24	**10561**	**33**	**9781**	**622**	**11**	**25**	**29**	**0**	**31**	**1**	**10**	**18**	**0**	**0**

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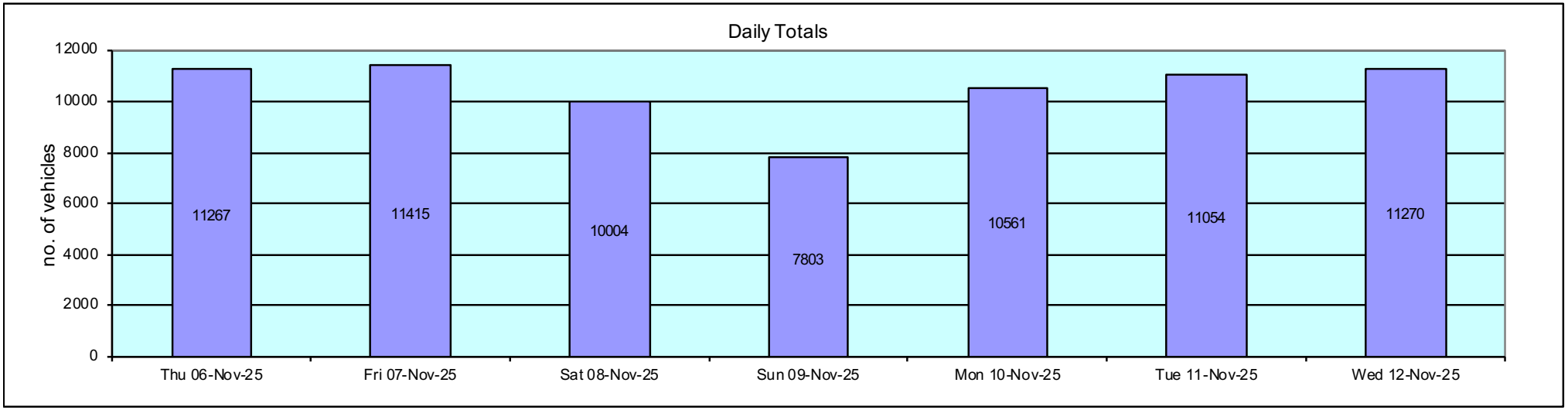
14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
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Tue 11-Nov-25														
00:00	19	0	16	3	0	0	0	0	0	0	0	0	0	0
01:00	15	0	13	0	0	0	0	0	1	0	0	1	0	0
02:00	23	1	21	1	0	0	0	0	0	0	0	0	0	0
03:00	15	0	9	3	2	0	0	0	1	0	0	0	0	0
04:00	34	1	31	2	0	0	0	0	0	0	0	0	0	0
05:00	142	0	128	13	1	0	0	0	0	0	0	0	0	0
06:00	364	4	333	23	1	0	1	0	2	0	0	0	0	0
07:00	901	2	835	53	0	4	0	0	3	0	2	2	0	0
08:00	915	0	868	37	0	2	3	1	2	0	0	1	1	0
09:00	566	5	498	44	1	3	6	0	2	0	1	6	0	0
10:00	669	2	598	51	2	6	3	1	3	0	1	2	0	0
11:00	638	2	580	48	2	1	1	0	2	0	1	1	0	0
12:00	702	3	647	39	2	2	3	0	3	0	2	1	0	0
13:00	710	3	649	50	0	3	2	0	0	0	2	1	0	0
14:00	719	3	656	48	0	4	1	0	0	0	1	6	0	0
15:00	812	3	753	45	0	2	5	0	0	0	1	3	0	0
16:00	983	4	920	46	1	2	3	0	3	0	1	3	0	0
17:00	826	4	792	23	0	0	4	0	1	0	2	0	0	0
18:00	657	4	621	24	0	1	2	0	3	0	0	2	0	0
19:00	473	3	449	17	0	0	1	0	1	0	2	0	0	0
20:00	353	1	338	11	0	0	0	0	1	0	1	1	0	0
21:00	302	2	292	7	0	0	1	0	0	0	0	0	0	0
22:00	158	1	149	8	0	0	0	0	0	0	0	0	0	0
23:00	58	0	50	5	0	0	0	0	1	0	2	0	0	0
12H,7-19	9098	35	8417	508	8	30	33	2	22	0	14	28	1	0
16H,6-22	10590	45	9829	566	9	30	36	2	26	0	17	29	1	0
18H,6-24	10806	46	10028	579	9	30	36	2	27	0	19	29	1	0
24H,0-24	11054	48	10246	601	12	30	36	2	29	0	19	30	1	0

Data produced by
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14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 12-Nov-25														
00:00	**35**	0	28	2	0	2	1	0	1	0	0	1	0	0
01:00	**21**	0	19	1	0	0	0	0	1	0	0	0	0	0
02:00	**17**	1	15	1	0	0	0	0	0	0	0	0	0	0
03:00	**20**	0	17	1	1	0	0	0	1	0	0	0	0	0
04:00	**34**	1	26	5	0	1	0	0	0	0	1	0	0	0
05:00	**119**	0	104	15	0	0	0	0	0	0	0	0	0	0
06:00	**363**	5	330	25	0	1	1	0	0	0	1	0	0	0
07:00	**869**	2	811	46	0	5	1	0	3	0	0	1	0	0
08:00	**922**	1	861	45	2	2	5	1	4	0	0	1	0	0
09:00	**601**	1	537	45	2	4	5	1	4	0	2	0	0	0
10:00	**655**	2	582	59	0	1	5	0	2	0	1	3	0	0
11:00	**714**	2	646	53	1	4	2	0	4	0	1	1	0	0
12:00	**804**	1	732	54	4	1	1	1	6	1	1	2	0	0
13:00	**759**	1	694	49	3	4	3	0	1	0	1	2	1	0
14:00	**792**	6	726	47	1	3	4	0	5	0	0	0	0	0
15:00	**820**	2	761	43	3	0	5	0	4	0	0	2	0	0
16:00	**886**	3	820	53	1	2	1	1	2	0	1	2	0	0
17:00	**841**	3	806	25	0	1	2	0	2	0	2	0	0	0
18:00	**644**	3	611	25	0	1	1	0	2	0	0	1	0	0
19:00	**540**	1	513	22	2	0	0	0	0	0	1	1	0	0
20:00	**341**	1	329	10	1	0	0	0	0	0	0	0	0	0
21:00	**249**	4	239	4	0	0	0	0	2	0	0	0	0	0
22:00	**164**	1	158	4	0	0	0	0	0	0	0	1	0	0
23:00	**60**	0	58	2	0	0	0	0	0	0	0	0	0	0
12H,7-19	**9307**	**27**	**8587**	**544**	**17**	**28**	**35**	**4**	**39**	**1**	**9**	**15**	**1**	**0**
16H,6-22	**10800**	**38**	**9998**	**605**	**20**	**29**	**36**	**4**	**41**	**1**	**11**	**16**	**1**	**0**
18H,6-24	**11024**	**39**	**10214**	**611**	**20**	**29**	**36**	**4**	**41**	**1**	**11**	**17**	**1**	**0**
24H,0-24	**11270**	**41**	**10423**	**636**	**21**	**32**	**37**	**4**	**44**	**1**	**12**	**18**	**1**	**0**

Data produced by
Auto Surveys Ltd

14936		TOTON			Site No: 14936001		Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25					Channel: Northbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 06-Nov-25	**11267**	57	10410	628	17	44	33	5	39	1	12	21	0	0
Fri 07-Nov-25	**11415**	42	10623	592	20	38	28	3	39	1	11	18	0	0
Sat 08-Nov-25	**10004**	51	9546	328	5	9	27	0	16	0	10	12	0	0
Sun 09-Nov-25	**7803**	30	7459	251	4	5	20	4	15	1	4	10	0	0
Mon 10-Nov-25	**10561**	33	9781	622	11	25	29	0	31	1	10	18	0	0
Tue 11-Nov-25	**11054**	48	10246	601	12	30	36	2	29	0	19	30	1	0
Wed 12-Nov-25	**11270**	41	10423	636	21	32	37	4	44	1	12	18	1	0
Total Vehicles														
[--]	**73374**	302	68488	3658	90	183	210	18	213	5	78	127	2	0



Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Thu 06-Nov-25											
00:00	41	0	0.0	35	85.4	6	14.6	0	0.0	0	0.0
01:00	17	0	0.0	16	94.1	1	5.9	0	0.0	0	0.0
02:00	13	1	7.7	9	69.2	3	23.1	0	0.0	0	0.0
03:00	17	0	0.0	12	70.6	2	11.8	2	11.8	1	5.9
04:00	32	1	3.1	22	68.8	7	21.9	1	3.1	1	3.1
05:00	135	2	1.5	124	91.9	8	5.9	1	0.7	0	0.0
06:00	351	2	0.6	317	90.3	31	8.8	1	0.3	0	0.0
07:00	890	2	0.2	832	93.5	43	4.8	13	1.5	0	0.0
08:00	903	4	0.4	838	92.8	46	5.1	13	1.4	2	0.2
09:00	573	1	0.2	498	86.9	54	9.4	19	3.3	1	0.2
10:00	641	2	0.3	583	91.0	41	6.4	14	2.2	1	0.2
11:00	657	2	0.3	598	91.0	42	6.4	13	2.0	2	0.3
12:00	774	3	0.4	704	91.0	55	7.1	12	1.6	0	0.0
13:00	754	5	0.7	682	90.5	55	7.3	10	1.3	2	0.3
14:00	787	5	0.6	712	90.5	51	6.5	16	2.0	3	0.4
15:00	828	4	0.5	767	92.6	51	6.2	4	0.5	2	0.2
16:00	915	5	0.6	856	93.6	48	5.3	5	0.6	1	0.1
17:00	785	6	0.8	753	95.9	17	2.2	8	1.0	1	0.1
18:00	669	4	0.6	630	94.2	28	4.2	7	1.1	0	0.0
19:00	533	2	0.4	509	95.5	14	2.6	8	1.5	0	0.0
20:00	387	0	0.0	376	97.2	8	2.1	3	0.8	0	0.0
21:00	307	4	1.3	289	94.1	10	3.3	4	1.3	0	0.0
22:00	184	2	1.1	175	95.1	6	3.3	1	0.5	0	0.0
23:00	74	0	0.0	73	98.7	1	1.4	0	0.0	0	0.0
12H,7-19	9176	43	0.5	8453	92.1	531	5.8	134	1.5	15	0.2
16H,6-22	10754	51	0.5	9944	92.5	594	5.5	150	1.4	15	0.1
18H,6-24	11012	53	0.5	10192	92.6	601	5.5	151	1.4	15	0.1
24H,0-24	11267	57	0.5	10410	92.4	628	5.6	155	1.4	17	0.2

Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 07-Nov-25											
00:00	**30**	0	0.0	27	90.0	2	6.7	1	3.3	0	0.0
01:00	**20**	1	5.0	18	90.0	1	5.0	0	0.0	0	0.0
02:00	**10**	1	10.0	7	70.0	2	20.0	0	0.0	0	0.0
03:00	**17**	0	0.0	16	94.1	0	0.0	1	5.9	0	0.0
04:00	**27**	1	3.7	21	77.8	4	14.8	0	0.0	1	3.7
05:00	**112**	0	0.0	99	88.4	13	11.6	0	0.0	0	0.0
06:00	**323**	3	0.9	284	87.9	31	9.6	5	1.6	0	0.0
07:00	**740**	3	0.4	676	91.4	55	7.4	5	0.7	1	0.1
08:00	**776**	5	0.6	709	91.4	53	6.8	9	1.2	0	0.0
09:00	**617**	2	0.3	559	90.6	41	6.7	11	1.8	4	0.7
10:00	**743**	1	0.1	687	92.5	41	5.5	12	1.6	2	0.3
11:00	**775**	3	0.4	719	92.8	35	4.5	16	2.1	2	0.3
12:00	**862**	2	0.2	795	92.2	46	5.3	17	2.0	2	0.2
13:00	**847**	2	0.2	781	92.2	48	5.7	16	1.9	0	0.0
14:00	**838**	4	0.5	780	93.1	40	4.8	11	1.3	3	0.4
15:00	**858**	1	0.1	794	92.5	57	6.6	6	0.7	0	0.0
16:00	**832**	3	0.4	787	94.6	31	3.7	10	1.2	1	0.1
17:00	**849**	1	0.1	816	96.1	24	2.8	7	0.8	1	0.1
18:00	**637**	1	0.2	609	95.6	23	3.6	3	0.5	1	0.2
19:00	**523**	0	0.0	498	95.2	20	3.8	5	1.0	0	0.0
20:00	**377**	3	0.8	364	96.6	7	1.9	2	0.5	1	0.3
21:00	**249**	3	1.2	237	95.2	8	3.2	0	0.0	1	0.4
22:00	**222**	2	0.9	212	95.5	7	3.2	1	0.5	0	0.0
23:00	**131**	0	0.0	128	97.7	3	2.3	0	0.0	0	0.0
12H,7-19	**9374**	**28**	**0.3**	**8712**	**92.9**	**494**	**5.3**	**123**	**1.3**	**17**	**0.2**
16H,6-22	**10846**	**37**	**0.3**	**10095**	**93.1**	**560**	**5.2**	**135**	**1.2**	**19**	**0.2**
18H,6-24	**11199**	**39**	**0.4**	**10435**	**93.2**	**570**	**5.1**	**136**	**1.2**	**19**	**0.2**
24H,0-24	**11415**	**42**	**0.4**	**10623**	**93.1**	**592**	**5.2**	**138**	**1.2**	**20**	**0.2**

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sat 08-Nov-25											
00:00	56	0	0.0	54	96.4	1	1.8	1	1.8	0	0.0
01:00	40	0	0.0	37	92.5	1	2.5	2	5.0	0	0.0
02:00	27	0	0.0	26	96.3	1	3.7	0	0.0	0	0.0
03:00	32	0	0.0	32	100.0	0	0.0	0	0.0	0	0.0
04:00	26	1	3.9	23	88.5	1	3.9	0	0.0	1	3.9
05:00	39	0	0.0	35	89.7	4	10.3	0	0.0	0	0.0
06:00	114	0	0.0	106	93.0	7	6.1	1	0.9	0	0.0
07:00	239	2	0.8	213	89.1	20	8.4	2	0.8	2	0.8
08:00	473	1	0.2	431	91.1	36	7.6	5	1.1	0	0.0
09:00	698	2	0.3	664	95.1	27	3.9	5	0.7	0	0.0
10:00	902	7	0.8	860	95.3	26	2.9	8	0.9	1	0.1
11:00	919	4	0.4	885	96.3	21	2.3	8	0.9	1	0.1
12:00	920	5	0.5	880	95.7	30	3.3	5	0.5	0	0.0
13:00	946	3	0.3	910	96.2	23	2.4	10	1.1	0	0.0
14:00	784	4	0.5	753	96.1	25	3.2	2	0.3	0	0.0
15:00	764	4	0.5	733	95.9	18	2.4	9	1.2	0	0.0
16:00	744	3	0.4	715	96.1	22	3.0	4	0.5	0	0.0
17:00	660	2	0.3	636	96.4	15	2.3	7	1.1	0	0.0
18:00	470	5	1.1	450	95.7	13	2.8	2	0.4	0	0.0
19:00	338	1	0.3	324	95.9	12	3.6	1	0.3	0	0.0
20:00	274	2	0.7	268	97.8	4	1.5	0	0.0	0	0.0
21:00	253	4	1.6	237	93.7	11	4.4	1	0.4	0	0.0
22:00	158	0	0.0	151	95.6	7	4.4	0	0.0	0	0.0
23:00	128	1	0.8	123	96.1	3	2.3	1	0.8	0	0.0
12H,7-19	8519	42	0.5	8130	95.4	276	3.2	67	0.8	4	0.1
16H,6-22	9498	49	0.5	9065	95.4	310	3.3	70	0.7	4	0.0
18H,6-24	9784	50	0.5	9339	95.5	320	3.3	71	0.7	4	0.0
24H,0-24	10004	51	0.5	9546	95.4	328	3.3	74	0.7	5	0.1

Data produced by
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14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Sun 09-Nov-25											
00:00	73	0	0.0	70	95.9	2	2.7	0	0.0	1	1.4
01:00	56	0	0.0	53	94.6	1	1.8	2	3.6	0	0.0
02:00	35	0	0.0	33	94.3	2	5.7	0	0.0	0	0.0
03:00	25	0	0.0	24	96.0	0	0.0	1	4.0	0	0.0
04:00	19	0	0.0	14	73.7	5	26.3	0	0.0	0	0.0
05:00	34	1	2.9	32	94.1	0	0.0	1	2.9	0	0.0
06:00	65	1	1.5	60	92.3	4	6.2	0	0.0	0	0.0
07:00	136	1	0.7	125	91.9	9	6.6	1	0.7	0	0.0
08:00	265	1	0.4	247	93.2	16	6.0	1	0.4	0	0.0
09:00	500	1	0.2	470	94.0	25	5.0	4	0.8	0	0.0
10:00	669	0	0.0	639	95.5	24	3.6	6	0.9	0	0.0
11:00	772	1	0.1	750	97.2	13	1.7	8	1.0	0	0.0
12:00	947	6	0.6	906	95.7	24	2.5	10	1.1	1	0.1
13:00	800	4	0.5	769	96.1	22	2.8	5	0.6	0	0.0
14:00	711	2	0.3	685	96.3	17	2.4	6	0.8	1	0.1
15:00	622	3	0.5	604	97.1	12	1.9	3	0.5	0	0.0
16:00	567	3	0.5	538	94.9	23	4.1	3	0.5	0	0.0
17:00	448	0	0.0	435	97.1	10	2.2	3	0.7	0	0.0
18:00	323	1	0.3	309	95.7	12	3.7	1	0.3	0	0.0
19:00	261	3	1.2	244	93.5	12	4.6	1	0.4	1	0.4
20:00	199	0	0.0	192	96.5	6	3.0	1	0.5	0	0.0
21:00	143	2	1.4	137	95.8	3	2.1	1	0.7	0	0.0
22:00	92	0	0.0	86	93.5	6	6.5	0	0.0	0	0.0
23:00	41	0	0.0	37	90.2	3	7.3	1	2.4	0	0.0
12H,7-19	6760	23	0.3	6477	95.8	207	3.1	51	0.8	2	0.0
16H,6-22	7428	29	0.4	7110	95.7	232	3.1	54	0.7	3	0.0
18H,6-24	7561	29	0.4	7233	95.7	241	3.2	55	0.7	3	0.0
24H,0-24	7803	30	0.4	7459	95.6	251	3.2	59	0.8	4	0.1

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14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Mon 10-Nov-25											
00:00	**25**	0	0.0	21	84.0	3	12.0	1	4.0	0	0.0
01:00	**13**	0	0.0	12	92.3	0	0.0	1	7.7	0	0.0
02:00	**14**	0	0.0	13	92.9	1	7.1	0	0.0	0	0.0
03:00	**16**	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
04:00	**41**	1	2.4	35	85.4	3	7.3	2	4.9	0	0.0
05:00	**127**	2	1.6	116	91.3	9	7.1	0	0.0	0	0.0
06:00	**326**	3	0.9	294	90.2	27	8.3	2	0.6	0	0.0
07:00	**839**	0	0.0	781	93.1	49	5.8	9	1.1	0	0.0
08:00	**894**	2	0.2	831	93.0	53	5.9	7	0.8	1	0.1
09:00	**561**	2	0.4	500	89.1	50	8.9	9	1.6	0	0.0
10:00	**616**	1	0.2	561	91.1	45	7.3	8	1.3	1	0.2
11:00	**677**	3	0.4	624	92.2	37	5.5	12	1.8	1	0.2
12:00	**728**	1	0.1	676	92.9	45	6.2	6	0.8	0	0.0
13:00	**656**	5	0.8	587	89.5	49	7.5	13	2.0	2	0.3
14:00	**732**	2	0.3	662	90.4	61	8.3	6	0.8	1	0.1
15:00	**842**	2	0.2	786	93.4	42	5.0	10	1.2	2	0.2
16:00	**907**	2	0.2	847	93.4	46	5.1	12	1.3	0	0.0
17:00	**750**	4	0.5	715	95.3	26	3.5	4	0.5	1	0.1
18:00	**574**	0	0.0	543	94.6	25	4.4	5	0.9	1	0.2
19:00	**480**	1	0.2	452	94.2	23	4.8	4	0.8	0	0.0
20:00	**306**	1	0.3	296	96.7	7	2.3	2	0.7	0	0.0
21:00	**232**	0	0.0	222	95.7	8	3.5	1	0.4	1	0.4
22:00	**138**	0	0.0	132	95.7	6	4.4	0	0.0	0	0.0
23:00	**67**	1	1.5	59	88.1	7	10.5	0	0.0	0	0.0
12H,7-19	**8776**	**24**	**0.3**	**8113**	**92.5**	**528**	**6.0**	**101**	**1.2**	**10**	**0.1**
16H,6-22	**10120**	**29**	**0.3**	**9377**	**92.7**	**593**	**5.9**	**110**	**1.1**	**11**	**0.1**
18H,6-24	**10325**	**30**	**0.3**	**9568**	**92.7**	**606**	**5.9**	**110**	**1.1**	**11**	**0.1**
24H,0-24	**10561**	**33**	**0.3**	**9781**	**92.6**	**622**	**5.9**	**114**	**1.1**	**11**	**0.1**

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14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Tue 11-Nov-25											
00:00	**19**	0	0.0	16	84.2	3	15.8	0	0.0	0	0.0
01:00	**15**	0	0.0	13	86.7	0	0.0	2	13.3	0	0.0
02:00	**23**	1	4.4	21	91.3	1	4.4	0	0.0	0	0.0
03:00	**15**	0	0.0	9	60.0	3	20.0	1	6.7	2	13.3
04:00	**34**	1	2.9	31	91.2	2	5.9	0	0.0	0	0.0
05:00	**142**	0	0.0	128	90.1	13	9.2	0	0.0	1	0.7
06:00	**364**	4	1.1	333	91.5	23	6.3	3	0.8	1	0.3
07:00	**901**	2	0.2	835	92.7	53	5.9	11	1.2	0	0.0
08:00	**915**	0	0.0	868	94.9	37	4.0	10	1.1	0	0.0
09:00	**566**	5	0.9	498	88.0	44	7.8	18	3.2	1	0.2
10:00	**669**	2	0.3	598	89.4	51	7.6	16	2.4	2	0.3
11:00	**638**	2	0.3	580	90.9	48	7.5	6	0.9	2	0.3
12:00	**702**	3	0.4	647	92.2	39	5.6	11	1.6	2	0.3
13:00	**710**	3	0.4	649	91.4	50	7.0	8	1.1	0	0.0
14:00	**719**	3	0.4	656	91.2	48	6.7	12	1.7	0	0.0
15:00	**812**	3	0.4	753	92.7	45	5.5	11	1.4	0	0.0
16:00	**983**	4	0.4	920	93.6	46	4.7	12	1.2	1	0.1
17:00	**826**	4	0.5	792	95.9	23	2.8	7	0.9	0	0.0
18:00	**657**	4	0.6	621	94.5	24	3.7	8	1.2	0	0.0
19:00	**473**	3	0.6	449	94.9	17	3.6	4	0.9	0	0.0
20:00	**353**	1	0.3	338	95.8	11	3.1	3	0.9	0	0.0
21:00	**302**	2	0.7	292	96.7	7	2.3	1	0.3	0	0.0
22:00	**158**	1	0.6	149	94.3	8	5.1	0	0.0	0	0.0
23:00	**58**	0	0.0	50	86.2	5	8.6	3	5.2	0	0.0
12H,7-19	**9098**	**35**	**0.4**	**8417**	**92.5**	**508**	**5.6**	**130**	**1.4**	**8**	**0.1**
16H,6-22	**10590**	**45**	**0.4**	**9829**	**92.8**	**566**	**5.3**	**141**	**1.3**	**9**	**0.1**
18H,6-24	**10806**	**46**	**0.4**	**10028**	**92.8**	**579**	**5.4**	**144**	**1.3**	**9**	**0.1**
24H,0-24	**11054**	**48**	**0.4**	**10246**	**92.7**	**601**	**5.4**	**147**	**1.3**	**12**	**0.1**

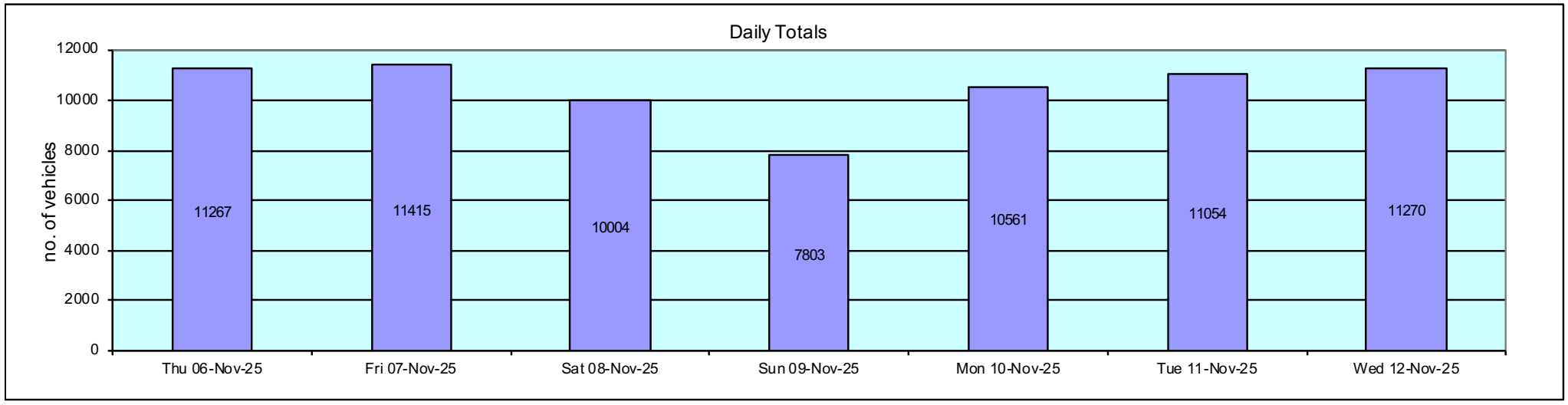
Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Northbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 12-Nov-25											
00:00	**35**	0	0.0	28	80.0	2	5.7	5	14.3	0	0.0
01:00	**21**	0	0.0	19	90.5	1	4.8	1	4.8	0	0.0
02:00	**17**	1	5.9	15	88.2	1	5.9	0	0.0	0	0.0
03:00	**20**	0	0.0	17	85.0	1	5.0	1	5.0	1	5.0
04:00	**34**	1	2.9	26	76.5	5	14.7	2	5.9	0	0.0
05:00	**119**	0	0.0	104	87.4	15	12.6	0	0.0	0	0.0
06:00	**363**	5	1.4	330	90.9	25	6.9	3	0.8	0	0.0
07:00	**869**	2	0.2	811	93.3	46	5.3	10	1.2	0	0.0
08:00	**922**	1	0.1	861	93.4	45	4.9	13	1.4	2	0.2
09:00	**601**	1	0.2	537	89.4	45	7.5	16	2.7	2	0.3
10:00	**655**	2	0.3	582	88.9	59	9.0	12	1.8	0	0.0
11:00	**714**	2	0.3	646	90.5	53	7.4	12	1.7	1	0.1
12:00	**804**	1	0.1	732	91.0	54	6.7	13	1.6	4	0.5
13:00	**759**	1	0.1	694	91.4	49	6.5	12	1.6	3	0.4
14:00	**792**	6	0.8	726	91.7	47	5.9	12	1.5	1	0.1
15:00	**820**	2	0.2	761	92.8	43	5.2	11	1.3	3	0.4
16:00	**886**	3	0.3	820	92.6	53	6.0	9	1.0	1	0.1
17:00	**841**	3	0.4	806	95.8	25	3.0	7	0.8	0	0.0
18:00	**644**	3	0.5	611	94.9	25	3.9	5	0.8	0	0.0
19:00	**540**	1	0.2	513	95.0	22	4.1	2	0.4	2	0.4
20:00	**341**	1	0.3	329	96.5	10	2.9	0	0.0	1	0.3
21:00	**249**	4	1.6	239	96.0	4	1.6	2	0.8	0	0.0
22:00	**164**	1	0.6	158	96.3	4	2.4	1	0.6	0	0.0
23:00	**60**	0	0.0	58	96.7	2	3.3	0	0.0	0	0.0
12H,7-19	**9307**	**27**	**0.3**	**8587**	**92.3**	**544**	**5.9**	**132**	**1.4**	**17**	**0.2**
16H,6-22	**10800**	**38**	**0.4**	**9998**	**92.6**	**605**	**5.6**	**139**	**1.3**	**20**	**0.2**
18H,6-24	**11024**	**39**	**0.4**	**10214**	**92.7**	**611**	**5.5**	**140**	**1.3**	**20**	**0.2**
24H,0-24	**11270**	**41**	**0.4**	**10423**	**92.5**	**636**	**5.6**	**149**	**1.3**	**21**	**0.2**

Data produced by
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14936	TOTON	Site No: 14936001	Location	Stapleford Road, Toton (South of Park & Ride)
Thu 06-Nov-25 to Wed 12-Nov-25		Channel: Northbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 06-Nov-25	**11267**	57	0.5	10410	92.4	628	5.6	155	1.4	17	0.2
Fri 07-Nov-25	**11415**	42	0.4	10623	93.1	592	5.2	138	1.2	20	0.2
Sat 08-Nov-25	**10004**	51	0.5	9546	95.4	328	3.3	74	0.7	5	0.1
Sun 09-Nov-25	**7803**	30	0.4	7459	95.6	251	3.2	59	0.8	4	0.1
Mon 10-Nov-25	**10561**	33	0.3	9781	92.6	622	5.9	114	1.1	11	0.1
Tue 11-Nov-25	**11054**	48	0.4	10246	92.7	601	5.4	147	1.3	12	0.1
Wed 12-Nov-25	**11270**	41	0.4	10423	92.5	636	5.6	149	1.3	21	0.2
Total Vehicles											
[--]	**73374**	302	0.4	68488	93.5	3658	4.9	836	1.1	90	0.1



Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 06-Nov-25																
00:00	**41**	39	33.5	6.6	0	0	0	1	0	15	13	9	2	0	0	1
01:00	**17**	35.9	32.3	4.7	0	0	0	0	0	8	6	2	1	0	0	0
02:00	**13**	38.8	35	8.6	0	0	0	0	0	5	4	2	1	0	0	1
03:00	**17**	39	34.1	5.1	0	0	0	0	1	3	7	5	1	0	0	0
04:00	**32**	43.8	36.9	7	0	0	0	0	0	8	6	11	3	3	1	0
05:00	**135**	40.1	35	5.3	0	0	0	0	0	30	54	37	8	6	0	0
06:00	**351**	38.5	34	4.4	0	0	1	0	0	74	182	81	9	4	0	0
07:00	**890**	35.1	31.5	3.6	0	1	0	0	1	415	417	48	8	0	0	0
08:00	**903**	34.1	29.9	3.8	0	1	0	0	88	505	282	25	1	0	1	0
09:00	**573**	35	31.4	3.6	0	0	0	0	10	264	268	24	6	1	0	0
10:00	**641**	34.8	30.7	4.1	0	0	1	12	29	304	259	34	2	0	0	0
11:00	**657**	34.8	30.9	3.7	0	0	0	0	20	349	247	35	6	0	0	0
12:00	**774**	34.3	30.2	3.8	0	1	0	7	47	426	265	26	2	0	0	0
13:00	**754**	34.2	30.1	3.5	0	0	0	2	45	439	244	24	0	0	0	0
14:00	**787**	34	30	3.7	0	1	1	0	52	463	250	18	0	2	0	0
15:00	**828**	32.8	29.2	3.6	0	0	0	3	89	548	173	14	0	0	0	1
16:00	**915**	33.8	29.7	3.8	1	0	0	2	88	546	248	27	3	0	0	0
17:00	**785**	32.6	28.9	3.6	0	0	0	11	99	509	153	12	1	0	0	0
18:00	**669**	33.8	29.7	3.7	0	2	0	3	44	411	196	12	0	1	0	0
19:00	**533**	34.6	30.6	3.7	0	0	0	0	26	280	204	19	4	0	0	0
20:00	**387**	35.4	31.6	3.8	0	0	0	0	5	180	164	36	2	0	0	0
21:00	**307**	35.3	31.8	4	0	0	0	0	4	134	144	16	8	1	0	0
22:00	**184**	37.6	33.3	5.2	0	0	1	0	4	48	95	25	9	0	1	1
23:00	**74**	42.5	35.6	6.8	0	0	0	0	0	15	37	8	8	4	0	2
12H,7-19	**9176**	**34.3**	**30.1**	**3.8**	**1**	**6**	**2**	**40**	**612**	**5179**	**3002**	**299**	**29**	**4**	**1**	**1**
16H,6-22	**10754**	**34.5**	**30.4**	**3.9**	**1**	**6**	**3**	**40**	**647**	**5847**	**3696**	**451**	**52**	**9**	**1**	**1**
18H,6-24	**11012**	**34.6**	**30.5**	**4**	**1**	**6**	**4**	**40**	**651**	**5910**	**3828**	**484**	**69**	**13**	**2**	**4**
24H,0-24	**11267**	**34.7**	**30.6**	**4.1**	**1**	**6**	**4**	**41**	**652**	**5979**	**3918**	**550**	**85**	**22**	**3**	**6**

Data produced by
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14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 07-Nov-25																
00:00	**30**	39.6	34.5	5.8	0	0	0	0	0	9	11	7	1	2	0	0
01:00	**20**	38.5	36.3	6.9	0	0	0	0	0	2	12	3	1	0	2	0
02:00	**10**	51	37	10.9	0	0	0	0	0	4	2	2	0	0	1	1
03:00	**17**	39.3	33.8	5.3	0	0	0	0	0	6	6	3	2	0	0	0
04:00	**27**	42.2	35.7	6.4	0	0	0	1	0	5	7	8	6	0	0	0
05:00	**112**	40.8	35.5	5.9	0	0	0	0	0	25	41	30	12	2	1	1
06:00	**323**	38.5	34	4.7	0	0	1	0	0	69	176	56	16	4	0	1
07:00	**740**	35.3	31.7	3.6	0	0	0	0	6	319	355	54	6	0	0	0
08:00	**776**	33.8	29.3	4.2	0	0	4	14	95	427	213	19	4	0	0	0
09:00	**617**	35	31.4	3.4	0	0	0	0	4	289	289	32	3	0	0	0
10:00	**743**	34.5	30.6	3.4	0	0	0	1	17	425	269	29	2	0	0	0
11:00	**775**	34	30	3.8	0	4	1	4	37	459	252	17	1	0	0	0
12:00	**862**	34.5	30.4	3.7	0	2	0	2	42	460	327	28	1	0	0	0
13:00	**847**	34.4	30.4	3.5	0	0	0	0	43	468	311	20	5	0	0	0
14:00	**838**	33.8	29.5	4	0	1	1	12	86	484	232	21	0	1	0	0
15:00	**858**	33.4	29.5	3.5	0	1	0	2	66	554	220	13	2	0	0	0
16:00	**832**	33.8	29.6	3.8	0	1	1	3	85	483	236	20	3	0	0	0
17:00	**849**	32.1	28.4	4.2	0	4	8	22	110	544	148	13	0	0	0	0
18:00	**637**	34.4	30.2	3.9	0	1	0	2	49	344	214	23	4	0	0	0
19:00	**523**	34.3	30.3	3.7	0	0	0	0	32	291	182	13	5	0	0	0
20:00	**377**	34.9	31.1	3.9	0	0	1	1	10	179	164	17	5	0	0	0
21:00	**249**	35.8	32.5	4.9	0	0	0	0	3	95	119	22	6	1	1	2
22:00	**222**	35.9	31.9	4.5	0	0	0	0	8	95	87	26	5	1	0	0
23:00	**131**	36.6	33.2	4.5	0	0	0	0	3	31	75	16	4	2	0	0
12H,7-19	**9374**	**34.2**	**30**	**3.9**	**0**	**14**	**15**	**62**	**640**	**5256**	**3066**	**289**	**31**	**1**	**0**	**0**
16H,6-22	**10846**	**34.4**	**30.3**	**4**	**0**	**14**	**17**	**63**	**685**	**5890**	**3707**	**397**	**63**	**6**	**1**	**3**
18H,6-24	**11199**	**34.5**	**30.3**	**4**	**0**	**14**	**17**	**63**	**696**	**6016**	**3869**	**439**	**72**	**9**	**1**	**3**
24H,0-24	**11415**	**34.6**	**30.4**	**4.2**	**0**	**14**	**17**	**64**	**696**	**6067**	**3948**	**492**	**94**	**13**	**5**	**5**

Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 08-Nov-25																
00:00	**56**	39.4	33.8	5.4	0	0	0	0	2	16	21	12	4	1	0	0
01:00	**40**	38.5	34.4	6.2	0	0	0	0	2	6	22	7	1	1	0	1
02:00	**27**	37.8	34.4	5.4	0	0	0	0	0	5	16	4	1	0	1	0
03:00	**32**	43.7	36.9	7.1	0	0	0	0	0	7	9	8	5	1	2	0
04:00	**26**	40.3	35.4	5.7	0	0	0	0	1	3	12	6	3	1	0	0
05:00	**39**	40.6	35.8	5.9	0	0	0	0	0	10	9	14	4	2	0	0
06:00	**114**	39.9	35.1	4.9	0	0	0	0	0	21	48	35	8	1	1	0
07:00	**239**	38.2	33.3	4.8	0	0	0	0	4	72	108	43	9	2	1	0
08:00	**473**	35.8	32.2	4.2	0	0	0	0	5	187	219	51	10	0	0	1
09:00	**698**	34.9	31.1	3.5	0	0	0	0	3	372	281	39	3	0	0	0
10:00	**902**	34.7	30.8	4	0	2	2	8	23	459	365	36	6	0	1	0
11:00	**919**	34.4	30.4	3.6	0	2	0	0	45	488	360	23	1	0	0	0
12:00	**920**	35	31.2	3.6	0	0	0	0	23	428	418	48	3	0	0	0
13:00	**946**	34.5	30.5	3.7	0	2	0	0	37	537	327	37	6	0	0	0
14:00	**784**	34.6	30.7	3.5	0	0	0	0	28	413	314	26	3	0	0	0
15:00	**764**	34.6	30.6	3.6	0	0	0	1	42	387	306	26	2	0	0	0
16:00	**744**	34	29.9	3.8	1	0	0	1	68	415	241	17	1	0	0	0
17:00	**660**	34.4	30.3	3.9	0	3	0	0	30	378	218	28	3	0	0	0
18:00	**470**	35.1	31.4	3.7	0	0	0	0	3	232	198	33	3	1	0	0
19:00	**338**	35.4	31.8	4.3	0	0	0	0	10	138	156	28	3	2	0	1
20:00	**274**	35.8	32.4	4.5	0	0	0	0	1	107	130	27	4	4	1	0
21:00	**253**	35.4	31.8	4	0	0	1	0	4	105	118	21	4	0	0	0
22:00	**158**	37.4	33.2	4.6	0	0	0	0	1	50	77	21	8	0	1	0
23:00	**128**	37.3	32.4	5.3	0	0	1	1	3	46	52	21	2	1	1	0
12H,7-19	**8519**	**34.8**	**30.8**	**3.8**	**1**	**9**	**2**	**10**	**311**	**4368**	**3355**	**407**	**50**	**3**	**2**	**1**
16H,6-22	**9498**	**34.9**	**31**	**3.9**	**1**	**9**	**3**	**10**	**326**	**4739**	**3807**	**518**	**69**	**10**	**4**	**2**
18H,6-24	**9784**	**35**	**31**	**4**	**1**	**9**	**4**	**11**	**330**	**4835**	**3936**	**560**	**79**	**11**	**6**	**2**
24H,0-24	**10004**	**35.1**	**31.1**	**4.1**	**1**	**9**	**4**	**11**	**335**	**4882**	**4025**	**611**	**97**	**17**	**9**	**3**

Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 09-Nov-25																
00:00	**73**	37	32.9	4.8	0	0	0	0	0	28	32	8	4	1	0	0
01:00	**56**	40.6	35	7.6	0	0	0	0	0	21	15	12	3	2	1	2
02:00	**35**	38.9	33.6	5.8	0	0	0	1	1	8	14	9	1	1	0	0
03:00	**25**	42.3	35.5	8.2	0	0	0	0	0	9	7	4	3	0	1	1
04:00	**19**	41.8	35.6	5.5	0	0	0	0	0	4	7	4	4	0	0	0
05:00	**34**	44	36.7	6.8	0	0	0	0	0	10	5	8	9	2	0	0
06:00	**65**	38.4	34.3	4.6	0	0	0	0	1	9	39	12	2	2	0	0
07:00	**136**	40.3	34.5	5.5	0	0	0	0	1	36	54	28	13	4	0	0
08:00	**265**	37.9	33.1	4.5	0	0	0	1	1	86	117	52	5	3	0	0
09:00	**500**	35.7	32.4	3.9	0	0	0	0	2	174	267	45	11	1	0	0
10:00	**669**	35.1	31.2	3.7	0	1	0	0	9	331	280	44	4	0	0	0
11:00	**772**	34.2	30.3	3.4	0	0	0	2	32	455	259	24	0	0	0	0
12:00	**947**	34.3	30.1	3.9	0	2	1	8	57	520	329	29	1	0	0	0
13:00	**800**	34.7	29.8	5.6	0	8	20	26	39	369	291	39	7	1	0	0
14:00	**711**	34.8	31	3.9	0	2	1	2	16	352	300	32	6	0	0	0
15:00	**622**	35	31.1	3.7	0	0	0	0	20	300	263	36	3	0	0	0
16:00	**567**	34.9	31.1	3.6	0	0	0	0	19	265	252	28	3	0	0	0
17:00	**448**	35.4	31.8	3.9	0	0	0	0	10	186	209	37	5	1	0	0
18:00	**323**	35.5	31.8	4.1	0	0	0	0	6	137	147	27	5	0	1	0
19:00	**261**	35.8	32.3	4	0	0	0	0	2	101	124	29	4	1	0	0
20:00	**199**	35.2	31.4	4	0	0	0	0	6	94	81	14	4	0	0	0
21:00	**143**	36.9	32.6	4.9	0	0	0	0	3	55	60	17	7	0	1	0
22:00	**92**	38.8	34.2	5.1	0	0	0	0	1	21	45	19	3	2	1	0
23:00	**41**	37.4	32.4	5.6	0	0	0	0	3	15	15	5	2	1	0	0
12H,7-19	**6760**	**35.1**	**31**	**4.2**	**0**	**13**	**22**	**39**	**212**	**3211**	**2768**	**421**	**63**	**10**	**1**	**0**
16H,6-22	**7428**	**35.1**	**31.2**	**4.2**	**0**	**13**	**22**	**39**	**224**	**3470**	**3072**	**493**	**80**	**13**	**2**	**0**
18H,6-24	**7561**	**35.2**	**31.2**	**4.3**	**0**	**13**	**22**	**39**	**228**	**3506**	**3132**	**517**	**85**	**16**	**3**	**0**
24H,0-24	**7803**	**35.3**	**31.3**	**4.4**	**0**	**13**	**22**	**40**	**229**	**3586**	**3212**	**562**	**109**	**22**	**5**	**3**

Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 10-Nov-25																
00:00	**25**	40.6	33.9	6.1	0	0	0	0	0	10	8	3	3	1	0	0
01:00	**13**	44.9	34.7	7.8	0	0	0	0	1	4	3	3	0	2	0	0
02:00	**14**	35.4	32.1	4.8	0	0	0	0	0	7	5	1	1	0	0	0
03:00	**16**	42.8	36.3	5.9	0	0	0	0	0	2	8	2	3	1	0	0
04:00	**41**	39.5	34.6	4.6	0	0	0	0	0	9	17	12	3	0	0	0
05:00	**127**	40	34.4	5.7	0	0	0	1	0	36	47	29	9	5	0	0
06:00	**326**	38.4	34.1	4.2	0	0	0	0	0	58	191	58	17	2	0	0
07:00	**839**	34.8	31	3.7	0	0	0	0	28	424	339	44	3	1	0	0
08:00	**894**	34	30	3.9	0	1	0	2	66	530	267	21	5	1	0	1
09:00	**561**	35	31.1	4	0	1	0	0	20	272	228	35	4	1	0	0
10:00	**616**	34.7	30.7	3.9	0	1	0	3	29	301	253	26	3	0	0	0
11:00	**677**	34.5	30.5	3.8	0	1	0	2	30	362	258	22	1	0	1	0
12:00	**728**	34	30	3.6	0	1	0	1	46	437	220	22	1	0	0	0
13:00	**656**	34.8	30.6	3.9	0	1	0	0	31	357	224	37	6	0	0	0
14:00	**732**	34.2	30.2	3.5	0	0	0	0	41	428	240	23	0	0	0	0
15:00	**842**	33.1	29.1	4	0	2	0	1	125	504	199	8	1	0	0	2
16:00	**907**	33.5	28.9	4.6	0	11	6	10	117	507	240	15	1	0	0	0
17:00	**750**	33.4	29.3	4.1	0	1	0	3	95	467	151	28	2	3	0	0
18:00	**574**	34.5	30.4	3.8	0	2	0	0	22	334	187	26	3	0	0	0
19:00	**480**	34.5	30.6	3.5	0	0	0	0	14	273	172	19	1	1	0	0
20:00	**306**	35	31.3	3.6	0	0	0	0	4	145	139	16	1	1	0	0
21:00	**232**	35.5	32.3	4.2	0	0	0	0	2	87	121	14	7	0	0	1
22:00	**138**	37.6	33	4.7	0	0	0	0	1	48	60	24	3	1	1	0
23:00	**67**	38.5	33.4	5.3	0	0	0	0	0	25	27	9	4	2	0	0
12H,7-19	**8776**	**34.3**	**30.1**	**4**	**0**	**22**	**6**	**22**	**650**	**4923**	**2806**	**307**	**30**	**6**	**1**	**3**
16H,6-22	**10120**	**34.5**	**30.3**	**4**	**0**	**22**	**6**	**22**	**670**	**5486**	**3429**	**414**	**56**	**10**	**1**	**4**
18H,6-24	**10325**	**34.5**	**30.4**	**4.1**	**0**	**22**	**6**	**22**	**671**	**5559**	**3516**	**447**	**63**	**13**	**2**	**4**
24H,0-24	**10561**	**34.6**	**30.5**	**4.2**	**0**	**22**	**6**	**23**	**672**	**5627**	**3604**	**497**	**82**	**22**	**2**	**4**

Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 11-Nov-25																
00:00	19	38.7	33.5	5.7	0	0	0	0	0	8	5	5	0	1	0	0
01:00	15	38.1	33.5	5.2	0	0	0	0	1	3	7	3	1	0	0	0
02:00	23	41.3	34.6	9.1	0	0	0	0	1	11	3	4	1	1	1	1
03:00	15	41.6	34.8	8.2	0	0	0	1	0	3	6	2	2	0	1	0
04:00	34	41.7	36.1	7.6	0	0	0	0	0	8	13	7	3	0	2	1
05:00	142	40.8	36.1	4.9	0	0	0	0	0	14	63	45	17	2	1	0
06:00	364	36.6	32.9	4	0	0	0	1	3	105	193	55	7	0	0	0
07:00	901	34.2	30	3.6	0	0	0	0	75	502	298	24	2	0	0	0
08:00	915	32.4	28.5	3.9	0	1	0	7	189	534	165	18	1	0	0	0
09:00	566	34.4	30.4	3.7	0	1	0	0	33	302	211	19	0	0	0	0
10:00	669	33.9	30	3.4	0	0	0	0	37	413	202	15	2	0	0	0
11:00	638	33.9	30	3.5	0	0	0	0	29	417	165	25	2	0	0	0
12:00	702	34.3	30.4	3.6	0	1	0	0	21	416	241	18	4	0	1	0
13:00	710	34.4	30.5	3.5	0	0	0	0	26	413	241	28	2	0	0	0
14:00	719	34.2	30.2	3.5	0	0	0	1	28	443	219	27	1	0	0	0
15:00	812	32.9	29	3.8	0	1	6	3	92	521	177	12	0	0	0	0
16:00	983	33.4	29.3	3.6	0	1	1	6	104	601	255	15	0	0	0	0
17:00	826	32.2	28.5	3.7	0	2	0	3	150	511	152	7	1	0	0	0
18:00	657	34.1	29.9	3.8	0	1	0	0	57	390	179	30	0	0	0	0
19:00	473	34.6	30.8	3.4	0	0	0	0	6	261	188	15	2	1	0	0
20:00	353	35.3	31.6	4.6	0	0	0	0	12	161	147	24	6	1	0	2
21:00	302	35.6	31.9	4	0	0	0	0	5	128	133	31	5	0	0	0
22:00	158	35.9	31.9	5.1	0	0	2	0	0	78	54	17	4	3	0	0
23:00	58	39.6	33.7	5.7	0	0	0	0	3	18	17	15	4	1	0	0
12H,7-19	9098	33.8	29.7	3.7	0	8	7	20	841	5463	2505	238	15	0	1	0
16H,6-22	10590	34.1	29.9	3.8	0	8	7	21	867	6118	3166	363	35	2	1	2
18H,6-24	10806	34.2	30	3.9	0	8	9	21	870	6214	3237	395	43	6	1	2
24H,0-24	11054	34.3	30.1	4	0	8	9	22	872	6261	3334	461	67	10	6	4

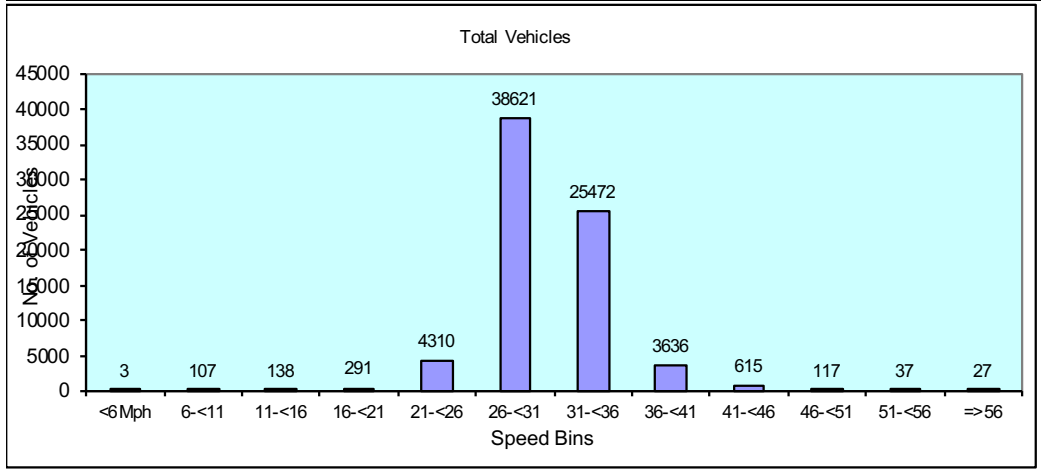
Data produced by
Auto Surveys Ltd

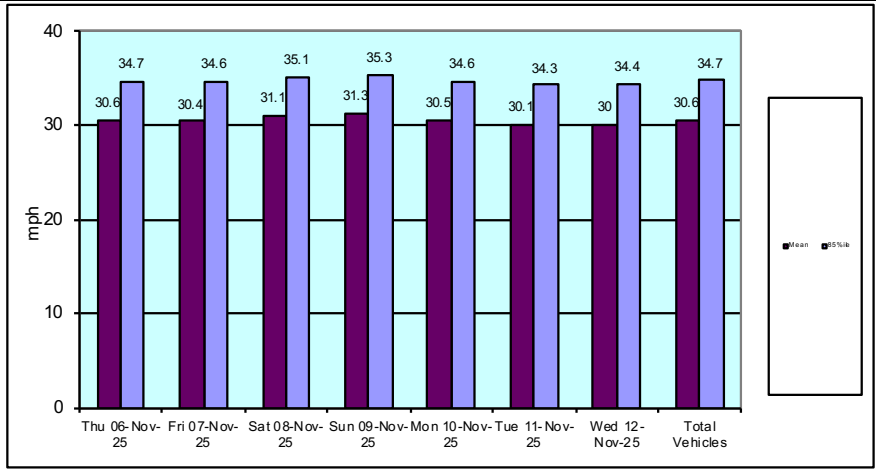
14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Northbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 12-Nov-25																
00:00	**35**	36.3	31.8	4.9	0	0	0	0	3	13	13	5	1	0	0	0
01:00	**21**	40.4	33.7	8.2	0	1	0	0	0	6	6	5	2	1	0	0
02:00	**17**	40.9	35	8.2	0	0	0	0	0	7	4	3	2	0	0	1
03:00	**20**	37.5	33	5	0	0	0	1	0	4	10	5	0	0	0	0
04:00	**34**	42.4	36.9	5.8	0	0	0	0	0	3	15	9	5	1	1	0
05:00	**119**	39.6	35	4.6	0	0	0	0	1	16	59	34	7	2	0	0
06:00	**363**	38.2	33.7	4.5	0	0	1	1	0	87	188	70	14	1	1	0
07:00	**869**	34.4	30.3	3.8	0	0	0	7	51	466	312	30	3	0	0	0
08:00	**922**	32.8	27.1	6.3	1	23	57	38	137	458	189	18	1	0	0	0
09:00	**601**	34.6	30.6	3.6	0	0	0	0	25	327	221	26	1	1	0	0
10:00	**655**	33.6	29.6	3.8	0	4	1	3	41	413	183	9	1	0	0	0
11:00	**714**	34.1	30.2	3.5	0	1	0	2	22	438	232	16	2	1	0	0
12:00	**804**	33.7	29.6	3.5	0	0	0	0	74	490	224	15	1	0	0	0
13:00	**759**	34.6	30.5	3.7	0	1	0	0	35	409	280	33	1	0	0	0
14:00	**792**	33.8	29.2	4.6	0	1	17	22	50	458	225	17	2	0	0	0
15:00	**820**	33	28.9	4	0	3	0	6	132	482	181	12	4	0	0	0
16:00	**886**	32.8	28.9	3.7	0	0	0	3	140	543	183	15	2	0	0	0
17:00	**841**	33	29.5	3.4	0	0	0	0	61	584	172	20	3	1	0	0
18:00	**644**	33.8	29.9	3.5	0	1	0	4	31	407	186	14	1	0	0	0
19:00	**540**	34.7	30.6	4	0	0	0	0	31	290	186	29	3	0	0	1
20:00	**341**	35.5	31.7	4.7	0	0	0	3	15	135	150	26	10	0	2	0
21:00	**249**	36	32.2	4.5	0	0	0	0	5	104	103	27	9	1	0	0
22:00	**164**	36.2	32.8	4.5	0	0	0	0	0	59	79	21	2	2	1	0
23:00	**60**	36.6	33.5	5.7	0	0	0	0	0	20	30	4	4	0	2	0
12H,7-19	**9307**	**33.8**	**29.5**	**4.2**	**1**	**34**	**75**	**85**	**799**	**5475**	**2588**	**225**	**22**	**3**	**0**	**0**
16H,6-22	**10800**	**34.2**	**29.8**	**4.3**	**1**	**34**	**76**	**89**	**850**	**6091**	**3215**	**377**	**58**	**5**	**3**	**1**
18H,6-24	**11024**	**34.2**	**29.9**	**4.4**	**1**	**34**	**76**	**89**	**850**	**6170**	**3324**	**402**	**64**	**7**	**6**	**1**
24H,0-24	**11270**	**34.4**	**30**	**4.4**	**1**	**35**	**76**	**90**	**854**	**6219**	**3431**	**463**	**81**	**11**	**7**	**2**

Data produced by
Auto Surveys Ltd

14936	TOTON	Site No: 14936001	Location	Stapleford Road, Toton (South of Park & Ride)
Thu 06-Nov-25 to Wed 12-Nov-25		Channel: Northbound		

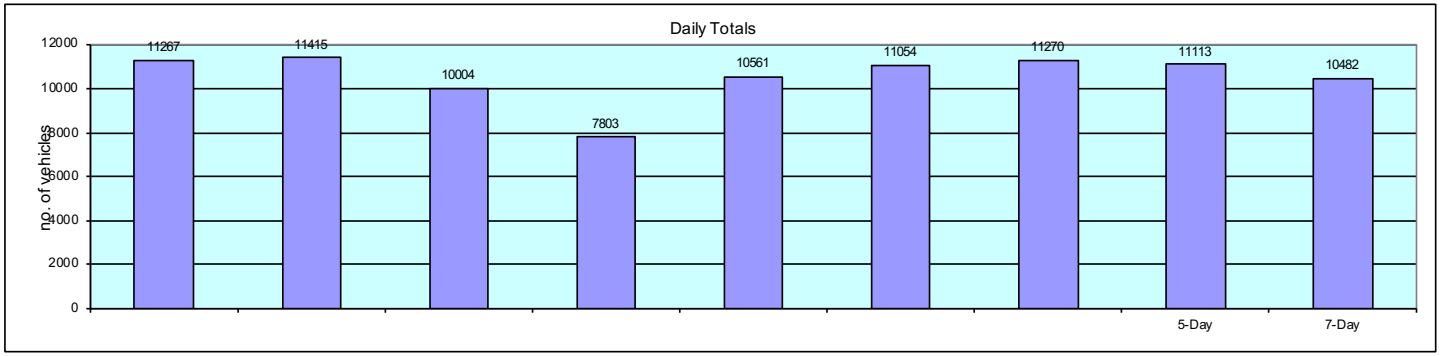
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Daily Totals																
Thu 06-Nov-25	**11267**	34.7	30.6	4.1	1	6	4	41	652	5979	3918	550	85	22	3	6
Fri 07-Nov-25	**11415**	34.6	30.4	4.2	0	14	17	64	696	6067	3948	492	94	13	5	5
Sat 08-Nov-25	**10004**	35.1	31.1	4.1	1	9	4	11	335	4882	4025	611	97	17	9	3
Sun 09-Nov-25	**7803**	35.3	31.3	4.4	0	13	22	40	229	3586	3212	562	109	22	5	3
Mon 10-Nov-25	**10561**	34.6	30.5	4.2	0	22	6	23	672	5627	3604	497	82	22	2	4
Tue 11-Nov-25	**11054**	34.3	30.1	4	0	8	9	22	872	6261	3334	461	67	10	6	4
Wed 12-Nov-25	**11270**	34.4	30	4.4	1	35	76	90	854	6219	3431	463	81	11	7	2
Total Vehicles																
[--]	**73374**	34.7	30.6	4.2	3	107	138	291	4310	38621	25472	3636	615	117	37	27





Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001 Channel: Northbound		Location	Stapleford Road, Toton (South of Park & Ride)		
TIME PERIOD	Thu 06-Nov-25	Fri 07-Nov-25	Sat 08-Nov-25	Sun 09-Nov-25	Mon 10-Nov-25	Tue 11-Nov-25	Wed 12-Nov-25	5-Day Av	7-Day Av
Week Begin: 06-Nov-25									
00:00	**41**	30	56	73	25	19	35	30	40
01:00	**17**	20	40	56	13	15	21	17	26
02:00	**13**	10	27	35	14	23	17	15	20
03:00	**17**	17	32	25	16	15	20	17	20
04:00	**32**	27	26	19	41	34	34	34	30
05:00	**135**	112	39	34	127	142	119	127	101
06:00	**351**	323	114	65	326	364	363	345	272
07:00	**890**	740	239	136	839	901	869	848	659
08:00	**903**	776	473	265	894	915	922	882	735
09:00	**573**	617	698	500	561	566	601	584	588
10:00	**641**	743	902	669	616	669	655	665	699
11:00	**657**	775	919	772	677	638	714	692	736
12:00	**774**	862	920	947	728	702	804	774	820
13:00	**754**	847	946	800	656	710	759	745	782
14:00	**787**	838	784	711	732	719	792	774	766
15:00	**828**	858	764	622	842	812	820	832	792
16:00	**915**	832	744	567	907	983	886	905	833
17:00	**785**	849	660	448	750	826	841	810	737
18:00	**669**	637	470	323	574	657	644	636	568
19:00	**533**	523	338	261	480	473	540	510	450
20:00	**387**	377	274	199	306	353	341	353	320
21:00	**307**	249	253	143	232	302	249	268	248
22:00	**184**	222	158	92	138	158	164	173	159
23:00	**74**	131	128	41	67	58	60	78	80
12H,7-19	**9176**	**9374**	**8519**	**6760**	**8776**	**9098**	**9307**	**9146**	**8716**
16H,6-22	**10754**	**10846**	**9498**	**7428**	**10120**	**10590**	**10800**	**10622**	**10005**
18H,6-24	**11012**	**11199**	**9784**	**7561**	**10325**	**10806**	**11024**	**10873**	**10244**
24H,0-24	**11267**	**11415**	**10004**	**7803**	**10561**	**11054**	**11270**	**11113**	**10482**
Am	**08:00**	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**		
Peak	**903**	**776**	**919**	**772**	**894**	**915**	**922**		
Pm	**16:00**	**12:00**	**13:00**	**12:00**	**16:00**	**16:00**	**16:00**		
Peak	**915**	**862**	**946**	**947**	**907**	**983**	**886**		



Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Thu 06-Nov-25														
00:00	**36**	2	31	2	0	0	1	0	0	0	0	0	0	0
01:00	**16**	0	16	0	0	0	0	0	0	0	0	0	0	0
02:00	**20**	0	19	1	0	0	0	0	0	0	0	0	0	0
03:00	**24**	1	22	1	0	0	0	0	0	0	0	0	0	0
04:00	**42**	0	37	3	1	0	0	0	1	0	0	0	0	0
05:00	**187**	2	177	6	0	0	1	0	1	0	0	0	0	0
06:00	**319**	7	294	11	0	0	4	1	1	0	1	0	0	0
07:00	**590**	7	541	20	0	0	10	3	5	1	1	2	0	0
08:00	**948**	4	858	30	0	1	22	9	15	0	5	4	0	0
09:00	**787**	3	724	37	1	1	7	5	7	0	1	1	0	0
10:00	**687**	3	636	37	1	1	3	1	5	0	0	0	0	0
11:00	**675**	4	611	44	0	2	7	1	3	0	1	2	0	0
12:00	**761**	3	681	52	0	2	5	6	8	0	1	3	0	0
13:00	**653**	3	595	39	0	4	2	2	6	0	1	1	0	0
14:00	**705**	3	649	40	0	1	5	0	7	0	0	0	0	0
15:00	**886**	1	815	34	0	4	6	6	14	0	4	2	0	0
16:00	**991**	3	905	28	1	0	22	5	22	0	2	2	1	0
17:00	**1041**	8	957	38	0	0	8	8	15	0	1	5	1	0
18:00	**781**	2	728	27	0	0	8	4	7	1	3	1	0	0
19:00	**521**	1	513	4	0	0	2	0	0	0	0	1	0	0
20:00	**363**	2	348	5	0	0	4	2	1	0	0	1	0	0
21:00	**229**	4	211	7	0	0	3	0	3	0	0	1	0	0
22:00	**170**	3	154	6	0	0	6	1	0	0	0	0	0	0
23:00	**75**	0	66	1	0	0	5	0	3	0	0	0	0	0
12H,7-19	**9505**	44	8700	426	3	16	105	50	114	2	20	23	2	0
16H,6-22	**10937**	58	10066	453	3	16	118	53	119	2	21	26	2	0
18H,6-24	**11182**	61	10286	460	3	16	129	54	122	2	21	26	2	0
24H,0-24	**11507**	66	10588	473	4	16	131	54	124	2	21	26	2	0

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Fri 07-Nov-25														
00:00	**26**	0	26	0	0	0	0	0	0	0	0	0	0	0
01:00	**32**	2	30	0	0	0	0	0	0	0	0	0	0	0
02:00	**18**	0	15	2	0	0	1	0	0	0	0	0	0	0
03:00	**13**	1	11	1	0	0	0	0	0	0	0	0	0	0
04:00	**39**	2	35	1	1	0	0	0	0	0	0	0	0	0
05:00	**158**	4	143	7	1	0	2	1	0	0	0	0	0	0
06:00	**280**	3	252	13	0	0	9	0	1	0	2	0	0	0
07:00	**594**	5	545	24	2	0	10	0	4	0	1	3	0	0
08:00	**863**	5	781	42	0	1	17	4	9	0	2	2	0	0
09:00	**778**	5	707	36	2	4	9	1	9	1	1	3	0	0
10:00	**728**	2	675	30	1	2	8	5	5	0	0	0	0	0
11:00	**764**	2	703	33	0	3	7	5	7	0	1	3	0	0
12:00	**794**	2	723	38	2	3	8	2	14	1	0	1	0	0
13:00	**749**	2	703	30	0	4	1	1	6	0	1	1	0	0
14:00	**802**	1	757	25	0	0	7	5	5	0	0	2	0	0
15:00	**909**	3	844	34	1	1	8	3	11	0	1	3	0	0
16:00	**986**	1	930	25	0	0	13	3	10	0	3	1	0	0
17:00	**872**	6	820	14	0	0	8	8	11	0	1	4	0	0
18:00	**747**	2	696	15	0	0	8	10	9	0	3	4	0	0
19:00	**468**	1	448	7	0	0	5	2	3	0	2	0	0	0
20:00	**311**	1	302	1	0	0	6	0	0	0	1	0	0	0
21:00	**245**	1	229	10	0	0	3	0	0	0	0	2	0	0
22:00	**204**	2	190	6	0	0	3	0	1	1	1	0	0	0
23:00	**137**	0	132	2	0	0	2	0	0	0	1	0	0	0
12H,7-19	**9586**	**36**	**8884**	**346**	**8**	**18**	**104**	**47**	**100**	**2**	**14**	**27**	**0**	**0**
16H,6-22	**10890**	**42**	**10115**	**377**	**8**	**18**	**127**	**49**	**104**	**2**	**19**	**29**	**0**	**0**
18H,6-24	**11231**	**44**	**10437**	**385**	**8**	**18**	**132**	**49**	**105**	**3**	**21**	**29**	**0**	**0**
24H,0-24	**11517**	**53**	**10697**	**396**	**10**	**18**	**135**	**50**	**105**	**3**	**21**	**29**	**0**	**0**

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sat 08-Nov-25														
00:00	58	0	56	1	0	0	0	0	0	0	1	0	0	0
01:00	35	0	35	0	0	0	0	0	0	0	0	0	0	0
02:00	30	0	28	2	0	0	0	0	0	0	0	0	0	0
03:00	19	1	18	0	0	0	0	0	0	0	0	0	0	0
04:00	26	2	24	0	0	0	0	0	0	0	0	0	0	0
05:00	71	1	65	2	0	0	2	0	1	0	0	0	0	0
06:00	151	0	140	8	0	0	3	0	0	0	0	0	0	0
07:00	248	1	235	7	0	1	3	0	1	0	0	0	0	0
08:00	524	2	490	10	0	0	17	1	1	0	0	3	0	0
09:00	735	4	696	15	0	0	11	0	8	0	0	1	0	0
10:00	910	7	851	24	1	1	8	4	14	0	0	0	0	0
11:00	917	6	852	24	1	0	8	7	16	0	2	1	0	0
12:00	950	3	897	23	0	1	5	4	14	0	1	1	1	0
13:00	839	3	804	14	0	1	4	4	9	0	0	0	0	0
14:00	857	6	823	10	0	0	2	1	14	0	0	1	0	0
15:00	738	1	702	18	0	0	2	2	10	0	0	3	0	0
16:00	726	2	693	13	0	1	6	1	7	0	1	2	0	0
17:00	650	5	616	9	0	0	14	0	5	0	0	1	0	0
18:00	529	0	500	10	0	0	12	2	2	0	0	3	0	0
19:00	366	0	344	1	0	0	20	1	0	0	0	0	0	0
20:00	281	2	267	3	0	0	9	0	0	0	0	0	0	0
21:00	227	0	210	5	0	0	12	0	0	0	0	0	0	0
22:00	181	0	166	6	1	0	8	0	0	0	0	0	0	0
23:00	147	0	143	3	0	0	0	0	0	0	1	0	0	0
12H,7-19	8623	40	8159	177	2	5	92	26	101	0	4	16	1	0
16H,6-22	9648	42	9120	194	2	5	136	27	101	0	4	16	1	0
18H,6-24	9976	42	9429	203	3	5	144	27	101	0	5	16	1	0
24H,0-24	10215	46	9655	208	3	5	146	27	102	0	6	16	1	0

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Sun 09-Nov-25														
00:00	**78**	1	74	1	1	0	0	0	0	0	1	0	0	0
01:00	**41**	0	41	0	0	0	0	0	0	0	0	0	0	0
02:00	**41**	0	41	0	0	0	0	0	0	0	0	0	0	0
03:00	**20**	1	18	1	0	0	0	0	0	0	0	0	0	0
04:00	**16**	0	15	1	0	0	0	0	0	0	0	0	0	0
05:00	**43**	2	38	2	0	0	1	0	0	0	0	0	0	0
06:00	**97**	0	91	4	0	0	1	0	1	0	0	0	0	0
07:00	**139**	1	130	7	0	0	0	0	1	0	0	0	0	0
08:00	**212**	0	203	8	0	0	1	0	0	0	0	0	0	0
09:00	**495**	3	465	11	0	0	10	1	3	0	0	2	0	0
10:00	**688**	2	652	18	2	0	8	2	3	0	0	1	0	0
11:00	**780**	1	742	14	0	1	2	6	11	0	2	1	0	0
12:00	**916**	3	859	21	0	0	7	10	12	0	1	3	0	0
13:00	**840**	6	805	14	0	0	6	2	6	0	1	0	0	0
14:00	**740**	3	719	8	0	0	2	3	4	0	0	1	0	0
15:00	**547**	1	520	9	0	0	9	2	6	0	0	0	0	0
16:00	**567**	3	543	12	0	0	3	0	5	0	0	1	0	0
17:00	**481**	3	457	12	0	0	2	2	3	1	0	1	0	0
18:00	**351**	1	337	4	0	0	9	0	0	0	0	0	0	0
19:00	**301**	2	288	4	0	0	5	0	1	0	0	1	0	0
20:00	**207**	1	193	6	0	0	5	0	0	0	1	1	0	0
21:00	**146**	1	135	7	0	0	3	0	0	0	0	0	0	0
22:00	**104**	0	96	5	0	0	3	0	0	0	0	0	0	0
23:00	**68**	0	66	1	0	0	1	0	0	0	0	0	0	0
12H,7-19	**6756**	**27**	**6432**	**138**	**2**	**1**	**59**	**28**	**54**	**1**	**4**	**10**	**0**	**0**
16H,6-22	**7507**	**31**	**7139**	**159**	**2**	**1**	**73**	**28**	**56**	**1**	**5**	**12**	**0**	**0**
18H,6-24	**7679**	**31**	**7301**	**165**	**2**	**1**	**77**	**28**	**56**	**1**	**5**	**12**	**0**	**0**
24H,0-24	**7918**	**35**	**7528**	**170**	**3**	**1**	**78**	**28**	**56**	**1**	**6**	**12**	**0**	**0**

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Mon 10-Nov-25														
00:00	49	1	48	0	0	0	0	0	0	0	0	0	0	0
01:00	10	0	10	0	0	0	0	0	0	0	0	0	0	0
02:00	10	0	9	0	0	0	0	0	1	0	0	0	0	0
03:00	10	0	7	2	0	1	0	0	0	0	0	0	0	0
04:00	33	1	32	0	0	0	0	0	0	0	0	0	0	0
05:00	181	2	169	4	0	0	3	0	3	0	0	0	0	0
06:00	291	3	265	8	0	0	12	0	3	0	0	0	0	0
07:00	597	1	546	25	0	0	14	2	6	0	1	2	0	0
08:00	908	3	836	27	0	0	22	4	11	0	3	2	0	0
09:00	790	1	731	21	0	2	20	3	8	0	2	2	0	0
10:00	628	3	579	31	0	2	6	1	6	0	0	0	0	0
11:00	631	2	592	21	0	2	7	2	4	0	1	0	0	0
12:00	749	2	673	40	1	2	13	2	12	0	1	3	0	0
13:00	653	4	606	29	0	1	7	3	2	0	0	1	0	0
14:00	665	2	623	21	0	2	6	2	9	0	0	0	0	0
15:00	840	4	787	19	0	1	14	5	8	0	1	1	0	0
16:00	902	3	838	18	0	0	18	12	10	0	1	2	0	0
17:00	996	3	914	20	0	0	20	12	21	2	1	3	0	0
18:00	712	5	658	4	0	0	32	2	7	0	1	3	0	0
19:00	474	1	428	9	0	0	29	0	4	0	1	2	0	0
20:00	298	4	266	4	0	0	19	2	1	0	1	1	0	0
21:00	234	0	217	4	0	0	13	0	0	0	0	0	0	0
22:00	103	1	93	9	0	0	0	0	0	0	0	0	0	0
23:00	52	0	48	4	0	0	0	0	0	0	0	0	0	0
12H,7-19	9071	33	8383	276	1	12	179	50	104	2	12	19	0	0
16H,6-22	10368	41	9559	301	1	12	252	52	112	2	14	22	0	0
18H,6-24	10523	42	9700	314	1	12	252	52	112	2	14	22	0	0
24H,0-24	10816	46	9975	320	1	13	255	52	116	2	14	22	0	0

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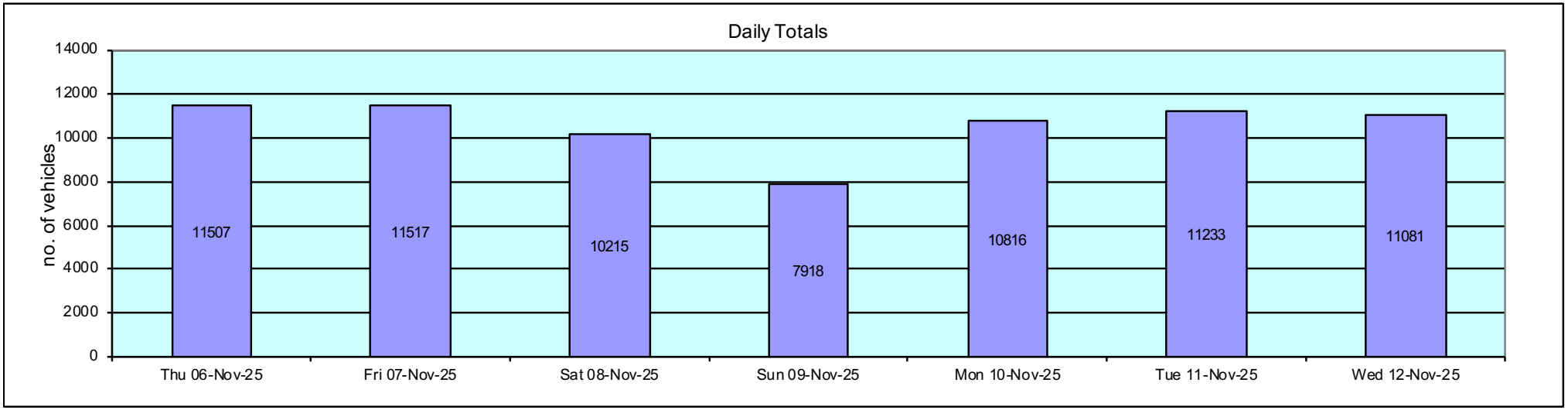
14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Tue 11-Nov-25														
00:00	24	0	21	3	0	0	0	0	0	0	0	0	0	0
01:00	21	1	18	1	0	0	0	0	0	0	0	1	0	0
02:00	15	0	15	0	0	0	0	0	0	0	0	0	0	0
03:00	17	0	13	3	1	0	0	0	0	0	0	0	0	0
04:00	28	1	23	2	2	0	0	0	0	0	0	0	0	0
05:00	191	2	180	6	1	0	1	0	1	0	0	0	0	0
06:00	316	4	277	14	0	1	16	0	0	0	1	3	0	0
07:00	622	3	575	10	2	1	14	1	9	0	3	4	0	0
08:00	1013	4	926	28	0	0	24	8	15	0	2	6	0	0
09:00	792	2	727	35	0	2	16	3	6	0	0	1	0	0
10:00	683	6	628	24	1	0	15	2	2	0	1	4	0	0
11:00	666	3	607	35	0	0	14	1	5	0	0	1	0	0
12:00	709	3	643	44	2	3	5	2	3	0	3	1	0	0
13:00	610	4	553	32	0	1	10	1	4	0	3	2	0	0
14:00	713	5	657	30	0	0	8	3	9	0	1	0	0	0
15:00	854	5	788	28	0	2	7	6	14	0	2	1	1	0
16:00	871	0	813	33	0	0	6	6	11	0	0	2	0	0
17:00	1085	7	998	31	1	1	17	6	22	1	0	1	0	0
18:00	777	2	741	22	0	0	2	1	7	0	1	1	0	0
19:00	517	3	487	14	0	0	7	2	2	0	2	0	0	0
20:00	304	0	297	4	0	0	1	0	2	0	0	0	0	0
21:00	227	0	218	6	0	0	3	0	0	0	0	0	0	0
22:00	119	1	110	6	0	0	2	0	0	0	0	0	0	0
23:00	59	0	53	3	0	0	1	0	0	0	1	1	0	0
12H,7-19	9395	44	8656	352	6	10	138	40	107	1	16	24	1	0
16H,6-22	10759	51	9935	390	6	11	165	42	111	1	19	27	1	0
18H,6-24	10937	52	10098	399	6	11	168	42	111	1	20	28	1	0
24H,0-24	11233	56	10368	414	10	11	169	42	112	1	20	29	1	0

Data produced by
Auto Surveys Ltd

14936			TOTON			Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25						Channel: Southbound									
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Wed 12-Nov-25															
00:00	**22**	0	17	3	0	0	2	0	0	0	0	0	0	0
01:00	**16**	0	14	0	0	0	2	0	0	0	0	0	0	0
02:00	**16**	2	14	0	0	0	0	0	0	0	0	0	0	0
03:00	**13**	0	12	1	0	0	0	0	0	0	0	0	0	0
04:00	**39**	0	34	3	0	0	2	0	0	0	0	0	0	0
05:00	**173**	4	160	3	0	0	4	1	0	0	0	1	0	0
06:00	**299**	5	274	8	0	0	7	0	0	0	0	5	0	0
07:00	**586**	0	542	25	0	0	7	1	7	0	2	2	0	0
08:00	**979**	3	886	51	1	2	11	6	14	0	4	1	0	0
09:00	**818**	0	736	58	0	0	6	2	12	0	0	3	1	0
10:00	**706**	1	644	37	1	2	10	3	7	0	0	1	0	0
11:00	**659**	2	603	34	1	2	7	2	4	1	1	2	0	0
12:00	**682**	2	634	33	1	2	3	2	2	0	1	2	0	0
13:00	**638**	2	592	30	1	0	3	2	8	0	0	0	0	0
14:00	**661**	1	613	26	0	1	7	2	11	0	0	0	0	0
15:00	**865**	3	804	31	0	1	9	1	13	0	0	2	1	0
16:00	**863**	4	802	29	0	2	6	4	13	0	1	2	0	0
17:00	**981**	3	905	26	0	0	10	15	18	0	0	4	0	0
18:00	**757**	4	719	18	0	0	3	2	8	0	1	1	1	0
19:00	**505**	0	485	11	0	0	5	0	2	0	0	2	0	0
20:00	**325**	1	306	13	1	0	1	0	2	0	1	0	0	0
21:00	**232**	0	223	7	0	0	1	0	0	0	0	1	0	0
22:00	**148**	1	143	2	0	0	1	0	1	0	0	0	0	0
23:00	**98**	1	96	0	0	0	1	0	0	0	0	0	0	0
12H,7-19	**9195**	**25**	**8480**	**398**	**5**	**12**	**82**	**42**	**117**	**1**	**10**	**20**	**3**	**0**
16H,6-22	**10556**	**31**	**9768**	**437**	**6**	**12**	**96**	**42**	**121**	**1**	**11**	**28**	**3**	**0**
18H,6-24	**10802**	**33**	**10007**	**439**	**6**	**12**	**98**	**42**	**122**	**1**	**11**	**28**	**3**	**0**
24H,0-24	**11081**	**39**	**10258**	**449**	**6**	**12**	**108**	**43**	**122**	**1**	**11**	**29**	**3**	**0**

Data produced by
Auto Surveys Ltd

14936		TOTON			Site No: 14936001		Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25					Channel: Southbound								
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	CARS OR CAR-BASED LGV	LIGHT GOODS VEHICLES	BUSES	TWO AXLE, SIX TYRE, RIGID/BUSES	THREE AXLE RIGID	FOUR OR MORE AXLE RIGID	FOUR OR LESS AXLE ARTIC	FIVE AXLE ARTIC	SIX OR MORE AXLE ARTIC	FIVE OR LESS AXLE MULTI-TRAILER ARTIC	SIX AXLE MULTI-TRAILER ARTIC	SEVEN OR MORE AXLE ARTIC
Daily Totals														
Thu 06-Nov-25	**11507**	66	10588	473	4	16	131	54	124	2	21	26	2	0
Fri 07-Nov-25	**11517**	53	10697	396	10	18	135	50	105	3	21	29	0	0
Sat 08-Nov-25	**10215**	46	9655	208	3	5	146	27	102	0	6	16	1	0
Sun 09-Nov-25	**7918**	35	7528	170	3	1	78	28	56	1	6	12	0	0
Mon 10-Nov-25	**10816**	46	9975	320	1	13	255	52	116	2	14	22	0	0
Tue 11-Nov-25	**11233**	56	10368	414	10	11	169	42	112	1	20	29	1	0
Wed 12-Nov-25	**11081**	39	10258	449	6	12	108	43	122	1	11	29	3	0
Total Vehicles														
[--]	**74287**	341	69069	2430	37	76	1022	296	737	10	99	163	7	0



Data produced by
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14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Thu 06-Nov-25											
00:00	**36**	2	5.6	31	86.1	2	5.6	1	2.8	0	0.0
01:00	**16**	0	0.0	16	100.0	0	0.0	0	0.0	0	0.0
02:00	**20**	0	0.0	19	95.0	1	5.0	0	0.0	0	0.0
03:00	**24**	1	4.2	22	91.7	1	4.2	0	0.0	0	0.0
04:00	**42**	0	0.0	37	88.1	3	7.1	1	2.4	1	2.4
05:00	**187**	2	1.1	177	94.7	6	3.2	2	1.1	0	0.0
06:00	**319**	7	2.2	294	92.2	11	3.5	7	2.2	0	0.0
07:00	**590**	7	1.2	541	91.7	20	3.4	22	3.7	0	0.0
08:00	**948**	4	0.4	858	90.5	30	3.2	56	5.9	0	0.0
09:00	**787**	3	0.4	724	92.0	37	4.7	22	2.8	1	0.1
10:00	**687**	3	0.4	636	92.6	37	5.4	10	1.5	1	0.2
11:00	**675**	4	0.6	611	90.5	44	6.5	16	2.4	0	0.0
12:00	**761**	3	0.4	681	89.5	52	6.8	25	3.3	0	0.0
13:00	**653**	3	0.5	595	91.1	39	6.0	16	2.5	0	0.0
14:00	**705**	3	0.4	649	92.1	40	5.7	13	1.8	0	0.0
15:00	**886**	1	0.1	815	92.0	34	3.8	36	4.1	0	0.0
16:00	**991**	3	0.3	905	91.3	28	2.8	54	5.5	1	0.1
17:00	**1041**	8	0.8	957	91.9	38	3.7	38	3.7	0	0.0
18:00	**781**	2	0.3	728	93.2	27	3.5	24	3.1	0	0.0
19:00	**521**	1	0.2	513	98.5	4	0.8	3	0.6	0	0.0
20:00	**363**	2	0.6	348	95.9	5	1.4	8	2.2	0	0.0
21:00	**229**	4	1.8	211	92.1	7	3.1	7	3.1	0	0.0
22:00	**170**	3	1.8	154	90.6	6	3.5	7	4.1	0	0.0
23:00	**75**	0	0.0	66	88.0	1	1.3	8	10.7	0	0.0
12H,7-19	**9505**	**44**	**0.5**	**8700**	**91.5**	**426**	**4.5**	**332**	**3.5**	**3**	**0.0**
16H,6-22	**10937**	**58**	**0.5**	**10066**	**92.0**	**453**	**4.1**	**357**	**3.3**	**3**	**0.0**
18H,6-24	**11182**	**61**	**0.6**	**10286**	**92.0**	**460**	**4.1**	**372**	**3.3**	**3**	**0.0**
24H,0-24	**11507**	**66**	**0.6**	**10588**	**92.0**	**473**	**4.1**	**376**	**3.3**	**4**	**0.0**

Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Southbound							
TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Fri 07-Nov-25											
00:00	26	0	0.0	26	100.0	0	0.0	0	0.0	0	0.0
01:00	32	2	6.3	30	93.8	0	0.0	0	0.0	0	0.0
02:00	18	0	0.0	15	83.3	2	11.1	1	5.6	0	0.0
03:00	13	1	7.7	11	84.6	1	7.7	0	0.0	0	0.0
04:00	39	2	5.1	35	89.7	1	2.6	0	0.0	1	2.6
05:00	158	4	2.5	143	90.5	7	4.4	3	1.9	1	0.6
06:00	280	3	1.1	252	90.0	13	4.6	12	4.3	0	0.0
07:00	594	5	0.8	545	91.8	24	4.0	18	3.0	2	0.3
08:00	863	5	0.6	781	90.5	42	4.9	35	4.1	0	0.0
09:00	778	5	0.6	707	90.9	36	4.6	28	3.6	2	0.3
10:00	728	2	0.3	675	92.7	30	4.1	20	2.8	1	0.1
11:00	764	2	0.3	703	92.0	33	4.3	26	3.4	0	0.0
12:00	794	2	0.3	723	91.1	38	4.8	29	3.7	2	0.3
13:00	749	2	0.3	703	93.9	30	4.0	14	1.9	0	0.0
14:00	802	1	0.1	757	94.4	25	3.1	19	2.4	0	0.0
15:00	909	3	0.3	844	92.9	34	3.7	27	3.0	1	0.1
16:00	986	1	0.1	930	94.3	25	2.5	30	3.0	0	0.0
17:00	872	6	0.7	820	94.0	14	1.6	32	3.7	0	0.0
18:00	747	2	0.3	696	93.2	15	2.0	34	4.6	0	0.0
19:00	468	1	0.2	448	95.7	7	1.5	12	2.6	0	0.0
20:00	311	1	0.3	302	97.1	1	0.3	7	2.3	0	0.0
21:00	245	1	0.4	229	93.5	10	4.1	5	2.0	0	0.0
22:00	204	2	1.0	190	93.1	6	2.9	6	2.9	0	0.0
23:00	137	0	0.0	132	96.4	2	1.5	3	2.2	0	0.0
12H,7-19	9586	36	0.4	8884	92.7	346	3.6	312	3.3	8	0.1
16H,6-22	10890	42	0.4	10115	92.9	377	3.5	348	3.2	8	0.1
18H,6-24	11231	44	0.4	10437	92.9	385	3.4	357	3.2	8	0.1
24H,0-24	11517	53	0.5	10697	92.9	396	3.4	361	3.1	10	0.1

Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sat 08-Nov-25											
00:00	**58**	0	0.0	56	96.6	1	1.7	1	1.7	0	0.0
01:00	**35**	0	0.0	35	100.0	0	0.0	0	0.0	0	0.0
02:00	**30**	0	0.0	28	93.3	2	6.7	0	0.0	0	0.0
03:00	**19**	1	5.3	18	94.7	0	0.0	0	0.0	0	0.0
04:00	**26**	2	7.7	24	92.3	0	0.0	0	0.0	0	0.0
05:00	**71**	1	1.4	65	91.6	2	2.8	3	4.2	0	0.0
06:00	**151**	0	0.0	140	92.7	8	5.3	3	2.0	0	0.0
07:00	**248**	1	0.4	235	94.8	7	2.8	5	2.0	0	0.0
08:00	**524**	2	0.4	490	93.5	10	1.9	22	4.2	0	0.0
09:00	**735**	4	0.5	696	94.7	15	2.0	20	2.7	0	0.0
10:00	**910**	7	0.8	851	93.5	24	2.6	27	3.0	1	0.1
11:00	**917**	6	0.7	852	92.9	24	2.6	34	3.7	1	0.1
12:00	**950**	3	0.3	897	94.4	23	2.4	27	2.8	0	0.0
13:00	**839**	3	0.4	804	95.8	14	1.7	18	2.2	0	0.0
14:00	**857**	6	0.7	823	96.0	10	1.2	18	2.1	0	0.0
15:00	**738**	1	0.1	702	95.1	18	2.4	17	2.3	0	0.0
16:00	**726**	2	0.3	693	95.5	13	1.8	18	2.5	0	0.0
17:00	**650**	5	0.8	616	94.8	9	1.4	20	3.1	0	0.0
18:00	**529**	0	0.0	500	94.5	10	1.9	19	3.6	0	0.0
19:00	**366**	0	0.0	344	94.0	1	0.3	21	5.7	0	0.0
20:00	**281**	2	0.7	267	95.0	3	1.1	9	3.2	0	0.0
21:00	**227**	0	0.0	210	92.5	5	2.2	12	5.3	0	0.0
22:00	**181**	0	0.0	166	91.7	6	3.3	8	4.4	1	0.6
23:00	**147**	0	0.0	143	97.3	3	2.0	1	0.7	0	0.0
12H,7-19	**8623**	**40**	**0.5**	**8159**	**94.6**	**177**	**2.1**	**245**	**2.8**	**2**	**0.0**
16H,6-22	**9648**	**42**	**0.4**	**9120**	**94.5**	**194**	**2.0**	**290**	**3.0**	**2**	**0.0**
18H,6-24	**9976**	**42**	**0.4**	**9429**	**94.5**	**203**	**2.0**	**299**	**3.0**	**3**	**0.0**
24H,0-24	**10215**	**46**	**0.5**	**9655**	**94.5**	**208**	**2.0**	**303**	**3.0**	**3**	**0.0**

Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Sun 09-Nov-25											
00:00	**78**	1	1.3	74	94.9	1	1.3	1	1.3	1	1.3
01:00	**41**	0	0.0	41	100.0	0	0.0	0	0.0	0	0.0
02:00	**41**	0	0.0	41	100.0	0	0.0	0	0.0	0	0.0
03:00	**20**	1	5.0	18	90.0	1	5.0	0	0.0	0	0.0
04:00	**16**	0	0.0	15	93.8	1	6.3	0	0.0	0	0.0
05:00	**43**	2	4.7	38	88.4	2	4.7	1	2.3	0	0.0
06:00	**97**	0	0.0	91	93.8	4	4.1	2	2.1	0	0.0
07:00	**139**	1	0.7	130	93.5	7	5.0	1	0.7	0	0.0
08:00	**212**	0	0.0	203	95.8	8	3.8	1	0.5	0	0.0
09:00	**495**	3	0.6	465	93.9	11	2.2	16	3.2	0	0.0
10:00	**688**	2	0.3	652	94.8	18	2.6	14	2.0	2	0.3
11:00	**780**	1	0.1	742	95.1	14	1.8	23	3.0	0	0.0
12:00	**916**	3	0.3	859	93.8	21	2.3	33	3.6	0	0.0
13:00	**840**	6	0.7	805	95.8	14	1.7	15	1.8	0	0.0
14:00	**740**	3	0.4	719	97.2	8	1.1	10	1.4	0	0.0
15:00	**547**	1	0.2	520	95.1	9	1.7	17	3.1	0	0.0
16:00	**567**	3	0.5	543	95.8	12	2.1	9	1.6	0	0.0
17:00	**481**	3	0.6	457	95.0	12	2.5	9	1.9	0	0.0
18:00	**351**	1	0.3	337	96.0	4	1.1	9	2.6	0	0.0
19:00	**301**	2	0.7	288	95.7	4	1.3	7	2.3	0	0.0
20:00	**207**	1	0.5	193	93.2	6	2.9	7	3.4	0	0.0
21:00	**146**	1	0.7	135	92.5	7	4.8	3	2.1	0	0.0
22:00	**104**	0	0.0	96	92.3	5	4.8	3	2.9	0	0.0
23:00	**68**	0	0.0	66	97.1	1	1.5	1	1.5	0	0.0
12H,7-19	**6756**	**27**	**0.4**	**6432**	**95.2**	**138**	**2.0**	**157**	**2.3**	**2**	**0.0**
16H,6-22	**7507**	**31**	**0.4**	**7139**	**95.1**	**159**	**2.1**	**176**	**2.3**	**2**	**0.0**
18H,6-24	**7679**	**31**	**0.4**	**7301**	**95.1**	**165**	**2.2**	**180**	**2.3**	**2**	**0.0**
24H,0-24	**7918**	**35**	**0.4**	**7528**	**95.1**	**170**	**2.2**	**182**	**2.3**	**3**	**0.0**

Data produced by
Auto Surveys Ltd

14936	TOTON	Site No: 14936001	Location	Stapleford Road, Toton (South of Park & Ride)
Thu 06-Nov-25 to Wed 12-Nov-25		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Mon 10-Nov-25											
00:00	**49**	1	2.0	48	98.0	0	0.0	0	0.0	0	0.0
01:00	**10**	0	0.0	10	100.0	0	0.0	0	0.0	0	0.0
02:00	**10**	0	0.0	9	90.0	0	0.0	1	10.0	0	0.0
03:00	**10**	0	0.0	7	70.0	2	20.0	1	10.0	0	0.0
04:00	**33**	1	3.0	32	97.0	0	0.0	0	0.0	0	0.0
05:00	**181**	2	1.1	169	93.4	4	2.2	6	3.3	0	0.0
06:00	**291**	3	1.0	265	91.1	8	2.8	15	5.2	0	0.0
07:00	**597**	1	0.2	546	91.5	25	4.2	25	4.2	0	0.0
08:00	**908**	3	0.3	836	92.1	27	3.0	42	4.6	0	0.0
09:00	**790**	1	0.1	731	92.5	21	2.7	37	4.7	0	0.0
10:00	**628**	3	0.5	579	92.2	31	4.9	15	2.4	0	0.0
11:00	**631**	2	0.3	592	93.8	21	3.3	16	2.5	0	0.0
12:00	**749**	2	0.3	673	89.9	40	5.3	33	4.4	1	0.1
13:00	**653**	4	0.6	606	92.8	29	4.4	14	2.1	0	0.0
14:00	**665**	2	0.3	623	93.7	21	3.2	19	2.9	0	0.0
15:00	**840**	4	0.5	787	93.7	19	2.3	30	3.6	0	0.0
16:00	**902**	3	0.3	838	92.9	18	2.0	43	4.8	0	0.0
17:00	**996**	3	0.3	914	91.8	20	2.0	59	5.9	0	0.0
18:00	**712**	5	0.7	658	92.4	4	0.6	45	6.3	0	0.0
19:00	**474**	1	0.2	428	90.3	9	1.9	36	7.6	0	0.0
20:00	**298**	4	1.3	266	89.3	4	1.3	24	8.1	0	0.0
21:00	**234**	0	0.0	217	92.7	4	1.7	13	5.6	0	0.0
22:00	**103**	1	1.0	93	90.3	9	8.7	0	0.0	0	0.0
23:00	**52**	0	0.0	48	92.3	4	7.7	0	0.0	0	0.0
12H,7-19	**9071**	**33**	**0.4**	**8383**	**92.4**	**276**	**3.0**	**378**	**4.2**	**1**	**0.0**
16H,6-22	**10368**	**41**	**0.4**	**9559**	**92.2**	**301**	**2.9**	**466**	**4.5**	**1**	**0.0**
18H,6-24	**10523**	**42**	**0.4**	**9700**	**92.2**	**314**	**3.0**	**466**	**4.4**	**1**	**0.0**
24H,0-24	**10816**	**46**	**0.4**	**9975**	**92.2**	**320**	**3.0**	**474**	**4.4**	**1**	**0.0**

Data produced by
Auto Surveys Ltd

14936	TOTON	Site No: 14936001	Location	Stapleford Road, Toton (South of Park & Ride)
Thu 06-Nov-25 to Wed 12-Nov-25		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Tue 11-Nov-25											
00:00	**24**	0	0.0	21	87.5	3	12.5	0	0.0	0	0.0
01:00	**21**	1	4.8	18	85.7	1	4.8	1	4.8	0	0.0
02:00	**15**	0	0.0	15	100.0	0	0.0	0	0.0	0	0.0
03:00	**17**	0	0.0	13	76.5	3	17.7	0	0.0	1	5.9
04:00	**28**	1	3.6	23	82.1	2	7.1	0	0.0	2	7.1
05:00	**191**	2	1.1	180	94.2	6	3.1	2	1.1	1	0.5
06:00	**316**	4	1.3	277	87.7	14	4.4	21	6.7	0	0.0
07:00	**622**	3	0.5	575	92.4	10	1.6	32	5.1	2	0.3
08:00	**1013**	4	0.4	926	91.4	28	2.8	55	5.4	0	0.0
09:00	**792**	2	0.3	727	91.8	35	4.4	28	3.5	0	0.0
10:00	**683**	6	0.9	628	92.0	24	3.5	24	3.5	1	0.2
11:00	**666**	3	0.5	607	91.1	35	5.3	21	3.2	0	0.0
12:00	**709**	3	0.4	643	90.7	44	6.2	17	2.4	2	0.3
13:00	**610**	4	0.7	553	90.7	32	5.3	21	3.4	0	0.0
14:00	**713**	5	0.7	657	92.2	30	4.2	21	3.0	0	0.0
15:00	**854**	5	0.6	788	92.3	28	3.3	33	3.9	0	0.0
16:00	**871**	0	0.0	813	93.3	33	3.8	25	2.9	0	0.0
17:00	**1085**	7	0.7	998	92.0	31	2.9	48	4.4	1	0.1
18:00	**777**	2	0.3	741	95.4	22	2.8	12	1.5	0	0.0
19:00	**517**	3	0.6	487	94.2	14	2.7	13	2.5	0	0.0
20:00	**304**	0	0.0	297	97.7	4	1.3	3	1.0	0	0.0
21:00	**227**	0	0.0	218	96.0	6	2.6	3	1.3	0	0.0
22:00	**119**	1	0.8	110	92.4	6	5.0	2	1.7	0	0.0
23:00	**59**	0	0.0	53	89.8	3	5.1	3	5.1	0	0.0
12H,7-19	**9395**	**44**	**0.5**	**8656**	**92.1**	**352**	**3.8**	**337**	**3.6**	**6**	**0.1**
16H,6-22	**10759**	**51**	**0.5**	**9935**	**92.3**	**390**	**3.6**	**377**	**3.5**	**6**	**0.1**
18H,6-24	**10937**	**52**	**0.5**	**10098**	**92.3**	**399**	**3.7**	**382**	**3.5**	**6**	**0.1**
24H,0-24	**11233**	**56**	**0.5**	**10368**	**92.3**	**414**	**3.7**	**385**	**3.4**	**10**	**0.1**

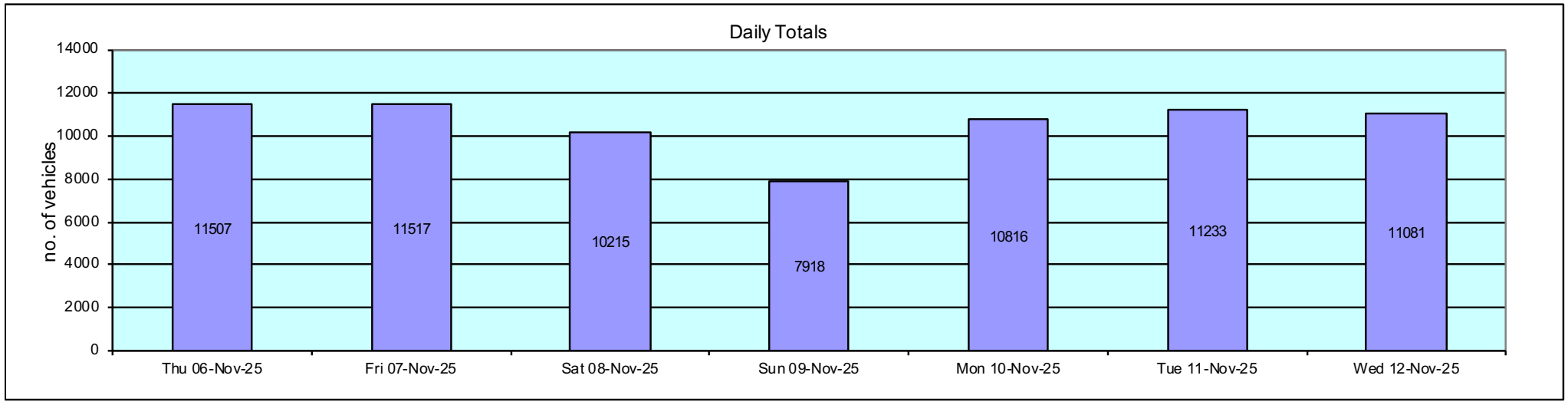
Data produced by
Auto Surveys Ltd

14936		TOTON		Site No: 14936001		Location		Stapleford Road, Toton (South of Park & Ride)			
Thu 06-Nov-25 to Wed 12-Nov-25				Channel: Southbound							
TIME PERIOD	**TOTAL VEHICLES**	**MOTOR-CYCLES**	**MOTOR-CYCLES%**	**CARS**	**CARS %**	**LGV**	**LGV %**	**HGV**	**HGV %**	**BUS**	**BUS %**
Wed 12-Nov-25											
00:00	**22**	0	0.0	17	77.3	3	13.6	2	9.1	0	0.0
01:00	**16**	0	0.0	14	87.5	0	0.0	2	12.5	0	0.0
02:00	**16**	2	12.5	14	87.5	0	0.0	0	0.0	0	0.0
03:00	**13**	0	0.0	12	92.3	1	7.7	0	0.0	0	0.0
04:00	**39**	0	0.0	34	87.2	3	7.7	2	5.1	0	0.0
05:00	**173**	4	2.3	160	92.5	3	1.7	6	3.5	0	0.0
06:00	**299**	5	1.7	274	91.6	8	2.7	12	4.0	0	0.0
07:00	**586**	0	0.0	542	92.5	25	4.3	19	3.2	0	0.0
08:00	**979**	3	0.3	886	90.5	51	5.2	38	3.9	1	0.1
09:00	**818**	0	0.0	736	90.0	58	7.1	24	2.9	0	0.0
10:00	**706**	1	0.1	644	91.2	37	5.2	23	3.3	1	0.1
11:00	**659**	2	0.3	603	91.5	34	5.2	19	2.9	1	0.2
12:00	**682**	2	0.3	634	93.0	33	4.8	12	1.8	1	0.2
13:00	**638**	2	0.3	592	92.8	30	4.7	13	2.0	1	0.2
14:00	**661**	1	0.2	613	92.7	26	3.9	21	3.2	0	0.0
15:00	**865**	3	0.4	804	93.0	31	3.6	27	3.1	0	0.0
16:00	**863**	4	0.5	802	92.9	29	3.4	28	3.2	0	0.0
17:00	**981**	3	0.3	905	92.3	26	2.7	47	4.8	0	0.0
18:00	**757**	4	0.5	719	95.0	18	2.4	16	2.1	0	0.0
19:00	**505**	0	0.0	485	96.0	11	2.2	9	1.8	0	0.0
20:00	**325**	1	0.3	306	94.2	13	4.0	4	1.2	1	0.3
21:00	**232**	0	0.0	223	96.1	7	3.0	2	0.9	0	0.0
22:00	**148**	1	0.7	143	96.6	2	1.4	2	1.4	0	0.0
23:00	**98**	1	1.0	96	98.0	0	0.0	1	1.0	0	0.0
12H,7-19	**9195**	**25**	**0.3**	**8480**	**92.2**	**398**	**4.3**	**287**	**3.1**	**5**	**0.1**
16H,6-22	**10556**	**31**	**0.3**	**9768**	**92.5**	**437**	**4.1**	**314**	**3.0**	**6**	**0.1**
18H,6-24	**10802**	**33**	**0.3**	**10007**	**92.6**	**439**	**4.1**	**317**	**2.9**	**6**	**0.1**
24H,0-24	**11081**	**39**	**0.4**	**10258**	**92.6**	**449**	**4.1**	**329**	**3.0**	**6**	**0.1**

Data produced by
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14936	TOTON	Site No: 14936001	Location	Stapleford Road, Toton (South of Park & Ride)
Thu 06-Nov-25 to Wed 12-Nov-25		Channel: Southbound		

TIME PERIOD	TOTAL VEHICLES	MOTOR-CYCLES	MOTOR-CYCLES%	CARS	CARS %	LGV	LGV %	HGV	HGV %	BUS	BUS %
Daily Totals											
Thu 06-Nov-25	**11507**	66	0.6	10588	92.0	473	4.1	376	3.3	4	0.0
Fri 07-Nov-25	**11517**	53	0.5	10697	92.9	396	3.4	361	3.1	10	0.1
Sat 08-Nov-25	**10215**	46	0.5	9655	94.5	208	2.0	303	3.0	3	0.0
Sun 09-Nov-25	**7918**	35	0.4	7528	95.1	170	2.2	182	2.3	3	0.0
Mon 10-Nov-25	**10816**	46	0.4	9975	92.2	320	3.0	474	4.4	1	0.0
Tue 11-Nov-25	**11233**	56	0.5	10368	92.3	414	3.7	385	3.4	10	0.1
Wed 12-Nov-25	**11081**	39	0.4	10258	92.6	449	4.1	329	3.0	6	0.1
Total Vehicles											
[--]	**74287**	341	0.5	69069	93.1	2430	3.2	2410	3.2	37	0.0



Data produced by
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14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Thu 06-Nov-25																
00:00	**36**	35.3	31	6.5	0	0	0	0	3	22	6	3	1	0	0	1
01:00	**16**	38.1	33.8	4.1	0	0	0	0	0	4	7	5	0	0	0	0
02:00	**20**	38.9	33	5.3	0	0	0	0	0	10	3	6	1	0	0	0
03:00	**24**	37.5	33.3	6.8	0	0	0	0	1	9	9	3	0	1	1	0
04:00	**42**	38.2	32.4	5.3	0	0	0	0	1	20	12	5	4	0	0	0
05:00	**187**	35.2	31.5	4.4	0	0	1	0	2	93	74	11	4	2	0	0
06:00	**319**	35.6	31.3	4.3	0	0	0	0	8	174	96	36	3	2	0	0
07:00	**590**	32.6	28.6	4.9	0	0	0	17	124	334	81	28	2	1	0	3
08:00	**948**	29.1	24.4	4.6	0	2	10	160	463	276	32	3	0	0	0	2
09:00	**787**	30.3	26.5	4.4	0	8	3	17	324	368	56	8	2	0	1	0
10:00	**687**	30.4	26.9	3.8	0	1	0	24	221	384	54	3	0	0	0	0
11:00	**675**	30.4	27.2	3.7	0	0	1	14	211	395	48	4	2	0	0	0
12:00	**761**	30.3	27	3.8	0	0	0	11	288	402	49	7	3	1	0	0
13:00	**653**	30.4	27.2	3.5	0	0	1	13	192	399	44	4	0	0	0	0
14:00	**705**	30.7	27.6	3.8	0	0	0	12	200	413	70	9	1	0	0	0
15:00	**886**	29.2	24.4	4.3	0	0	8	163	407	277	25	6	0	0	0	0
16:00	**991**	28.3	22.1	5.9	0	37	96	264	347	212	30	4	1	0	0	0
17:00	**1041**	28.7	22.7	6.3	1	37	74	276	360	249	34	3	3	0	0	4
18:00	**781**	30.3	25.6	5.4	0	1	47	53	292	312	60	13	2	1	0	0
19:00	**521**	32.2	28.5	4	0	0	0	4	116	303	78	19	1	0	0	0
20:00	**363**	33.1	29.3	4	0	0	0	1	45	231	73	10	2	0	0	1
21:00	**229**	34.2	30.1	3.9	0	0	0	0	13	151	47	16	2	0	0	0
22:00	**170**	34.8	30.2	4.4	0	0	1	0	15	94	45	13	2	0	0	0
23:00	**75**	36.8	31.7	6.2	0	0	0	0	6	38	18	8	1	3	1	0
12H,7-19	**9505**	30.1	25.5	5.1	1	86	240	1024	3429	4021	583	92	16	3	1	9
16H,6-22	**10937**	30.4	26.1	5.2	1	86	240	1029	3611	4880	877	173	24	5	1	10
18H,6-24	**11182**	30.5	26.2	5.2	1	86	241	1029	3632	5012	940	194	27	8	2	10
24H,0-24	**11507**	30.6	26.3	5.3	1	86	242	1029	3639	5170	1051	227	37	11	3	11

Data produced by
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14936			TOTON				Site No: 14936001				Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Fri 07-Nov-25																
00:00	26	36.8	31.6	5.1	0	0	0	0	2	12	7	4	1	0	0	0
01:00	32	37.2	31.2	5	0	0	0	0	3	16	6	7	0	0	0	0
02:00	18	35.4	32.4	5.7	0	0	0	0	2	4	10	1	0	1	0	0
03:00	13	37.4	32	5.7	0	0	0	0	1	6	3	2	1	0	0	0
04:00	39	38.9	33.6	5.3	0	0	0	0	0	14	14	8	2	1	0	0
05:00	158	35.9	31.8	5	0	0	1	0	2	79	53	18	1	4	0	0
06:00	280	34.7	30.8	3.7	0	0	0	0	2	168	92	13	5	0	0	0
07:00	594	32.3	28.5	4.1	0	0	0	8	123	349	93	17	4	0	0	0
08:00	863	29.5	24.1	5.9	1	14	49	173	276	312	28	5	1	0	3	1
09:00	778	30.8	27.7	4	0	0	1	16	210	453	80	15	3	0	0	0
10:00	728	30.4	27	3.9	0	0	0	18	256	392	50	9	1	2	0	0
11:00	764	30.1	26	4.5	0	2	15	57	274	364	43	9	0	0	0	0
12:00	794	30.5	26.8	4.4	0	1	20	15	276	401	71	8	2	0	0	0
13:00	749	30.4	27	4.1	0	1	6	33	214	433	53	9	0	0	0	0
14:00	802	30.1	26.4	4	0	0	0	26	363	357	48	3	2	2	1	0
15:00	909	29.7	24.9	4.8	0	2	22	123	411	291	51	8	1	0	0	0
16:00	986	29.3	24.2	4.9	0	6	30	175	430	302	34	8	1	0	0	0
17:00	872	29.2	24.5	5.1	0	0	30	132	412	257	33	2	1	2	0	3
18:00	747	30.4	26.6	4.6	0	0	0	50	281	346	58	6	1	4	0	1
19:00	468	32.2	28.7	3.9	0	0	2	0	78	299	76	11	1	1	0	0
20:00	311	33.6	29.7	4.7	0	0	0	1	35	199	56	15	2	0	1	2
21:00	245	34.6	30.5	5.3	0	0	1	0	16	150	57	14	1	1	4	1
22:00	204	32.4	29.2	3.6	0	0	1	0	18	144	35	5	1	0	0	0
23:00	137	35.7	31.3	5.9	0	0	0	0	13	69	36	12	2	2	3	0
12H,7-19	9586	30.2	26	4.8	1	26	173	826	3526	4257	642	99	17	10	4	5
16H,6-22	10890	30.5	26.4	4.9	1	26	176	827	3657	5073	923	152	26	12	9	8
18H,6-24	11231	30.6	26.5	4.9	1	26	177	827	3688	5286	994	169	29	14	12	8
24H,0-24	11517	30.7	26.7	5	1	26	178	827	3698	5417	1087	209	34	20	12	8

Data produced by
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14936			TOTON				Site No: 14936001				Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sat 08-Nov-25																
00:00	**58**	35.6	31.2	5.7	0	0	0	0	4	32	14	6	1	0	0	1
01:00	**35**	36.3	32.6	4.8	0	0	0	0	2	10	17	4	2	0	0	0
02:00	**30**	34.3	30.2	4.1	0	0	0	0	3	16	9	2	0	0	0	0
03:00	**19**	40.1	33.8	6.9	0	0	0	0	2	5	6	3	2	1	0	0
04:00	**26**	35.3	30.8	6.7	0	0	1	0	3	10	8	3	0	1	0	0
05:00	**71**	36.5	31.9	4.8	0	0	0	0	1	37	21	8	4	0	0	0
06:00	**151**	35.6	31.5	4.2	0	0	0	0	3	77	52	16	3	0	0	0
07:00	**248**	35.3	31.1	4.5	0	0	0	0	7	142	71	18	9	1	0	0
08:00	**524**	32.4	29.1	3.5	0	0	0	1	53	367	86	14	3	0	0	0
09:00	**735**	30.9	28.2	3.8	0	0	1	15	135	481	88	14	1	0	0	0
10:00	**910**	30.2	25.8	4.9	2	6	30	51	347	406	60	7	0	1	0	0
11:00	**917**	29.9	25.2	5	1	10	30	78	379	356	60	2	0	1	0	0
12:00	**950**	30	25.8	4.8	0	6	26	53	373	438	47	3	2	0	0	2
13:00	**839**	30.3	26.6	4.3	0	1	9	31	312	414	59	9	3	1	0	0
14:00	**857**	30.6	27.2	4.5	1	4	7	16	268	474	73	11	0	1	0	2
15:00	**738**	30.7	27.6	3.8	0	0	0	12	214	424	76	11	0	1	0	0
16:00	**726**	30.3	26.4	4.6	0	3	12	43	247	361	53	4	2	1	0	0
17:00	**650**	30.6	27	4.5	0	2	6	32	188	350	60	10	2	0	0	0
18:00	**529**	30.9	28.3	4.3	0	0	0	4	113	338	63	5	2	1	0	3
19:00	**366**	33	29.5	3.9	0	0	0	0	35	248	70	7	4	1	1	0
20:00	**281**	33.3	29.7	4.4	0	0	0	1	23	193	47	10	3	3	1	0
21:00	**227**	34.9	30.8	4.3	0	0	0	0	8	133	66	17	2	0	0	1
22:00	**181**	34.9	30.5	4.6	0	0	0	1	13	103	47	14	0	3	0	0
23:00	**147**	35.1	31.1	5.4	0	0	0	0	11	77	45	7	4	0	3	0
12H,7-19	**8623**	**30.6**	**27**	**4.6**	**4**	**32**	**121**	**336**	**2636**	**4551**	**796**	**108**	**24**	**8**	**0**	**7**
16H,6-22	**9648**	**30.8**	**27.3**	**4.7**	**4**	**32**	**121**	**337**	**2705**	**5202**	**1031**	**158**	**36**	**12**	**2**	**8**
18H,6-24	**9976**	**30.9**	**27.4**	**4.7**	**4**	**32**	**121**	**338**	**2729**	**5382**	**1123**	**179**	**40**	**15**	**5**	**8**
24H,0-24	**10215**	**31**	**27.5**	**4.8**	**4**	**32**	**122**	**338**	**2744**	**5492**	**1198**	**205**	**49**	**17**	**5**	**9**

Data produced by
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14936			TOTON				Site No: 14936001				Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Sun 09-Nov-25																
00:00	**78**	35.7	30.8	4.8	0	0	1	0	3	44	19	10	1	0	0	0
01:00	**41**	37.7	31.9	4.8	0	0	0	0	2	19	10	10	0	0	0	0
02:00	**41**	38.4	32.6	6.4	0	0	0	0	1	21	10	5	2	1	1	0
03:00	**20**	34.8	30.8	5.2	0	0	0	0	2	11	4	2	1	0	0	0
04:00	**16**	34.6	30.7	4.3	0	0	0	0	2	6	7	1	0	0	0	0
05:00	**43**	35.7	32.1	5.8	0	0	0	0	0	23	14	4	1	0	0	1
06:00	**97**	36	32.2	4.9	0	0	0	0	1	46	35	10	4	0	1	0
07:00	**139**	35.8	31.4	5	0	0	0	0	4	79	36	12	6	2	0	0
08:00	**212**	34.5	30.3	4.1	0	0	0	0	13	127	57	13	0	2	0	0
09:00	**495**	33.5	29.4	3.9	0	0	0	2	58	305	111	16	1	2	0	0
10:00	**688**	30.9	28.4	3.8	0	0	1	3	127	464	77	11	3	0	2	0
11:00	**780**	30.3	26.7	4	0	1	1	45	246	425	56	5	1	0	0	0
12:00	**916**	30	25.5	4.8	0	4	24	84	358	386	54	4	0	1	0	1
13:00	**840**	30.5	26.7	4.5	1	6	7	39	270	436	75	4	1	1	0	0
14:00	**740**	30.6	27.7	3.7	0	0	4	2	191	467	66	7	3	0	0	0
15:00	**547**	31.5	28.5	3.7	0	0	1	3	95	357	81	9	0	1	0	0
16:00	**567**	30.8	27.8	3.9	0	0	1	10	142	341	62	10	1	0	0	0
17:00	**481**	31.6	28.3	4.1	0	0	2	5	102	290	76	3	1	1	1	0
18:00	**351**	33.7	29.9	3.9	0	0	0	0	20	237	75	13	5	1	0	0
19:00	**301**	33.9	29.9	3.9	0	0	0	0	23	188	76	9	4	1	0	0
20:00	**207**	34	30.1	4.8	0	0	0	0	13	145	29	15	2	1	1	1
21:00	**146**	35.4	31.1	5.3	0	0	0	0	11	79	38	10	4	4	0	0
22:00	**104**	34.2	30.3	3.8	0	0	0	0	4	65	30	3	2	0	0	0
23:00	**68**	35.5	31.1	4.2	0	0	0	0	1	40	18	8	1	0	0	0
12H,7-19	**6756**	**30.9**	**27.8**	**4.4**	**1**	**11**	**41**	**193**	**1626**	**3914**	**826**	**107**	**22**	**11**	**3**	**1**
16H,6-22	**7507**	**31.4**	**28**	**4.5**	**1**	**11**	**41**	**193**	**1674**	**4372**	**1004**	**151**	**36**	**17**	**5**	**2**
18H,6-24	**7679**	**31.6**	**28.1**	**4.5**	**1**	**11**	**41**	**193**	**1679**	**4477**	**1052**	**162**	**39**	**17**	**5**	**2**
24H,0-24	**7918**	**31.9**	**28.2**	**4.5**	**1**	**11**	**42**	**193**	**1689**	**4601**	**1116**	**194**	**44**	**18**	**6**	**3**

Data produced by
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14936			TOTON				Site No: 14936001				Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Mon 10-Nov-25																
00:00	**49**	38.6	32.5	5.7	0	0	0	0	3	21	12	10	2	1	0	0
01:00	**10**	33.5	30.5	5.5	0	0	0	0	1	6	2	0	1	0	0	0
02:00	**10**	34.3	31.5	5	0	0	0	0	0	6	3	0	1	0	0	0
03:00	**10**	36	31.5	5.5	0	0	0	0	0	7	1	1	1	0	0	0
04:00	**33**	40.4	33.8	5.9	0	0	0	0	0	13	11	4	4	1	0	0
05:00	**181**	35.1	31.2	4.3	0	0	2	0	4	86	74	13	2	0	0	0
06:00	**291**	34.2	30.3	3.9	0	0	0	0	11	185	79	11	3	2	0	0
07:00	**597**	32.1	28.5	5	0	0	0	8	141	336	99	4	2	0	0	7
08:00	**908**	29.4	24.9	4.4	0	6	13	99	438	317	30	3	2	0	0	0
09:00	**790**	30.7	27.2	4	0	0	2	29	236	431	83	8	1	0	0	0
10:00	**628**	30.5	27.8	3.4	0	0	0	9	133	431	47	8	0	0	0	0
11:00	**631**	30.6	27.4	3.8	0	0	3	18	163	384	57	6	0	0	0	0
12:00	**749**	30.1	26.2	4.2	0	4	3	43	297	352	46	2	2	0	0	0
13:00	**653**	30.5	27.5	3.9	0	0	4	4	176	413	49	4	0	1	2	0
14:00	**665**	30.6	27.3	4.8	0	5	5	24	173	390	58	5	1	1	0	3
15:00	**840**	29	23.4	5.7	0	23	71	122	350	246	23	2	3	0	0	0
16:00	**902**	28.9	23.7	5.4	0	20	48	144	398	265	21	3	1	0	2	0
17:00	**996**	28.9	23.5	4.9	1	5	27	275	382	273	27	5	1	0	0	0
18:00	**712**	30.3	26.8	3.8	0	0	0	16	272	367	47	8	2	0	0	0
19:00	**474**	32.5	29	3.7	0	0	0	0	65	310	92	6	0	0	0	1
20:00	**298**	33.6	29.7	3.8	0	0	1	2	16	198	69	10	2	0	0	0
21:00	**234**	34.3	30.3	3.9	0	0	0	2	10	142	67	11	1	1	0	0
22:00	**103**	33.9	29.9	4.2	0	0	1	0	7	64	26	3	2	0	0	0
23:00	**52**	37.2	32.4	5.4	0	0	0	0	1	24	17	7	1	2	0	0
12H,7-19	**9071**	**30.2**	**25.9**	**4.9**	**1**	**63**	**176**	**791**	**3159**	**4205**	**587**	**58**	**15**	**2**	**4**	**10**
16H,6-22	**10368**	**30.5**	**26.4**	**4.9**	**1**	**63**	**177**	**795**	**3261**	**5040**	**894**	**96**	**21**	**5**	**4**	**11**
18H,6-24	**10523**	**30.5**	**26.4**	**5**	**1**	**63**	**178**	**795**	**3269**	**5128**	**937**	**106**	**24**	**7**	**4**	**11**
24H,0-24	**10816**	**30.6**	**26.6**	**5**	**1**	**63**	**180**	**795**	**3277**	**5267**	**1040**	**134**	**35**	**9**	**4**	**11**

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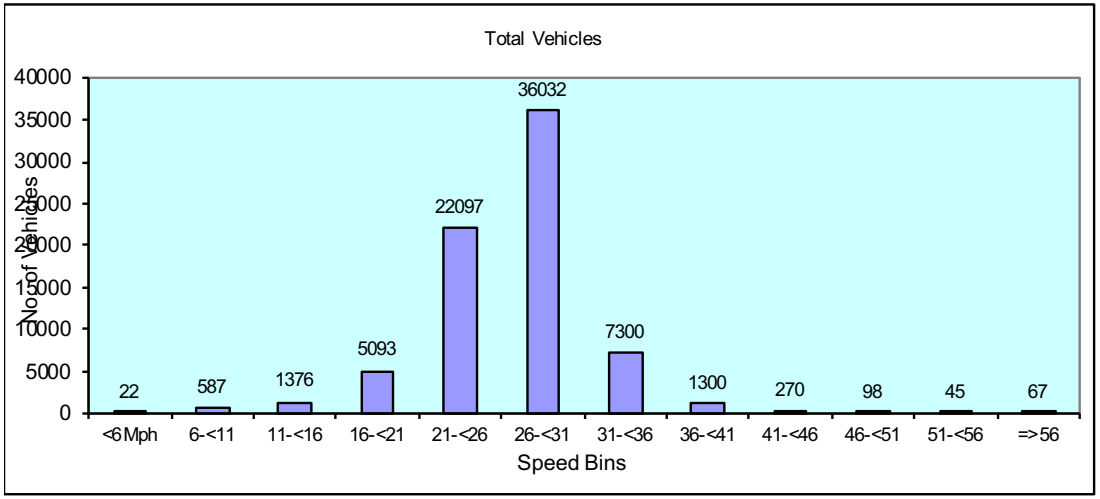
14936			TOTON				Site No: 14936001				Location	Stapleford Road, Toton (South of Park & Ride)				
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Tue 11-Nov-25																
00:00	**24**	36.9	31.4	4.6	0	0	0	0	1	13	5	5	0	0	0	0
01:00	**21**	36.6	31.4	5.1	0	0	0	0	1	12	4	3	1	0	0	0
02:00	**15**	34.3	30.5	4	0	0	0	0	2	5	8	0	0	0	0	0
03:00	**17**	43.4	35.9	8	0	0	0	0	0	7	2	4	2	1	1	0
04:00	**28**	40.1	33.3	6.6	0	0	0	1	0	11	8	4	3	1	0	0
05:00	**191**	35.9	31.4	4.7	0	0	1	0	3	104	55	22	5	1	0	0
06:00	**316**	34.8	30.7	4.1	0	0	0	0	14	180	98	20	3	0	1	0
07:00	**622**	30.6	27.2	4.4	1	0	3	24	187	342	44	20	1	0	0	0
08:00	**1013**	28	21.7	5.9	1	49	99	282	347	211	19	5	0	0	0	0
09:00	**792**	30.2	26.5	4.3	1	5	3	29	303	392	47	11	1	0	0	0
10:00	**683**	30.3	27.1	4	0	0	4	22	188	427	35	5	0	0	0	2
11:00	**666**	30.1	26.8	3.6	0	0	0	11	253	366	32	1	2	0	1	0
12:00	**709**	30.2	26.9	3.7	0	0	1	7	269	383	39	9	0	1	0	0
13:00	**610**	30.6	27.6	4.2	0	0	2	11	165	368	57	4	0	0	0	3
14:00	**713**	30.3	26.9	4.5	0	0	0	32	253	369	45	5	7	0	0	2
15:00	**854**	29.6	24.9	4.9	0	3	21	112	371	301	37	7	0	0	0	2
16:00	**871**	29.2	24.7	4.9	1	3	24	82	463	260	34	0	0	0	1	3
17:00	**1085**	26.5	19.2	6.8	6	132	200	315	254	157	17	1	1	2	0	0
18:00	**777**	30.5	27.1	4.1	0	0	0	36	246	419	63	10	2	1	0	0
19:00	**517**	32.1	28.6	4	0	0	1	7	85	327	83	12	1	0	1	0
20:00	**304**	33.9	30	4.1	0	0	0	0	18	199	70	13	2	1	0	1
21:00	**227**	34.2	30.5	4	0	0	0	0	7	142	67	7	2	1	1	0
22:00	**119**	33.6	29.8	5.5	0	0	1	0	12	76	22	5	1	0	0	2
23:00	**59**	36.4	31.2	4.9	0	0	0	0	6	26	17	9	1	0	0	0
12H,7-19	**9395**	**30**	**25.1**	**5.6**	**10**	**192**	**357**	**963**	**3299**	**3995**	**469**	**78**	**14**	**4**	**2**	**12**
16H,6-22	**10759**	**30.3**	**25.7**	**5.6**	**10**	**192**	**358**	**970**	**3423**	**4843**	**787**	**130**	**22**	**6**	**5**	**13**
18H,6-24	**10937**	**30.4**	**25.8**	**5.6**	**10**	**192**	**359**	**970**	**3441**	**4945**	**826**	**144**	**24**	**6**	**5**	**15**
24H,0-24	**11233**	**30.5**	**25.9**	**5.7**	**10**	**192**	**360**	**971**	**3448**	**5097**	**908**	**182**	**35**	**9**	**6**	**15**

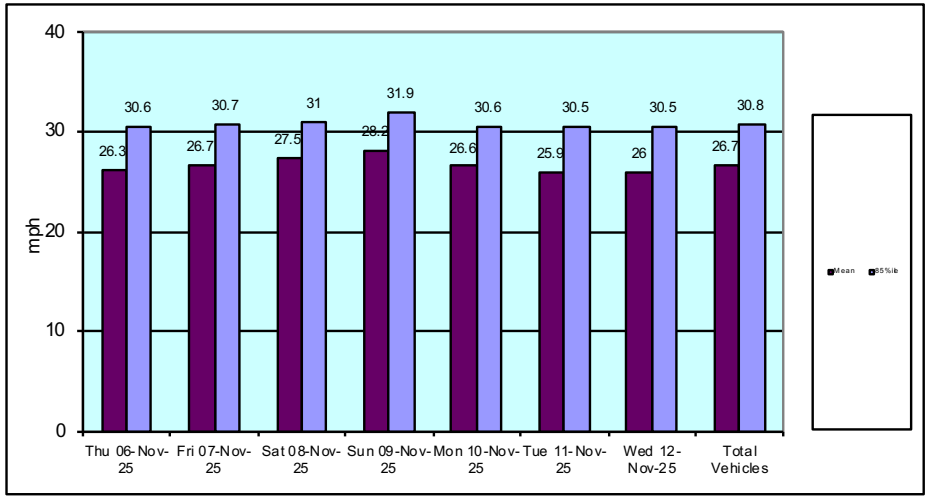
Data produced by
Auto Surveys Ltd

14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	Total Vehicles	85%ile Speed	Mean Speed	Stand Dev.	<6Mph	6-<11	11-<16	16-<21	21-<26	26-<31	31-<36	36-<41	41-<46	46-<51	51-<56	=>56
Wed 12-Nov-25																
00:00	**22**	36.5	30.8	5.9	0	0	0	0	3	12	3	2	2	0	0	0
01:00	**16**	34.9	31	5	0	0	0	0	1	9	4	1	1	0	0	0
02:00	**16**	34.6	31.6	5.6	0	0	0	0	1	7	7	0	0	1	0	0
03:00	**13**	41.9	34.3	6.9	0	0	0	0	1	4	3	2	3	0	0	0
04:00	**39**	35.1	32.1	5.6	0	0	0	0	1	20	12	2	3	1	0	0
05:00	**173**	35.1	30.8	4.5	0	0	2	0	3	99	52	13	4	0	0	0
06:00	**299**	34.8	30.6	4	0	0	0	0	12	176	86	22	2	1	0	0
07:00	**586**	30.5	27.1	4.3	0	2	6	13	177	333	47	6	0	0	2	0
08:00	**979**	28.2	21.7	6.1	1	62	96	229	350	217	21	3	0	0	0	0
09:00	**818**	30.2	25.9	5.3	2	7	18	72	286	366	54	10	0	1	0	2
10:00	**706**	30.2	26.5	4.1	0	0	0	35	281	340	42	5	1	0	2	0
11:00	**659**	30.3	26.8	3.9	0	0	1	12	263	333	44	4	1	0	0	1
12:00	**682**	30.4	27.2	3.8	0	0	1	12	210	406	45	5	2	0	1	0
13:00	**638**	30.6	27.6	4.3	0	0	0	13	183	374	61	2	2	0	0	3
14:00	**661**	30.1	26.4	4	0	0	5	27	262	324	39	3	0	0	1	0
15:00	**865**	28.9	21.7	7	1	93	80	171	261	220	36	2	1	0	0	0
16:00	**863**	29.5	25.1	4.4	0	1	12	96	402	315	25	9	3	0	0	0
17:00	**981**	28.5	23.4	4.8	0	12	31	218	448	251	20	0	0	1	0	0
18:00	**757**	30.2	26.5	4.1	0	0	0	40	295	368	47	2	4	0	1	0
19:00	**505**	31.6	28.8	4.6	0	0	0	1	95	324	69	8	2	1	2	3
20:00	**325**	34.3	30	4.4	0	0	0	0	34	193	74	20	3	0	0	1
21:00	**232**	34.5	30.3	4.5	0	0	0	0	15	147	50	15	1	4	0	0
22:00	**148**	34.9	30.7	4.5	0	0	0	1	8	83	43	10	1	2	0	0
23:00	**98**	32.8	29.5	4.4	0	0	0	0	10	67	16	3	0	2	0	0
12H,7-19	**9195**	**29.9**	**25.2**	**5.3**	**4**	**177**	**250**	**938**	**3418**	**3847**	**481**	**51**	**14**	**2**	**7**	**6**
16H,6-22	**10556**	**30.3**	**25.8**	**5.4**	**4**	**177**	**250**	**939**	**3574**	**4687**	**760**	**116**	**22**	**8**	**9**	**10**
18H,6-24	**10802**	**30.4**	**25.9**	**5.4**	**4**	**177**	**250**	**940**	**3592**	**4837**	**819**	**129**	**23**	**12**	**9**	**10**
24H,0-24	**11081**	**30.5**	**26**	**5.5**	**4**	**177**	**252**	**940**	**3602**	**4988**	**900**	**149**	**36**	**14**	**9**	**10**

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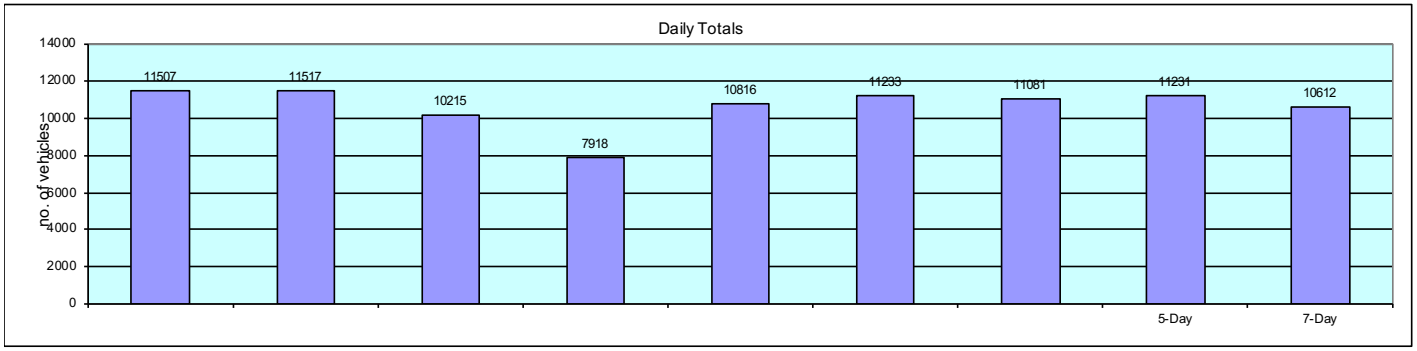
14936			TOTON				Site No: 14936001			Location	Stapleford Road, Toton (South of Park & Ride)					
Thu 06-Nov-25 to Wed 12-Nov-25							Channel: Southbound									
Time Period	**Total Vehicles**	**85%ile Speed**	**Mean Speed**	**Stand Dev.**	**<6Mph**	**6-<11**	**11-<16**	**16-<21**	**21-<26**	**26-<31**	**31-<36**	**36-<41**	**41-<46**	**46-<51**	**51-<56**	**=>56**
Daily Totals																
Thu 06-Nov-25	**11507**	30.6	26.3	5.3	1	86	242	1029	3639	5170	1051	227	37	11	3	11
Fri 07-Nov-25	**11517**	30.7	26.7	5	1	26	178	827	3698	5417	1087	209	34	20	12	8
Sat 08-Nov-25	**10215**	31	27.5	4.8	4	32	122	338	2744	5492	1198	205	49	17	5	9
Sun 09-Nov-25	**7918**	31.9	28.2	4.5	1	11	42	193	1689	4601	1116	194	44	18	6	3
Mon 10-Nov-25	**10816**	30.6	26.6	5	1	63	180	795	3277	5267	1040	134	35	9	4	11
Tue 11-Nov-25	**11233**	30.5	25.9	5.7	10	192	360	971	3448	5097	908	182	35	9	6	15
Wed 12-Nov-25	**11081**	30.5	26	5.5	4	177	252	940	3602	4988	900	149	36	14	9	10
Total Vehicles																
[--]	**74287**	30.8	26.7	5.1	22	587	1376	5093	22097	36032	7300	1300	270	98	45	67





Data produced by
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14936		TOTON		Site No: 14936001 Channel: Southbound		Location	Stapleford Road, Toton (South of Park & Ride)		
TIME PERIOD	Thu 06-Nov-25	Fri 07-Nov-25	Sat 08-Nov-25	Sun 09-Nov-25	Mon 10-Nov-25	Tue 11-Nov-25	Wed 12-Nov-25	5-Day Av	7-Day Av
Week Begin: 06-Nov-25									
00:00	**36**	26	58	78	49	24	22	31	42
01:00	**16**	32	35	41	10	21	16	19	24
02:00	**20**	18	30	41	10	15	16	16	21
03:00	**24**	13	19	20	10	17	13	15	17
04:00	**42**	39	26	16	33	28	39	36	32
05:00	**187**	158	71	43	181	191	173	178	143
06:00	**319**	280	151	97	291	316	299	301	250
07:00	**590**	594	248	139	597	622	586	598	482
08:00	**948**	863	524	212	908	1013	979	942	778
09:00	**787**	778	735	495	790	792	818	793	742
10:00	**687**	728	910	688	628	683	706	686	719
11:00	**675**	764	917	780	631	666	659	679	727
12:00	**761**	794	950	916	749	709	682	739	794
13:00	**653**	749	839	840	653	610	638	661	712
14:00	**705**	802	857	740	665	713	661	709	735
15:00	**886**	909	738	547	840	854	865	871	806
16:00	**991**	986	726	567	902	871	863	923	844
17:00	**1041**	872	650	481	996	1085	981	995	872
18:00	**781**	747	529	351	712	777	757	755	665
19:00	**521**	468	366	301	474	517	505	497	450
20:00	**363**	311	281	207	298	304	325	320	298
21:00	**229**	245	227	146	234	227	232	233	220
22:00	**170**	204	181	104	103	119	148	149	147
23:00	**75**	137	147	68	52	59	98	84	91
12H,7-19	**9505**	**9586**	**8623**	**6756**	**9071**	**9395**	**9195**	**9350**	**8876**
16H,6-22	**10937**	**10890**	**9648**	**7507**	**10368**	**10759**	**10556**	**10702**	**10095**
18H,6-24	**11182**	**11231**	**9976**	**7679**	**10523**	**10937**	**10802**	**10935**	**10333**
24H,0-24	**11507**	**11517**	**10215**	**7918**	**10816**	**11233**	**11081**	**11231**	**10612**
Am	**08:00**	**08:00**	**11:00**	**11:00**	**08:00**	**08:00**	**08:00**		
Peak	**948**	**863**	**917**	**780**	**908**	**1013**	**979**		
Pm	**17:00**	**16:00**	**12:00**	**12:00**	**17:00**	**17:00**	**17:00**		
Peak	**1041**	**986**	**950**	**916**	**996**	**1085**	**981**		



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Classification Schemes

Scheme F Classification Scheme (Non-metric)

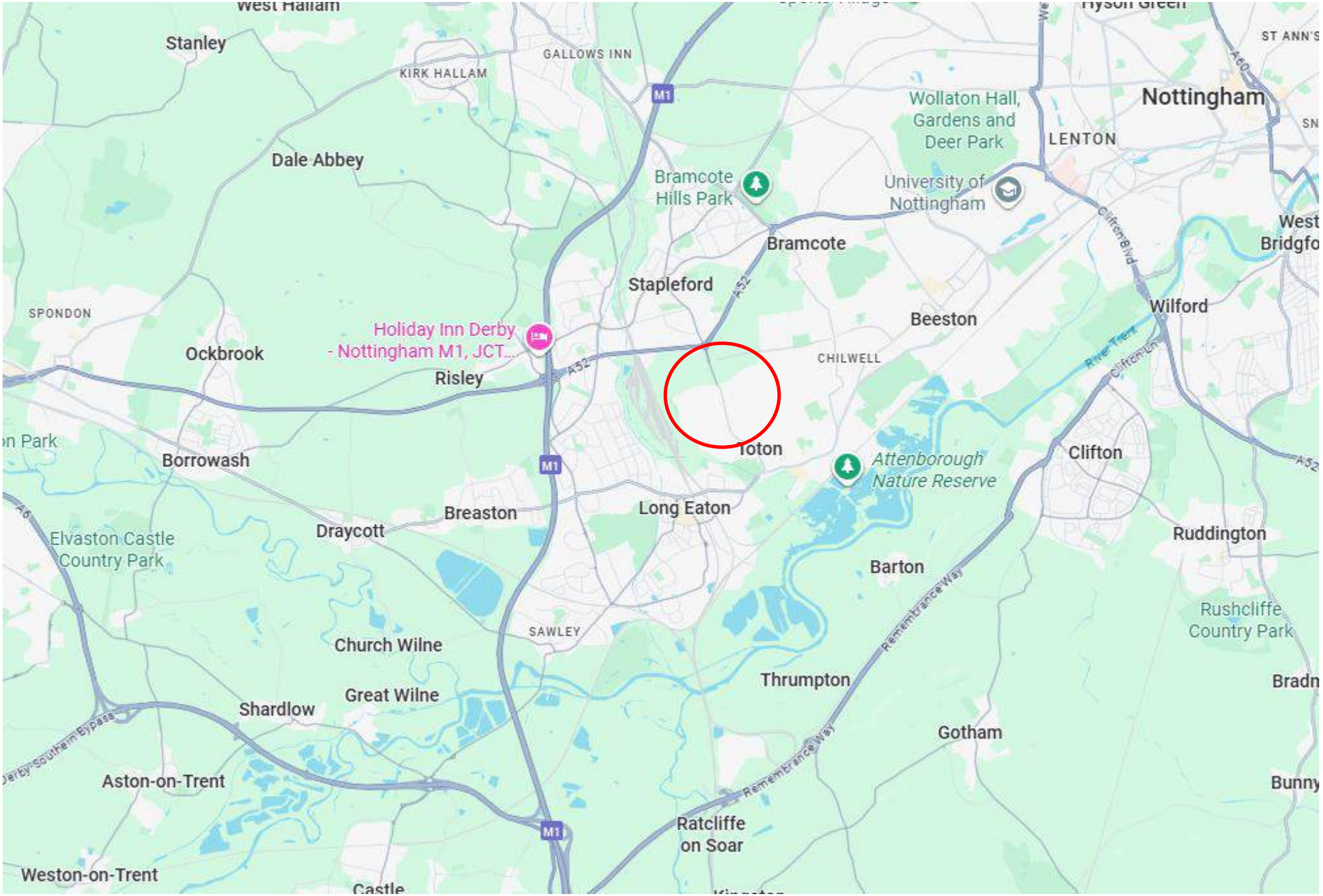
Scheme F is an attempt to implement the FWHA's visual classification scheme as an axle-based classification scheme. This is one of several interpretations.

Class	Vehicle Type	No. of Axles	Axle spacing in feet				
			Axle 1 to 2	Axle 2 to 3	Axle 3 to 4	Axle 4 to 5	Axle 5 to 6
1	motorcycle	2	<6.0				
2	passenger car	2	6.0 - 10.0				
	car + 1 axle trailer	3	<10.0	10.0 - 18.0			
	car + 2 axle trailer	4	<10.0		<3.5		
3	pickup	2	10.0 - 15.0				
	pickup + 1 axle trailer	3	10.0 - 15.0	10.0 - 18.0			
	pickup + 2 axle trailer	4	10.0 -15.0		<3.5		
	pickup + 3 axle trailer	5	9.9 - 15.0			<3.5	
4	Traditional bus/coach	2	>20.0				
	Traditional bus/coach	3	>19.0				
5	single unit truck/bus - dual rear axle	2	14.9 - 20.0			<3.5	
6	3 axle truck	3		<18.0			
7	4 axle truck	4					
8	2S1	3		>18.0			
	2S2	4		>5.0	>3.5		
	3S1	4		<5.0	>10.0		
9	3S2	5		<6.1		3.5 - 8.0	
	5 axle combination	5					
10	6 axle combination	6			3.5 - 5.0		
	3S3	6					
11	2S1-2	5		>6.0			
12	3S1-2	6					>10.0
13	truck	7 or more					

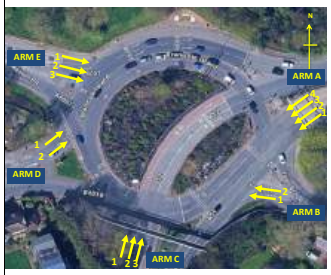
Site 1 - 52.916342, -1.263607 **STAPLEFORD LANE – LOOKING NORTHBOUND**




A52
B6003
Mr Mobility UK
Japanese Water Gardens
Toton Lane Tram park & ride
Toton Lane Park & Ride
1
Monty's Dog Walking & Pet Wellbeing
Stapleford Ln
Cleve Ave
Katherine Dr

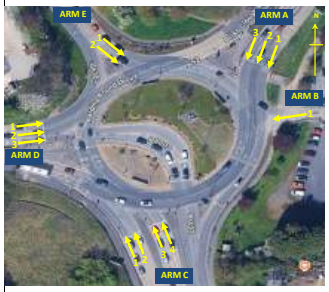

West Hallam
Stanley
GALLOWS INN
KIRK HALLAM
M1
Wollaton Hall, Gardens and Deer Park
Nottingham
ST ANN'S
LENTON
Dale Abbey
Bramcote Hills Park
University of Nottingham
Bramcote
Clifton Blvd
West Bridgfo
Stapleford
A52
SPONDON
Wilford
Beeston
Holiday Inn Derby - Nottingham M1, JCT...
Ockbrook
CHILWELL
River Trent
Clifton Ln
Risley
A52
Toton
Attenborough Nature Reserve
Clifton
Borrowash
M1
Breaston
Long Eaton
Draycott
Elvaston Castle Country Park
Ruddington
Barton
Rushcliffe Country Park
SAWLEY
Church Wilne
Thrumpton
Remembrance Way
Great Wilne
Shardlow
Gotham
Aston-on-Trent
Ratcliffe on Soar
M1
Weston-on-Trent
Castle

SITE:		DATE:
1	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
A52 (E) / TOWN STREET / A52 (S) / B5010 / A6007		THURSDAY



JOB TITLE:		JOB NUMBER:
TOTON		14936

SITE:		DATE:
2	AUTO SURVEYS LTD	06/11/2025
LOCATION:		DAY:
A52 (N) / SITE ACCESS / B6003 (S) / A52 (W) / B6003 (N)		THURSDAY



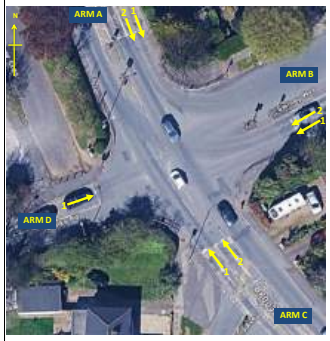
JOB TITLE:		JOB NUMBER:
TOTON		14936

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



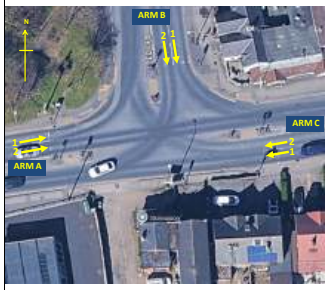
JOB TITLE:		JOB NUMBER:
TOTON		14936

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



JOB TITLE:		JOB NUMBER:
TOTON		14936

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



JOB TITLE:		JOB NUMBER:
TOTON		14936

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



JOB TITLE:		JOB NUMBER:
TOTON		14936

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

AUTO SURVEYS LTD

D TO B — FROM B5010 TO TOWN STREET

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

D TO C — FROM B5010 TO A52 (S)

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

D TO D — FROM B5010 TO B5010

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

D TO E — FROM B5010 TO A6007

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

AUTO SURVEYS LTD

D TO B — FROM B5010 TO TOWN STREET

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

D TO C — FROM B5010 TO A52 (S)

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

D TO D — FROM B5010 TO B5010

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

D TO E — FROM B5010 TO A6007

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1

DATE: 06/11/2025

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

DAY: THURSDAY

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 1

DATE: 06/11/2025

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

DAY: THURSDAY

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

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

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

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

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

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

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 SITE: 1

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

FROM ARM B TOWN STREET								TIME	TO ARM C AS2 (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
63	11	1	0	0	0	0	75	07:00	308	46	8	7	2	0	0	371
73	7	1	0	1	0	0	82	07:15	341	45	11	4	1	1	0	403
112	3	0	0	0	0	0	115	07:30	448	43	8	4	1	3	1	508
110	12	2	0	0	0	0	124	07:45	400	39	5	1	2	0	1	448
358	33	4	0	1	0	0	396	H/TOT	1497	173	32	16	6	4	2	1730
81	9	1	0	0	0	0	91	08:00	386	47	12	9	6	2	0	462
88	10	2	0	2	0	0	102	08:15	330	33	15	5	4	1	0	388
90	7	1	0	2	1	0	101	08:30	322	26	10	4	2	2	0	366
105	19	0	0	0	0	0	124	08:45	261	40	10	8	1	0	0	320
364	45	4	0	4	1	0	418	H/TOT	1299	146	47	26	13	5	0	1536
70	4	1	0	0	0	1	76	09:00	236	42	19	7	4	2	0	310
51	10	3	0	0	0	1	65	09:15	246	48	16	12	3	0	0	325
46	12	3	0	0	0	0	61	09:30	240	34	19	9	2	1	0	305
54	8	2	0	0	1	0	65	09:45	211	48	20	15	2	0	0	296
221	34	9	0	0	1	2	267	H/TOT	933	172	74	43	11	3	0	1236
943	112	17	0	5	2	2	1081	P/TOT	3729	491	153	85	30	12	2	4502

FROM ARM C AS2 (S)								TIME	TO ARM D BS010							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
284	64	8	7	2	2	0	367	07:00	28	3	1	2	1	0	0	35
323	69	12	2	1	1	0	408	07:15	21	8	2	0	2	0	0	33
365	58	22	11	6	1	0	463	07:30	27	9	1	0	1	1	0	39
355	88	12	9	2	6	0	472	07:45	64	7	5	0	2	1	1	80
1327	279	54	29	11	10	0	1710	H/TOT	140	27	9	2	6	2	1	187
329	75	16	11	2	2	0	435	08:00	50	10	2	1	1	0	0	64
365	65	18	2	2	2	0	454	08:15	41	9	2	0	2	0	0	54
336	62	16	9	3	0	0	426	08:30	55	11	0	0	2	0	0	68
281	57	16	6	2	1	0	363	08:45	73	13	3	1	2	0	0	92
1311	259	66	28	9	5	0	1678	H/TOT	219	43	7	2	7	0	0	278
242	57	19	12	2	1	0	333	09:00	51	13	1	0	1	1	0	67
205	40	18	18	2	1	0	284	09:15	35	10	0	0	1	1	0	47
205	40	20	8	1	2	0	276	09:30	46	13	0	0	1	0	0	60
217	45	16	9	2	1	0	290	09:45	41	9	0	0	3	2	0	55
869	182	73	47	7	5	0	1183	H/TOT	173	45	1	0	6	4	0	229
3507	720	193	104	27	20	0	4571	P/TOT	532	115	17	4	19	6	1	694

FROM ARM B TOWN STREET								TIME	TO ARM C AS2 (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
105	13	0	0	0	1	0	119	16:00	263	69	7	5	0	2	0	346
64	12	2	0	0	0	1	79	16:15	292	36	6	2	2	3	0	341
92	17	1	0	1	3	1	115	16:30	366	47	6	2	2	2	0	425
95	9	1	0	0	1	0	106	16:45	319	22	4	7	1	4	0	357
356	51	4	0	1	5	2	419	H/TOT	1240	174	23	16	5	11	0	1469
96	14	0	0	0	0	0	110	17:00	341	27	5	6	2	2	0	383
74	4	0	0	0	0	0	78	17:15	287	22	4	5	1	2	0	321
88	5	0	0	0	1	0	94	17:30	301	25	2	5	0	1	0	334
98	10	0	0	0	2	2	112	17:45	260	15	5	2	2	0	0	284
356	33	0	0	0	3	2	394	H/TOT	1189	89	16	18	5	5	0	1322
81	5	0	0	2	0	0	88	18:00	254	13	3	2	3	1	0	276
61	8	1	0	0	0	0	70	18:15	266	15	4	3	0	0	0	288
65	1	0	0	1	0	0	67	18:30	248	11	1	2	1	0	0	263
44	6	0	0	0	0	0	50	18:45	220	13	2	1	2	1	0	239
251	20	1	0	3	0	0	275	H/TOT	988	52	10	8	6	2	0	1066
963	104	5	0	4	8	4	1088	P/TOT	3417	315	49	42	16	18	0	3857

FROM ARM C AS2 (S)								TIME	TO ARM D BS010							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
347	65	11	6	2	0	0	431	16:00	102	14	0	0	2	0	0	118
382	47	7	2	3	3	0	444	16:15	78	17	4	0	2	2	1	104
420	44	8	1	1	1	0	475	16:30	113	8	0	0	2	0	1	124
361	33	3	1	1	3	0	402	16:45	98	3	2	2	0	1	0	106
1510	189	29	10	7	7	0	1752	H/TOT	391	42	6	2	6	3	2	452
376	33	6	3	1	4	0	423	17:00	86	22	0	2	1	0	0	111
402	22	4	3	1	3	0	435	17:15	100	10	0	0	3	0	2	115
376	28	1	3	3	3	0	414	17:30	98	6	2	0	1	0	1	108
415	24	1	3	1	0	0	444	17:45	78	8	2	0	1	4	1	94
1569	107	12	12	6	10	0	1716	H/TOT	362	46	4	2	6	4	4	428
398	26	6	5	5	1	0	441	18:00	75	10	1	0	4	1	0	91
362	24	3	3	1	2	0	395	18:15	88	8	1	0	2	0	0	99
332	19	4	3	3	2	0	363	18:30	67	12	0	0	4	0	0	83
281	17	6	2	1	3	0	310	18:45	59	6	2	0	0	1	0	68
1373	86	19	13	10	8	0	1509	H/TOT	289	36	4	0	10	2	0	341
4452	382	60	35	23	25	0	4977	P/TOT	1042	124	14	4	22	9	6	1221

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

FROM ARM D B5010								TIME	TO ARM E A6007								FROM ARM E A6007							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
73	12	3	0	2	0	0	90	07:00	83	18	5	3	0	0	1	110	162	39	5	2	0	1	0	209
72	19	3	1	3	1	2	101	07:15	114	25	5	1	0	0	0	145	147	36	9	6	0	0	1	199
151	22	4	0	3	1	2	183	07:30	144	21	5	2	0	0	0	172	163	24	14	3	0	3	1	208
174	26	4	0	3	0	3	210	07:45	128	28	3	2	1	2	0	164	148	18	4	1	0	0	0	171
470	79	14	1	11	2	7	584	H/TOT	469	92	18	8	1	2	1	591	620	117	32	12	0	4	2	787
181	23	11	0	2	1	0	218	08:00	109	20	3	3	0	0	0	135	87	24	5	5	0	0	0	121
194	17	5	0	3	1	0	220	08:15	122	21	4	1	1	1	0	150	98	15	9	3	0	0	0	125
164	17	5	0	1	0	2	189	08:30	112	14	6	1	1	1	0	135	82	21	9	4	0	3	0	119
124	19	4	2	3	0	2	154	08:45	120	21	13	1	0	0	0	155	89	20	6	5	0	1	0	121
663	76	25	2	9	2	4	781	H/TOT	463	76	26	6	2	2	0	575	356	80	29	17	0	4	0	486
101	16	3	0	1	0	0	121	09:00	107	17	11	4	0	0	1	140	156	27	12	3	1	1	0	200
59	12	3	1	2	1	0	78	09:15	88	18	8	7	0	0	1	122	111	22	9	3	1	0	0	146
71	14	1	1	2	0	0	89	09:30	61	18	7	6	0	0	0	92	128	25	9	6	0	1	0	169
53	15	1	0	3	0	0	72	09:45	86	20	4	3	1	0	0	114	122	31	8	9	2	1	0	173
284	57	8	2	8	1	0	360	H/TOT	342	73	30	20	1	0	2	468	517	105	38	21	4	3	0	688
1417	212	47	5	28	5	11	1725	P/TOT	1274	241	74	34	4	4	3	1634	1493	302	99	50	4	11	2	1961

FROM ARM D B5010								TIME	TO ARM E A6007								FROM ARM E A6007							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
70	7	1	0	5	0	0	83	16:00	168	28	9	6	1	0	0	212	148	30	2	3	0	1	0	184
66	8	0	0	1	0	0	75	16:15	164	35	7	2	0	0	0	208	166	16	2	0	2	2	0	188
75	8	0	0	1	1	0	85	16:30	167	29	2	0	0	4	0	202	182	22	3	1	1	1	1	211
85	7	2	1	1	0	0	96	16:45	171	20	1	2	0	3	0	197	150	14	3	7	1	2	0	177
296	30	3	1	8	1	0	339	H/TOT	670	112	19	10	1	7	0	819	646	82	10	11	4	6	1	760
108	8	1	0	3	0	0	120	17:00	170	19	7	2	0	2	0	200	133	10	3	5	0	0	0	151
93	4	0	1	0	1	0	99	17:15	159	11	1	0	0	4	0	175	161	15	2	1	0	2	0	181
87	6	1	0	3	0	0	97	17:30	170	5	2	3	0	1	0	181	143	23	3	4	0	2	0	175
85	7	0	0	2	0	0	94	17:45	172	11	2	3	0	2	2	192	156	12	4	0	0	1	0	173
373	25	2	1	8	1	0	410	H/TOT	671	46	12	8	0	9	2	748	593	60	12	10	0	5	0	680
61	5	1	0	1	0	0	68	18:00	157	12	2	3	0	0	0	174	154	13	3	1	0	2	0	173
65	4	0	0	3	1	1	74	18:15	129	13	1	2	0	1	1	147	128	8	1	1	0	1	0	139
70	3	1	0	1	0	1	76	18:30	124	11	1	1	0	2	0	139	121	9	1	2	0	1	0	134
70	4	1	0	4	0	0	79	18:45	114	13	2	1	0	0	0	130	127	11	2	0	0	1	0	141
266	16	3	0	9	1	2	297	H/TOT	524	49	6	7	0	3	1	590	530	41	7	4	0	5	0	587
935	71	8	2	25	3	2	1046	P/TOT	1865	207	37	25	1	19	3	2157	1769	183	29	25	4	16	1	2027

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

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

DATE: 06/11/2025

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

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

DATE: 06/11/2025

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

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

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

TIME	A TO B FROM A52 (N) TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0
08:15	1	0	0	0	0	0	0	1
08:30	2	0	0	0	0	0	0	2
08:45	0	0	0	0	0	0	0	0
H/TOT	3	0	0	0	0	0	0	3
09:00	1	0	0	0	0	0	0	1
09:15	2	0	0	0	0	0	0	2
09:30	2	0	0	0	0	0	0	2
09:45	5	0	0	0	0	0	0	5
H/TOT	10	0	0	0	0	0	0	10
P/TOT	13	0	0	0	0	0	0	13

TIME	A TO C FROM A52 (N) TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	24	7	1	1	0	0	0	33
07:15	18	5	0	0	0	0	0	23
07:30	24	3	1	0	0	1	0	29
07:45	36	0	1	0	0	0	0	37
H/TOT	102	15	3	1	0	1	0	122
08:00	56	9	1	0	0	0	0	66
08:15	60	3	1	0	0	0	0	64
08:30	53	5	2	0	0	1	0	61
08:45	53	5	2	0	0	0	0	60
H/TOT	222	22	6	0	0	1	0	251
09:00	38	4	1	0	0	0	0	43
09:15	39	5	1	0	0	0	0	45
09:30	38	3	3	1	0	0	0	45
09:45	39	3	0	1	0	0	0	43
H/TOT	154	15	5	2	0	0	0	176
P/TOT	478	52	14	3	0	2	0	549

TIME	A TO D FROM A52 (N) TO A52 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	269	35	6	5	2	0	0	317
07:15	294	39	10	5	1	1	0	350
07:30	389	38	5	4	1	2	0	439
07:45	367	37	6	2	1	0	0	413
H/TOT	1319	149	27	16	5	3	0	1519
08:00	346	36	10	8	5	2	0	407
08:15	271	27	14	5	4	1	0	322
08:30	247	23	8	4	2	1	0	285
08:45	218	26	8	6	2	0	0	260
H/TOT	1082	112	40	23	13	4	0	1274
09:00	175	35	16	9	2	2	0	239
09:15	186	35	11	12	4	0	0	248
09:30	191	34	18	10	1	1	0	255
09:45	157	40	20	12	3	0	0	232
H/TOT	709	144	65	43	10	3	0	974
P/TOT	3110	405	132	82	28	10	0	3767

TIME	A TO E FROM A52 (N) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	9	3	1	0	0	0	0	13
07:15	12	1	1	0	0	0	0	14
07:30	15	3	0	0	1	0	0	19
07:45	11	1	0	0	0	0	0	12
H/TOT	47	8	2	0	1	0	0	58
08:00	16	2	0	0	1	0	0	19
08:15	19	3	1	0	0	0	0	23
08:30	12	2	0	0	0	0	0	14
08:45	8	5	1	0	0	0	0	14
H/TOT	55	12	2	0	1	0	0	70
09:00	9	5	2	0	0	0	0	16
09:15	17	5	1	0	1	0	0	24
09:30	10	0	1	0	0	0	0	11
09:45	16	2	1	0	0	0	0	19
H/TOT	52	12	5	0	1	0	0	70
P/TOT	154	32	9	0	3	0	0	198

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

TIME	A TO B FROM A52 (N) TO SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	1	0	0	0	0	0	3
16:15	1	1	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	3	2	0	0	0	0	0	5
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	0	0	1
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
P/TOT	4	2	0	0	0	0	0	6

TIME	A TO C FROM A52 (N) TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	49	8	1	0	0	0	0	58
16:15	55	1	2	0	1	1	0	60
16:30	68	4	1	0	0	0	0	73
16:45	64	3	1	0	0	1	0	69
H/TOT	236	16	5	0	1	2	0	260
17:00	66	5	3	0	0	0	0	74
17:15	52	3	3	1	0	0	0	59
17:30	59	5	0	1	0	0	0	65
17:45	56	2	0	0	0	0	0	58
H/TOT	233	15	6	2	0	0	0	256
18:00	60	3	1	0	0	0	0	64
18:15	46	2	1	0	0	0	0	49
18:30	47	1	0	0	0	0	0	48
18:45	54	1	0	0	0	0	0	55
H/TOT	207	7	2	0	0	0	0	216
P/TOT	676	38	13	2	1	2	0	732

TIME	A TO D FROM A52 (N) TO A52 (W)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	183	56	5	7	0	2	0	253
16:15	200	30	4	0	1	1	0	236
16:30	274	44	5	4	2	2	0	331
16:45	224	17	2	5	1	2	0	251
H/TOT	881	147	16	16	4	7	0	1071
17:00	278	19	2	6	2	1	0	308
17:15	191	17	1	5	1	1	0	216
17:30	226	17	3	3	0	1	0	250
17:45	179	14	4	2	2	0	0	201
H/TOT	874	67	10	16	5	3	0	975
18:00	193	11	1	2	3	0	0	210
18:15	190	10	4	3	0	0	0	207
18:30	166	10	1	2	0	0	0	179
18:45	171	9	-1	1	3	0	0	183
H/TOT	720	40	5	8	6	0	0	779
P/TOT	2475	254	31	40	15	10	0	2825

TIME	A TO E FROM A52 (N) TO B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	23	6	2	0	0	1	0	32
16:15	19	2	0	0	0	0	0	21
16:30	20	1	0	0	0	0	0	21
16:45	26	0	1	0	0	0	0	27
H/TOT	88	9	3	0	0	1	0	101
17:00	23	2	0	0	0	2	0	27
17:15	21	2	0	0	0	0	0	23
17:30	18	1	0	0	0	0	0	19
17:45	12	1	0	0	0	0	0	13
H/TOT	74	6	0	0	0	2	0	82
18:00	18	1	0	0	0	0	0	19
18:15	14	1	0	0	0	0	0	15
18:30	20	0	1	0	0	0	0	21
18:45	12	2	1	0	0	0	0	15
H/TOT	64	4	2	0	0	0	0	70
P/TOT	226	19	5	0	0	3	0	253

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 **SITE:** 2

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

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 SITE: 2

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

AUTO SURVEYS LTD

DATE: 06/11/2025

DAY: THURSDAY

B TO A FROM SITE ACCESS TO A52 (N)								TIME	B TO B FROM SITE ACCESS TO SITE ACCESS							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	0	0	0	0	0	0	07:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	08:15	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	08:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	08:45	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	09:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	09:15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	09:30	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	09:45	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	H/TOT	0	0	0	0	0	0	0	0
1	0	1	0	0	0	0	2	P/TOT	0	0	0	0	0	0	0	0

B TO C FROM SITE ACCESS TO B6003 (S)								TIME	B TO D FROM SITE ACCESS TO A52 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	1	0	0	0	0	1	07:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:15	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:30	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	07:45	0	0	0	0	0	0	0	0
0	0	1	0	0	0	0	1	H/TOT	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	08:00	0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0	08:15	1	0	0	0	0	0	0	1
0	0	0	0	0	0	0	0	08:30	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	08:45	0	0	0	0	0	0	0	0
1	0	0	0	0	0	0	1	H/TOT	1	0	0	0	0	0	0	1
1	0	0	0	0	0	0	1	09:00	0	1	0	1	0	0	0	2
2	0	0	1	0	0	0	3	09:15	0	0	0	0	0	0	0	0
3	0	0	0	0	0	0	3	09:30	0	0	0	0	0	0	0	0
0	1	0	0	0	0	0	1	09:45	1	0	0	0	0	0	0	1
6	1	0	1	0	0	0	8	H/TOT	1	1	0	1	0	0	0	3
7	1	1	1	0	0	0	10	P/TOT	2	1	0	1	0	0	0	4

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

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

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

B TO E FROM SITE ACCESS TO B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	1	0	0	0	0	0	1
0	0	0	0	0	0	0	0
0	0	0	0	0	1	0	1
0	0	0	0	0	0	0	0
0	1	0	0	0	1	0	2
1	0	0	0	0	0	0	1
3	0	0	0	0	0	0	3
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
0	0	0	0	0	0	0	0
4	1	0	0	0	1	0	6

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

DATE: 06/11/2025

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

DAY: THURSDAY

C TO A — FROM B6003 (S) TO A52 (N)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	35	1	1	0	0	0	0	37
07:15	34	6	1	0	0	0	0	41
07:30	61	5	0	0	1	0	0	67
07:45	48	8	0	1	0	2	0	59
H/TOT	178	20	2	1	1	2	0	204
08:00	37	6	1	0	0	0	0	44
08:15	41	2	3	0	0	1	0	47
08:30	52	2	1	0	0	0	0	55
08:45	45	9	3	0	0	1	0	58
H/TOT	175	19	8	0	0	2	0	204
09:00	33	4	1	0	0	0	0	38
09:15	34	1	2	0	0	0	0	37
09:30	32	7	2	0	0	0	0	41
09:45	36	1	2	0	0	0	0	39
H/TOT	135	13	7	0	0	0	0	155
P/TOT	488	52	17	1	1	4	0	563

C TO B — FROM B6003 (S) TO SITE ACCESS

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	1	0	0	0	0	0	0	1
H/TOT	1	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
09:00	1	0	0	0	0	0	0	1
09:15	1	0	0	0	0	0	0	1
09:30	0	0	0	0	0	0	0	0
09:45	2	0	0	0	0	0	0	2
H/TOT	4	0	0	0	0	0	0	4
P/TOT	5	0	0	0	0	0	0	5

C TO C — FROM B6003 (S) TO B6003 (S)

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

C TO D — FROM B6003 (S) TO A52 (W)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	94	20	2	2	0	0	0	118
07:15	113	23	3	1	0	0	0	140
07:30	117	15	1	2	0	0	0	135
07:45	105	16	1	1	0	1	0	124
H/TOT	429	74	7	6	0	1	0	517
08:00	104	11	0	3	0	0	0	118
08:15	88	14	5	3	0	1	0	111
08:30	96	18	2	1	0	0	0	117
08:45	88	5	5	0	0	0	0	98
H/TOT	376	48	12	7	0	1	0	444
09:00	53	7	1	3	0	0	0	64
09:15	64	13	4	1	0	0	0	82
09:30	69	11	6	3	0	0	0	89
09:45	44	13	3	3	0	0	0	63
H/TOT	230	44	14	10	0	0	0	298
P/TOT	1035	166	33	23	0	2	0	1259

C TO E — FROM B6003 (S) TO B6003 (N)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	26	4	1	0	0	0	0	31
07:15	37	7	0	0	1	3	0	48
07:30	25	7	0	0	0	0	0	32
07:45	44	1	1	0	0	0	0	46
H/TOT	132	19	2	0	1	3	0	157
08:00	53	6	1	0	0	1	0	61
08:15	38	10	4	0	1	0	0	53
08:30	46	4	2	0	0	0	0	52
08:45	46	5	2	0	0	0	0	53
H/TOT	183	25	9	0	1	1	0	219
09:00	26	6	0	0	1	0	0	33
09:15	26	1	2	0	0	0	0	29
09:30	21	4	2	0	1	0	0	28
09:45	34	5	1	1	0	1	0	42
H/TOT	107	16	5	1	2	1	0	132
P/TOT	422	60	16	1	4	5	0	508

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

DATE: 06/11/2025

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

DAY: THURSDAY

C TO A — FROM B6003 (S) TO A52 (N)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	54	6	0	0	0	0	0	60
16:15	54	6	2	0	0	1	1	64
16:30	51	4	0	0	0	1	0	56
16:45	51	8	0	0	0	0	0	59
H/TOT	210	24	2	0	0	2	1	239
17:00	61	3	0	0	0	2	0	66
17:15	52	1	0	0	0	1	0	54
17:30	65	4	0	0	0	2	0	71
17:45	55	4	0	0	1	0	0	60
H/TOT	233	12	0	0	1	5	0	251
18:00	48	1	1	0	0	0	0	50
18:15	47	1	2	0	0	2	0	52
18:30	45	9	1	0	0	0	0	55
18:45	44	4	1	0	0	1	0	50
H/TOT	184	15	5	0	0	3	0	207
P/TOT	627	51	7	0	1	10	1	697

C TO B — FROM B6003 (S) TO SITE ACCESS

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	2	0	0	0	0	0	0	2
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	2	0	0	0	0	0	0	2
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	0	0	0
18:30	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
P/TOT	3	0	0	0	0	0	0	3

C TO C — FROM B6003 (S) TO B6003 (S)

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

C TO D — FROM B6003 (S) TO A52 (W)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	115	10	1	1	0	1	0	128
16:15	124	15	1	0	0	1	0	141
16:30	133	15	1	0	0	0	0	149
16:45	123	14	3	1	0	0	0	141
H/TOT	495	54	6	2	0	2	0	559
17:00	135	5	2	1	0	0	0	143
17:15	111	4	1	0	0	1	0	117
17:30	134	6	1	2	0	0	0	143
17:45	101	2	0	0	0	1	0	104
H/TOT	481	17	4	3	0	2	0	507
18:00	62	2	0	0	0	0	0	64
18:15	68	9	3	1	0	0	0	81
18:30	71	8	2	0	0	0	0	81
18:45	41	1	0	0	0	0	0	42
H/TOT	242	20	5	1	0	0	0	268
P/TOT	1218	91	15	6	0	4	0	1334

C TO E — FROM B6003 (S) TO B6003 (N)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	60	11	0	0	0	1	0	72
16:15	85	8	1	0	0	2	0	96
16:30	72	6	0	0	1	0	0	79
16:45	89	8	2	0	1	0	0	100
H/TOT	306	33	3	0	2	3	0	347
17:00	64	4	0	0	0	1	0	69
17:15	57	7	1	0	0	0	1	66
17:30	94	2	0	0	0	0	0	96
17:45	69	4	0	0	0	0	0	73
H/TOT	284	17	1	0	0	1	1	304
18:00	70	3	0	0	0	0	0	73
18:15	72	2	2	0	0	0	0	76
18:30	61	5	0	0	1	0	0	67
18:45	60	4	0	0	0	0	0	64
H/TOT	263	14	2	0	1	0	0	280
P/TOT	853	64	6	0	3	4	1	931

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 **SITE:** 2

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

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 SITE: 2

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

AUTO SURVEYS LTD

DATE: 06/11/2025

DAY: THURSDAY

D TO A FROM A52 (W) TO A52 (N)								TIME	D TO B FROM A52 (W) TO SITE ACCESS								D TO C FROM A52 (W) TO B6003 (S)								TIME	D TO D FROM A52 (W) TO A52 (W)								D TO E FROM A52 (W) TO B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
221	58	8	6	2	1	0	296	07:00	0	0	0	0	0	0	0	0	46	5	2	4	0	0	0	57	07:00	0	0	0	0	0	0	0	0	16	8	1	0	0	0	0	25
259	54	12	6	2	1	0	334	07:15	0	0	0	0	0	0	0	0	88	13	1	2	0	1	0	105	07:15	0	0	0	0	0	0	0	0	19	10	1	0	0	0	0	30
300	52	20	8	4	1	0	385	07:30	0	0	0	1	0	0	0	1	102	18	2	2	0	0	0	124	07:30	0	0	0	0	0	0	0	0	28	5	0	0	0	0	0	33
305	77	14	8	2	5	0	411	07:45	0	0	0	0	0	0	0	0	131	14	1	2	0	2	0	150	07:45	0	0	0	0	0	0	0	0	31	11	1	0	0	0	0	43
1085	241	54	28	10	8	0	1426	H/TOT	0	0	0	1	0	0	0	1	367	50	6	10	0	3	0	436	H/TOT	0	0	0	0	0	0	0	0	94	34	3	0	0	0	0	131
287	63	15	11	2	0	0	378	08:00	0	0	0	0	0	0	0	0	150	13	5	0	0	0	0	168	08:00	0	0	0	0	0	0	0	0	27	13	1	0	0	1	0	42
288	59	16	2	2	1	0	368	08:15	1	0	0	0	0	0	0	1	127	11	4	3	0	0	0	145	08:15	0	0	0	0	0	0	0	0	33	4	1	0	1	1	0	40
270	60	12	8	2	0	0	352	08:30	1	0	0	0	0	0	0	1	118	6	2	2	0	0	0	128	08:30	0	0	0	0	0	0	0	0	31	8	4	0	0	0	0	43
230	57	15	7	3	0	0	312	08:45	3	0	0	0	0	0	0	3	119	15	4	1	0	0	0	139	08:45	0	0	0	0	0	0	0	0	49	8	0	0	0	0	0	57
1075	239	58	28	9	1	0	1410	H/TOT	5	0	0	0	0	0	0	5	514	45	15	6	0	0	0	580	H/TOT	0	0	0	0	0	0	0	0	140	33	6	0	1	2	0	182
171	40	15	13	1	0	0	240	09:00	3	0	0	0	0	0	0	3	92	17	2	1	0	0	0	112	09:00	0	0	0	0	0	0	0	0	41	10	3	0	0	0	0	54
164	35	14	16	2	1	0	232	09:15	1	0	0	0	0	0	0	1	87	11	8	1	0	0	0	107	09:15	0	0	0	0	0	0	0	0	31	10	3	0	0	0	0	44
146	30	17	8	1	1	0	203	09:30	0	1	0	0	0	0	0	1	68	12	4	2	2	0	0	88	09:30	0	0	0	0	0	0	0	0	26	4	3	1	0	0	0	34
167	44	13	9	3	2	0	238	09:45	1	0	0	0	0	0	0	1	82	9	1	0	0	0	0	92	09:45	0	0	0	0	0	0	0	0	16	5	1	0	0	0	0	22
648	149	59	46	7	4	0	913	H/TOT	5	1	0	0	0	0	0	6	329	49	15	4	2	0	0	399	H/TOT	0	0	0	0	0	0	0	0	114	29	10	1	0	0	0	154
2808	629	171	102	26	13	0	3749	P/TOT	10	1	0	1	0	0	0	12	1210	144	36	20	2	3	0	1415	P/TOT	0	0	0	0	0	0	0	0	348	96	19	1	1	2	0	467

D TO A FROM A52 (W) TO A52 (N)								TIME	D TO B FROM A52 (W) TO SITE ACCESS								D TO C FROM A52 (W) TO B6003 (S)								TIME	D TO D FROM A52 (W) TO A52 (W)								D TO E FROM A52 (W) TO B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
278	54	10	4	1	0	0	347	16:00	0	0	0	0	0	0	0	0	83	15	0	0	0	0	0	98	16:00	0	0	0	0	0	0	0	0	57	12	3	0	0	0	0	72
305	35	2	2	2	1	0	347	16:15	1	0	0	0	0	0	0	1	120	24	1	4	1	0	0	150	16:15	0	0	0	0	0	0	0	0	63	13	3	0	0	0	0	79
323	40	10	1	1	1	0	376	16:30	0	1	0	0	0	0	0	1	97	7	0	0	0	1	0	105	16:30	0	0	0	0	0	0	0	0	53	8	0	0	0	0	0	61
312	20	3	2	1	2	0	340	16:45	0	0	0	0	0	0	0	0	109	11	1	1	0	0	0	122	16:45	0	0	0	0	0	0	0	0	65	9	0	0	0	0	0	74
1218	149	25	9	5	4	0	1410	H/TOT	1	1	0	0	0	0	0	2	409	57	2	5	1	1	0	475	H/TOT	0	0	0	0	0	0	0	0	238	42	6	0	0	0	0	286
289	28	6	2	2	2	0	329	17:00	0	0	0	0	0	0	0	0	83	14	0	0	0	0	0	97	17:00	0	0	0	0	0	0	0	0	42	7	1	0	0	0	0	50
333	23	4	5	0	2	0	367	17:15	0	0	0	0	0	0	0	0	135	7	2	1	0	0	0	145	17:15	0	0	0	0	0	0	0	0	65	9	1	0	0	0	0	75
291	22	2	1	3	0	0	319	17:30	0	0	0	0	0	0	0	0	92	12	0	0	0	0	0	104	17:30	0	0	0	0	0	0	0	0	48	3	0	0	0	0	0	51
344	19	0	3	0	0	0	366	17:45	0	0	0	0	0	0	0	0	102	11	3	0	0	1	0	117	17:45	0	0	0	0	0	0	0	0	69	9	2	0	0	1	0	81
1257	92	12	11	5	4	0	1381	H/TOT	0	0	0	0	0	0	0	0	412	44	5	1	0	1	0	463	H/TOT	0	0	0	0	0	0	0	0	224	28	4	0	0	1	0	257
348	25	4	5	5	1	0	388	18:00	0	0	0	0	0	0	0	0	71	9	2	0	0	0	0	82	18:00	0	0	0	0	0	0	0	0	54	8	0	0	0	0	0	62
288	23	0	4	1	1	0	317	18:15	0	0	0	0	0	0	0	0	103	9	3	1	0	0	0	116	18:15	0	0	0	0	0	0	0	0	64	8	2	0	0	0	0	74
272	9	4	3	2	2	0	292	18:30	0	0	0	0	0	0	0	0	67	4	0	0	0	0	0	71	18:30	0	0	0	0	0	0	0	0	35	9	0	0	0	0	0	44
206	13	5	3	1	1	0	229	18:45	0	0	0	0	0	0	0	0	56	4	2	1	0	0	0	63	18:45	0	0	0	0	0	0	0	0	34	3	0	0	0	1	0	38
1114	70	13	15	9	5	0	1226	H/TOT	0	0	0	0	0	0	0	0	297	26	7	2	0	0	0	332	H/TOT	0	0	0	0	0	0	0	0	187	28	2	0	0	1	0	218
3589	311	50	35	19	13	0	4017	P/TOT	1	1	0	0	0	0	0	2	1118	127	14	8	1	2	0	1270	P/TOT	0	0	0	0	0	0	0	0	649	98	12	0	0	2	0	761

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

DATE: 06/11/2025

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

DAY: THURSDAY

AUTO SURVEYS LTD

E TO A — FROM B6003 (N) TO A52 (N)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	32	7	0	0	0	1	0	40
07:15	25	5	0	0	0	0	0	30
07:30	18	3	0	0	0	0	0	21
07:45	13	3	0	0	0	0	0	16
H/TOT	88	18	0	0	0	1	0	107
08:00	12	6	0	0	0	1	0	19
08:15	27	2	1	0	0	0	0	30
08:30	27	2	1	0	0	0	0	30
08:45	16	3	0	0	0	0	0	19
H/TOT	82	13	2	0	0	1	0	98
09:00	21	1	1	0	0	1	0	24
09:15	12	5	2	0	0	1	0	20
09:30	23	1	0	0	0	0	0	24
09:45	18	2	1	0	0	0	0	21
H/TOT	74	9	4	0	0	2	0	89
P/TOT	244	40	6	0	0	4	0	294

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

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	0	0	1	0	0	0	0	1
07:15	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0
07:45	0	0	0	0	0	0	0	0
H/TOT	0	0	1	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0
08:45	1	1	0	0	0	0	0	2
H/TOT	1	1	0	0	0	0	0	2
09:00	3	0	0	1	0	0	0	4
09:15	1	0	0	0	0	0	0	1
09:30	2	0	0	0	0	0	0	2
09:45	0	0	0	0	0	1	0	1
H/TOT	6	0	0	1	0	1	0	8
P/TOT	7	1	1	1	0	1	0	11

E TO C — FROM B6003 (N) TO B6003 (S)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	30	7	0	0	0	1	0	38
07:15	36	6	1	0	0	1	0	44
07:30	44	4	0	0	1	0	0	49
07:45	56	8	2	0	0	0	0	66
H/TOT	166	25	3	0	1	2	0	197
08:00	53	6	1	0	0	1	0	61
08:15	53	12	0	0	0	1	0	66
08:30	62	7	2	0	0	1	0	72
08:45	55	4	2	0	0	0	0	61
H/TOT	223	29	5	0	0	3	0	260
09:00	53	5	1	0	0	0	0	59
09:15	58	8	0	0	1	1	0	68
09:30	57	5	1	0	0	1	1	65
09:45	58	7	0	0	0	0	0	65
H/TOT	226	25	2	0	1	2	1	257
P/TOT	615	79	10	0	2	7	1	714

E TO D — FROM B6003 (N) TO A52 (W)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	56	17	2	0	0	0	0	75
07:15	59	21	0	0	0	0	0	80
07:30	72	11	3	0	0	0	0	86
07:45	56	9	2	0	0	0	0	67
H/TOT	243	58	7	0	0	0	0	308
08:00	48	2	1	1	0	0	0	52
08:15	59	10	1	0	0	0	0	70
08:30	36	12	0	1	0	0	0	49
08:45	47	17	1	0	0	1	0	66
H/TOT	190	41	3	2	0	1	0	237
09:00	36	9	4	1	0	0	0	50
09:15	35	8	2	0	0	0	0	45
09:30	35	9	1	0	0	0	0	45
09:45	32	6	3	0	0	1	0	42
H/TOT	138	32	10	1	0	1	0	182
P/TOT	571	131	20	3	0	2	0	727

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

DATE: 06/11/2025

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

DAY: THURSDAY

AUTO SURVEYS LTD

E TO A — FROM B6003 (N) TO A52 (N)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	23	8	1	0	0	0	0	32
16:15	28	3	1	0	1	0	0	33
16:30	28	2	0	0	0	0	0	30
16:45	17	3	0	0	0	0	0	20
H/TOT	96	16	2	0	1	0	0	115
17:00	20	1	0	0	0	1	0	22
17:15	19	0	0	0	0	0	0	19
17:30	30	1	0	0	0	0	0	31
17:45	17	0	0	0	0	0	0	17
H/TOT	86	2	0	0	0	1	0	89
18:00	13	1	1	0	0	0	0	15
18:15	15	0	0	0	0	0	0	15
18:30	23	1	0	0	0	0	0	24
18:45	20	0	0	0	0	0	0	20
H/TOT	71	2	1	0	0	0	0	74
P/TOT	253	20	3	0	1	1	0	278

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

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	0	0	0	0	0	0	0	0
16:15	0	0	0	0	0	0	0	0
16:30	0	0	0	0	0	0	0	0
16:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
17:00	0	0	0	0	0	0	0	0
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	0	0	0
18:00	0	0	0	0	0	0	0	0
18:15	0	0	0	0	0	1	0	1
18:30	0	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0
H/TOT	0	0	0	0	0	1	1	2
P/TOT	0	0	0	0	0	1	1	2

E TO C — FROM B6003 (N) TO B6003 (S)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	42	3	0	0	0	0	0	45
16:15	44	6	1	0	1	1	1	54
16:30	65	8	0	0	0	0	0	73
16:45	67	7	1	0	0	0	0	75
H/TOT	218	24	2	0	1	1	1	247
17:00	67	6	0	0	0	1	1	75
17:15	54	3	0	0	0	0	0	57
17:30	77	3	0	0	0	0	0	80
17:45	69	6	0	0	0	0	0	75
H/TOT	267	18	0	0	0	1	1	287
18:00	59	5	0	0	0	0	0	64
18:15	67	1	1	0	0	0	1	70
18:30	51	6	0	0	0	0	0	57
18:45	39	4	0	0	0	1	0	44
H/TOT	216	16	1	0	0	1	1	235
P/TOT	701	58	3	0	1	3	3	769

E TO D — FROM B6003 (N) TO A52 (W)

TIME	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	54	10	0	0	0	0	0	64
16:15	39	8	0	0	0	0	0	47
16:30	59	15	0	1	0	0	0	75
16:45	67	8	3	0	1	0	0	79
H/TOT	219	41	3	1	1	0	0	265
17:00	45	4	3	0	1	0	0	53
17:15	52	6	1	0	0	0	0	59
17:30	68	5	0	0	0	0	0	73
17:45	16	1	1	0	0	0	0	18
H/TOT	181	16	5	0	1	0	0	203
18:00	38	3	2	0	0	1	0	44
18:15	24	0	0	0	0	2	0	26
18:30	32	3	0	0	0	1	0	36
18:45	35	2	1	0	0	0	0	38
H/TOT	129	8	3	0	0	4	0	144
P/TOT	529	65	11	1	2	4	0	612

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

DATE: 06/11/2025

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

DAY: THURSDAY

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 2

DATE: 06/11/2025

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

DAY: THURSDAY

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

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

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

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

TIME	FROM ARM A A52 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	257	71	8	7	0	3	0	346
16:15	275	34	6	0	2	2	0	319
16:30	362	49	6	4	2	2	0	425
16:45	314	20	4	5	1	3	0	347
H/TOT	1208	174	24	16	5	10	0	1437
17:00	367	26	5	6	2	3	0	409
17:15	264	22	4	6	1	1	0	298
17:30	303	23	3	4	0	1	0	334
17:45	247	17	4	2	2	0	0	272
H/TOT	1181	88	16	18	5	5	0	1313
18:00	271	15	2	2	3	0	0	293
18:15	251	13	5	3	0	0	0	272
18:30	233	11	2	2	0	0	0	248
18:45	237	12	0	1	3	0	0	253
H/TOT	992	51	9	8	6	0	0	1066
P/TOT	3181	313	49	42	16	15	0	3816

TIME	TO ARM B SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	2	1	0	0	0	0	0	3
16:15	4	1	0	0	0	0	0	5
16:30	0	1	0	0	0	0	0	1
16:45	0	0	0	0	0	0	0	0
H/TOT	6	3	0	0	0	0	0	9
17:00	1	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0
17:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	0	0	1
18:00	0	0	0	0	0	0	0	0
18:15	1	0	0	0	0	1	0	2
18:30	0	0	0	0	0	0	1	1
18:45	0	0	0	0	0	0	0	0
H/TOT	1	0	0	0	0	1	1	3
P/TOT	8	3	0	0	0	1	1	13

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 **SITE:** 2

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

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 SITE: 2

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

FROM ARM B SITE ACCESS								TIME	TO ARM C B6003 (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
0	0	1	0	0	0	0	1	07:00	100	19	4	5	0	1	0	129
0	0	0	0	0	0	0	0	07:15	142	24	2	2	0	2	0	172
0	0	0	0	0	0	0	0	07:30	170	25	3	2	1	1	0	202
0	0	0	0	0	0	0	0	07:45	223	22	4	2	0	2	0	253
0	0	1	0	0	0	0	1	H/TOT	635	90	13	11	1	6	0	756
0	0	0	0	0	0	0	0	08:00	259	28	7	0	0	1	0	295
1	0	0	0	0	0	0	1	08:15	240	26	5	3	0	1	0	275
1	0	0	0	0	0	0	1	08:30	233	18	6	2	0	2	0	261
1	0	0	0	0	0	0	1	08:45	228	24	8	1	0	0	0	261
3	0	0	0	0	0	0	3	H/TOT	960	96	26	6	0	4	0	1092
1	1	0	1	0	0	0	3	09:00	184	26	4	1	0	0	0	215
3	0	0	1	0	0	0	4	09:15	186	24	9	2	1	1	0	223
4	0	0	0	0	0	0	4	09:30	166	20	8	3	2	1	1	201
1	1	1	0	0	0	0	3	09:45	179	20	1	1	0	0	0	201
9	2	1	2	0	0	0	14	H/TOT	715	90	22	7	3	2	1	840
12	2	2	2	0	0	0	18	P/TOT	2310	276	61	24	4	12	1	2688

FROM ARM C B6003 (S)								TIME	TO ARM D A52 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
155	25	4	2	0	0	0	186	07:00	419	72	10	7	2	0	0	510
184	36	4	1	1	3	0	229	07:15	466	83	13	6	1	1	0	570
203	27	1	2	1	0	0	234	07:30	578	64	9	6	1	2	0	660
198	25	2	2	0	3	0	230	07:45	528	62	9	3	1	1	0	604
740	113	11	7	2	6	0	879	H/TOT	1991	281	41	22	5	4	0	2344
194	23	2	3	0	1	0	223	08:00	408	49	11	12	5	2	0	577
167	26	12	3	1	2	0	211	08:15	419	51	20	8	4	2	0	504
194	24	5	1	0	0	0	224	08:30	379	53	10	6	2	1	0	451
179	19	10	0	0	1	0	209	08:45	353	48	14	6	2	1	0	424
734	92	29	7	1	4	0	867	H/TOT	1649	201	55	32	13	6	0	1956
113	17	2	3	1	0	0	136	09:00	264	52	21	14	2	2	0	355
125	15	8	1	0	0	0	149	09:15	285	56	17	13	4	0	0	375
122	22	10	3	1	0	0	158	09:30	295	54	25	13	1	1	0	389
116	19	6	4	0	1	0	146	09:45	234	59	26	15	3	1	0	338
476	73	26	11	2	1	0	589	H/TOT	1078	221	89	55	10	4	0	1457
1950	278	66	25	5	11	0	2335	P/TOT	4718	703	185	109	28	14	0	5757

FROM ARM B SITE ACCESS								TIME	TO ARM C B6003 (S)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
3	2	0	0	0	0	0	5	16:00	174	26	1	0	0	0	0	201
5	1	0	0	0	0	0	6	16:15	220	31	4	4	3	2	1	265
3	1	0	0	0	1	0	5	16:30	231	19	1	0	0	1	0	252
2	1	0	0	0	0	0	3	16:45	242	21	3	1	0	1	0	268
13	5	0	0	0	1	0	19	H/TOT	867	97	9	5	3	4	1	986
2	0	0	0	0	0	0	2	17:00	216	25	3	0	0	1	1	246
5	0	0	0	0	0	0	5	17:15	242	13	5	2	0	0	0	262
0	0	0	0	0	0	0	0	17:30	228	20	0	1	0	0	0	249
0	0	0	0	0	0	0	0	17:45	227	19	3	0	0	1	0	250
7	0	0	0	0	0	0	7	H/TOT	913	77	11	3	0	2	1	1007
0	0	0	0	0	0	0	0	18:00	190	17	3	0	0	0	0	210
2	0	0	0	0	0	0	2	18:15	216	12	5	1	0	0	1	235
0	0	0	0	0	0	0	0	18:30	165	11	0	0	0	0	0	176
0	1	0	0	0	0	0	1	18:45	149	10	2	1	0	1	0	163
2	1	0	0	0	0	0	3	H/TOT	720	50	10	2	0	1	1	784
22	6	0	0	0	1	0	29	P/TOT	2500	224	30	10	3	7	3	2777

FROM ARM C B6003 (S)								TIME	TO ARM D A52 (W)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
229	27	1	1	0	2	0	260	16:00	353	77	6	8	0	3	0	447
265	29	4	0	0	4	1	303	16:15	365	54	5	0	1	2	0	427
256	25	1	0	1	1	0	284	16:30	467	75	6	5	2	2	0	557
263	30	5	1	1	0	0	300	16:45	414	40	8	6	2	2	0	472
1013	111	11	2	2	7	1	1147	H/TOT	1599	246	25	19	5	9	0	1903
261	12	2	1	0	3	0	279	17:00	459	28	7	7	3	1	0	505
220	12	2	0	0	2	1	237	17:15	355	27	3	5	1	2	0	393
293	12	1	2	0	2	0	310	17:30	428	28	4	5	0	1	0	466
225	10	0	0	1	1	0	237	17:45	296	17	5	2	2	1	0	323
999	46	5	3	1	8	1	1063	H/TOT	1538	100	19	19	6	5	0	1687
180	6	1	0	0	0	0	187	18:00	293	16	3	2	3	1	0	318
187	12	7	1	0	2	0	209	18:15	284	19	7	4	0	2	0	316
177	22	3	0	1	0	0	203	18:30	269	21	3	2	0	1	0	296
145	9	1	0	0	1	0	156	18:45	247	12	0	1	3	0	0	263
689	49	12	1	1	3	0	755	H/TOT	1093	68	13	9	6	4	0	1193
2701	206	28	6	4	18	2	2965	P/TOT	4230	414	57	47	17	18	0	4783

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

DATE: 06/11/2025 **SITE:** 2 **DATE:** 06/11/2025

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

AUTO SURVEYS LTD

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

FROM ARM D A52 (W)								TIME	TO ARM E B6003 (N)								FROM ARM E B6003 (N)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
418	81	13	4	1	0	0	517	16:00	140	30	5	0	0	2	0	177	119	21	1	0	0	0	0	141
489	72	6	6	3	1	0	577	16:15	167	23	4	0	0	2	0	196	111	17	2	0	2	1	1	134
473	56	10	1	1	2	0	543	16:30	145	15	0	0	1	1	0	162	152	25	0	1	0	0	0	178
486	40	4	3	1	2	0	536	16:45	180	17	3	0	1	0	0	201	151	18	4	0	1	0	0	174
1866	249	33	14	6	5	0	2173	H/TOT	632	85	12	0	2	5	0	736	533	81	7	1	3	1	1	627
414	49	7	2	2	2	0	476	17:00	130	13	1	0	0	3	0	147	132	11	3	0	1	2	1	150
533	39	7	6	0	2	0	587	17:15	146	18	2	0	0	0	1	167	125	9	1	0	0	0	0	135
431	37	2	1	3	0	0	474	17:30	160	6	0	0	0	0	0	166	175	9	0	0	0	0	0	184
515	39	5	3	0	2	0	564	17:45	150	14	2	0	0	1	0	167	102	7	1	0	0	0	0	110
1893	164	21	12	5	6	0	2101	H/TOT	586	51	5	0	0	4	1	647	534	36	5	0	1	2	1	579
473	42	6	5	5	1	0	532	18:00	142	12	0	0	0	0	0	154	110	9	3	0	0	1	0	123
455	40	5	5	1	1	0	507	18:15	150	11	4	0	0	0	0	165	106	1	1	0	0	3	1	112
374	22	4	3	2	2	0	407	18:30	116	14	1	0	1	0	0	132	106	10	0	0	0	1	1	118
296	20	7	4	1	2	0	330	18:45	106	9	1	0	0	1	0	117	94	6	1	0	0	1	0	102
1598	124	22	17	9	6	0	1776	H/TOT	514	46	6	0	1	1	0	568	416	26	5	0	0	6	2	455
5357	537	76	43	20	17	0	6059	P/TOT	1732	182	23	0	3	10	1	1951	1483	143	17	1	4	9	4	1661

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SITE ACCESS / B6003 (S) **DAY:** THURSDAY

TIME	A TO B FROM B6003 (N) TO SITE ACCESS								A TO C FROM B6003 (N) TO B6003 (S)								B TO A FROM SITE ACCESS TO B6003 (N)								B TO C FROM SITE ACCESS TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	28	1	0	0	0	0	0	29	67	20	4	4	0	1	0	96	07:00	4	0	0	0	0	0	0	4	3	1	0	0	0	0	0	4
07:15	39	1	0	0	0	0	0	40	99	23	2	2	0	2	0	128	07:15	9	0	0	0	1	0	0	10	3	0	0	0	0	0	0	3
07:30	47	0	0	0	0	0	0	47	110	26	3	2	0	1	0	142	07:30	14	0	0	0	0	0		14	5	0	0	0	0	0	0	5
07:45	36	1	0	0	1	0	0	38	144	20	4	2	0	2	0	172	07:45	9	1	0	0	0	0	0	10	4	0	0	0	1	0	0	5
H/TOT	150	3	0	0	1	0	0	154	420	89	13	10	0	6	0	538	H/TOT	36	1	0	0	1	0	0	38	15	1	0	0	1	0	0	17
08:00	70	1	0	0	0	0	0	71	181	25	7	0	0	1	0	214	08:00	17	1	0	0	1	0	0	19	6	0	0	0	0	0	0	6
08:15	56	3	0	0	0	0	0	59	170	25	5	3	0	1	0	204	08:15	19	2	0	0	0	0	0	21	25	1	0	0	0	0	0	26
08:30	31	2	1	0	0	0	0	34	197	15	6	1	0	2	0	221	08:30	9	1	0	0	0	0	0	10	63	2	0	0	0	0	0	65
08:45	46	0	0	0	0	0	0	46	170	26	7	2	0	0	0	205	08:45	7	0	0	0	0	0	1	8	8	1	0	0	0	0	0	9
H/TOT	203	6	1	0	0	0	0	210	718	91	25	6	0	4	0	844	H/TOT	52	4	0	0	1	0	1	58	102	4	0	0	0	0	0	106
09:00	27	0	0	0	0	0	0	27	169	24	5	1	0	0	0	199	09:00	6	0	0	0	1	0	0	7	3	1	0	0	0	0	0	4
09:15	32	1	0	0	1	0	0	34	163	25	8	2	0	1	0	199	09:15	2	0	0	0	0	0	0	2	3	0	0	0	0	0	0	3
09:30	21	1	0	0	0	0	0	22	146	20	8	2	2	1	1	180	09:30	7	0	0	0	0	0	0	7	4	0	1	0	1	0	0	6
09:45	18	0	0	0	0	0	0	18	167	19	2	2	0	0	1	191	09:45	3	0	0	0	0	0	0	3	3	0	0	0	0	0	0	3
H/TOT	98	2	0	0	1	0	0	101	645	88	23	7	2	2	2	769	H/TOT	18	0	0	0	1	0	0	19	13	1	1	0	1	0	0	16
P/TOT	451	11	1	0	2	0	0	465	1783	268	61	23	2	12	2	2151	P/TOT	106	5	0	0	3	0	1	115	130	6	1	0	2	0	0	139

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3 **DATE:** 06/11/2025

LOCATION: B6003 (N) / SITE ACCESS / B6003 (S) **DAY:** THURSDAY

TIME	A TO B FROM B6003 (N) TO SITE ACCESS								A TO C FROM B6003 (N) TO B6003 (S)								B TO A FROM SITE ACCESS TO B6003 (N)								B TO C FROM SITE ACCESS TO B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	13	0	1	0	0	0	0	14	148	23	0	0	0	0	0	171	16:00	24	1	0	0	0	0	0	25	16	0	0	0	0	0	0	16
16:15	16	0	0	0	1	0	0	17	198	34	4	4	2	2	0	244	16:15	32	1	1	0	0	0	0	34	13	0	0	0	0	0	0	13
16:30	9	1	0	0	0	0	0	10	224	18	1	0	0	1	0	244	16:30	37	1	1	0	1	1	0	41	25	0	0	0	1	0	0	26
16:45	19	1	0	0	0	0	0	20	235	24	3	1	0	1	1	265	16:45	34	4	0	0	0	0	0	38	10	0	0	0	0	0	0	10
H/TOT	57	2	1	0	1	0	0	61	805	99	8	5	2	4	1	924	H/TOT	127	7	2	0	1	1	0	138	64	0	0	0	1	0	0	65
17:00	17	0	0	0	1	0	0	18	202	20	3	0	0	1	0	226	17:00	31	0	0	0	0	0	0	31	11	1	0	0	1	0	0	13
17:15	21	1	0	0	0	0	0	22	222	13	5	2	0	0	1	243	17:15	42	2	0	0	0	0	0	44	16	0	0	0	0	0	0	16
17:30	10	0	0	0	0	0	0	10	225	19	0	1	0	0	0	245	17:30	46	1	0	0	0	0	0	47	17	0	0	0	0	0	0	17
17:45	13	0	0	0	0	0	0	13	206	20	3	0	0	1	0	230	17:45	55	0	0	0	0	0	0	55	17	1	0	0	0	0	0	18
H/TOT	61	1	0	0	1	0	0	63	855	72	11	3	0	2	1	944	H/TOT	174	3	0	0	0	0	0	177	61	2	0	0	1	0	0	64
18:00	9	0	0	0	0	0	0	9	183	16	3	0	0	1	0	203	18:00	22	0	0	0	0	0	0	22	11	0	0	0	0	0	0	11
18:15	11	0	0	0	0	0	1	12	207	13	5	1	0	0	0	226	18:15	21	0	0	0	1	0	0	22	7	0	0	0	0	0	0	7
18:30	8	0	0	0	0	0	0	8	167	9	0	0	0	0	0	176	18:30	19	0	0	0	0	0	0	19	9	0	0	0	0	0	0	9
18:45	6	0	0	0	0	0	0	6	133	12	2	1	0	0	2	150	18:45	8	0	0	0	0	0	0	8	1	0	0	0	0	0	0	1
H/TOT	34	0	0	0	0	0	1	35	690	50	10	2	0	1	2	755	H/TOT	70	0	0	0	1	0	0	71	28	0	0	0	0	0	0	28
P/TOT	152	3	1	0	2	0	1	159	2350	221	29	10	2	7	4	2623	P/TOT	371	10	2	0	2	1	0	386	153	2	0	0	2	0	0	157

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3

DATE: 06/11/2025

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

DAY: THURSDAY

TIME	C TO A FROM B6003 (S) TO B6003 (N)								C TO B FROM B6003 (S) TO SITE ACCESS								TO ARM A B6003 (N)								FROM ARM A B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	149	28	4	1	0	0	0	182	10	1	0	0	0	0	0	11	07:00	153	28	4	1	0	0	0	186	95	21	4	4	0	1	0	125
07:15	172	33	5	1	0	2	0	213	12	0	0	0	0	0	0	12	07:15	181	33	5	1	1	2	0	223	138	24	2	2	0	2	0	168
07:30	197	29	0	2	1	1	0	230	16	0	0	0	0	0	0	16	07:30	211	29	0	2	1	1	0	244	157	26	3	2	0	1	0	189
07:45	176	22	2	2	0	2	1	205	21	1	0	0	0	0	0	22	07:45	185	23	2	2	0	2	1	215	180	21	4	2	1	2	0	210
H/TOT	694	112	11	6	1	5	1	830	59	2	0	0	0	0	0	61	H/TOT	730	113	11	6	2	5	1	868	570	92	13	10	1	6	0	692
08:00	193	21	3	3	0	2	1	223	20	0	0	0	0	0	0	20	08:00	210	22	3	3	1	2	1	242	251	26	7	0	0	1	0	285
08:15	141	25	13	2	0	0	0	181	36	1	0	0	0	0	0	37	08:15	160	27	13	2	0	0	0	202	226	28	5	3	0	1	0	263
08:30	176	22	4	2	0	2	1	207	22	1	0	0	0	0	0	23	08:30	185	23	4	2	0	2	1	217	228	17	7	1	0	2	0	255
08:45	170	20	9	0	0	1	0	200	11	1	1	0	0	0	0	13	08:45	177	20	9	0	0	1	1	208	216	26	7	2	0	0	0	251
H/TOT	680	88	29	7	0	5	2	811	89	3	1	0	0	0	0	93	H/TOT	732	92	29	7	1	5	3	869	921	97	26	6	0	4	0	1054
09:00	110	15	2	3	0	0	0	130	9	1	0	0	1	0	0	11	09:00	116	15	2	3	1	0	0	137	196	24	5	1	0	0	0	226
09:15	119	17	8	2	0	0	0	146	9	0	0	0	0	0	0	9	09:15	121	17	8	2	0	0	0	148	195	26	8	2	1	1	0	233
09:30	113	21	11	2	1	1	0	149	10	0	0	0	0	0	0	10	09:30	120	21	11	2	1	1	0	156	167	21	8	2	2	1	1	202
09:45	123	18	5	4	0	0	0	150	11	0	0	0	0	0	0	11	09:45	126	18	5	4	0	0	0	153	185	19	2	2	0	0	1	209
H/TOT	465	71	26	11	1	1	0	575	39	1	0	0	1	0	0	41	H/TOT	483	71	26	11	2	1	0	594	743	90	23	7	3	2	2	870
P/TOT	1839	271	66	24	2	11	3	2216	187	6	1	0	1	0	0	195	P/TOT	1945	276	66	24	5	11	4	2331	2234	279	62	23	4	12	2	2616

TIME	C TO A FROM B6003 (S) TO B6003 (N)								C TO B FROM B6003 (S) TO SITE ACCESS								TO ARM A B6003 (N)								FROM ARM A B6003 (N)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	202	26	1	1	0	2	0	232	15	1	0	0	0	0	0	16	16:00	226	27	1	1	0	2	0	257	161	23	1	0	0	0	0	185
16:15	211	28	3	0	0	4	0	246	12	1	0	0	0	0	0	13	16:15	243	29	4	0	0	4	0	280	214	34	4	4	3	2	0	261
16:30	203	24	1	0	0	0	0	228	15	0	0	0	1	0	0	16	16:30	240	25	2	0	1	1	0	269	233	19	1	0	0	1	0	254
16:45	199	26	4	1	0	0	0	230	8	1	0	0	0	0	0	9	16:45	233	30	4	1	0	0	0	268	254	25	3	1	0	1	1	285
H/TOT	815	104	9	2	0	6	0	936	50	3	0	0	1	0	0	54	H/TOT	942	111	11	2	1	7	0	1074	862	101	9	5	3	4	1	985
17:00	214	12	2	1	0	3	0	232	5	0	0	0	0	0	0	5	17:00	245	12	2	1	0	3	0	263	219	20	3	0	1	1	0	244
17:15	184	9	2	1	0	2	2	200	4	1	0	0	0	0	0	5	17:15	226	11	2	1	0	2	2	244	243	14	5	2	0	0	1	265
17:30	223	13	1	1	0	2	0	240	6	0	0	0	0	0	0	6	17:30	269	14	1	1	0	2	0	287	235	19	0	1	0	0	0	255
17:45	170	9	0	0	1	1	0	181	3	0	0	0	0	0	0	3	17:45	225	9	0	0	1	1	0	236	219	20	3	0	0	1	0	243
H/TOT	791	43	5	3	1	8	2	853	18	1	0	0	0	0	0	19	H/TOT	965	46	5	3	1	8	2	1030	916	73	11	3	1	2	1	1007
18:00	165	7	1	0	0	0	0	173	4	0	0	0	0	0	0	4	18:00	187	7	1	0	0	0	0	195	192	16	3	0	0	1	0	212
18:15	152	11	8	1	0	2	0	174	7	0	0	0	1	0	0	8	18:15	173	11	8	1	1	2	0	196	218	13	5	1	0	0	1	238
18:30	150	21	2	0	0	0	0	173	4	0	0	0	0	0	0	4	18:30	169	21	2	0	0	0	0	192	175	9	0	0	0	0	0	184
18:45	135	9	2	0	0	1	0	147	3	0	0	0	0	0	0	3	18:45	143	9	2	0	0	1	0	155	139	12	2	1	0	0	2	156
H/TOT	602	48	13	1	0	3	0	667	18	0	0	0	1	0	0	19	H/TOT	672	48	13	1	1	3	0	738	724	50	10	2	0	1	3	790
P/TOT	2208	195	27	6	1	17	2	2456	86	4	0	0	2	0	0	92	P/TOT	2579	205	29	6	3	18	2	2842	2502	224	30	10	4	7	5	2782

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3

DATE: 06/11/2025

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

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3

DATE: 06/11/2025

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

DAY: THURSDAY

TIME	TO ARM B SITE ACCESS								FROM ARM B SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	38	2	0	0	0	0	0	40	7	1	0	0	0	0	0	8
07:15	51	1	0	0	0	0	0	52	12	0	0	0	1	0	0	13
07:30	63	0	0	0	0	0	0	63	19	0	0	0	0	0	0	19
07:45	57	2	0	0	1	0	0	60	13	1	0	0	1	0	0	15
H/TOT	209	5	0	0	1	0	0	215	51	2	0	0	2	0	0	55
08:00	90	1	0	0	0	0	0	91	23	1	0	0	1	0	0	25
08:15	92	4	0	0	0	0	0	96	44	3	0	0	0	0	0	47
08:30	53	3	1	0	0	0	0	57	72	3	0	0	0	0	0	75
08:45	57	1	1	0	0	0	0	59	15	1	0	0	0	0	1	17
H/TOT	292	9	2	0	0	0	0	303	154	8	0	0	1	0	1	164
09:00	36	1	0	0	1	0	0	38	9	1	0	0	1	0	0	11
09:15	41	1	0	0	1	0	0	43	5	0	0	0	0	0	0	5
09:30	31	1	0	0	0	0	0	32	11	0	1	0	1	0	0	13
09:45	29	0	0	0	0	0	0	29	6	0	0	0	0	0	0	6
H/TOT	137	3	0	0	2	0	0	142	31	1	1	0	2	0	0	35
P/TOT	638	17	2	0	3	0	0	660	236	11	1	0	5	0	1	254

TIME	TO ARM C B6003 (S)								FROM ARM C B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	70	21	4	4	0	1	0	100	159	29	4	1	0	0	0	193
07:15	102	23	2	2	0	2	0	131	184	33	5	1	0	2	0	225
07:30	115	26	3	2	0	1	0	147	213	29	0	2	1	1	0	246
07:45	148	20	4	2	1	2	0	177	197	23	2	2	0	2	1	227
H/TOT	435	90	13	10	1	6	0	555	753	114	11	6	1	5	1	891
08:00	187	25	7	0	0	1	0	220	213	21	3	3	0	2	1	243
08:15	195	26	5	3	0	1	0	230	177	26	13	2	0	0	0	218
08:30	260	17	6	1	0	2	0	286	198	23	4	2	0	2	1	230
08:45	178	27	7	2	0	0	0	214	181	21	10	0	0	1	0	213
H/TOT	820	95	25	6	0	4	0	950	769	91	30	7	0	5	2	904
09:00	172	25	5	1	0	0	0	203	119	16	2	3	1	0	0	141
09:15	166	25	8	2	0	1	0	202	128	17	8	2	0	0	0	155
09:30	150	20	9	2	3	1	1	186	123	21	11	2	1	1	0	159
09:45	170	19	2	2	0	0	1	194	134	18	5	4	0	0	0	161
H/TOT	658	89	24	7	3	2	2	785	504	72	26	11	2	1	0	616
P/TOT	1913	274	62	23	4	12	2	2290	2026	277	67	24	3	11	3	2411

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 3

DATE: 06/11/2025

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

DAY: THURSDAY

TIME	TO ARM B SITE ACCESS								FROM ARM B SITE ACCESS							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	28	1	1	0	0	0	0	30	40	1	0	0	0	0	0	41
16:15	28	1	0	0	1	0	0	30	45	1	1	0	0	0	0	47
16:30	24	1	0	0	1	0	0	26	62	1	1	0	2	1	0	67
16:45	27	2	0	0	0	0	0	29	44	4	0	0	0	0	0	48
H/TOT	107	5	1	0	2	0	0	115	191	7	2	0	2	1	0	203
17:00	22	0	0	0	1	0	0	23	42	1	0	0	1	0	0	44
17:15	25	2	0	0	0	0	0	27	58	2	0	0	0	0	0	60
17:30	16	0	0	0	0	0	0	16	63	1	0	0	0	0	0	64
17:45	16	0	0	0	0	0	0	16	72	1	0	0	0	0	0	73
H/TOT	79	2	0	0	1	0	0	82	235	5	0	0	1	0	0	241
18:00	13	0	0	0	0	0	0	13	33	0	0	0	0	0	0	33
18:15	18	0	0	0	1	0	1	20	28	0	0	0	1	0	0	29
18:30	12	0	0	0	0	0	0	12	28	0	0	0	0	0	0	28
18:45	9	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9
H/TOT	52	0	0	0	1	0	1	54	98	0	0	0	1	0	0	99
P/TOT	238	7	1	0	4	0	1	251	524	12	2	0	4	1	0	543

TIME	TO ARM C B6003 (S)								FROM ARM C B6003 (S)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	164	23	0	0	0	0	0	187	217	27	1	1	0	2	0	248
16:15	211	34	4	4	2	2	0	257	223	29	3	0	0	4	0	259
16:30	249	18	1	0	1	1	0	270	218	24	1	0	1	0	0	244
16:45	245	24	3	1	0	1	1	275	207	27	4	1	0	0	0	239
H/TOT	869	99	8	5	3	4	1	989	865	107	9	2	1	6	0	990
17:00	213	21	3	0	1	1	0	239	219	12	2	1	0	3	0	237
17:15	238	13	5	2	0	0	1	259	188	10	2	1	0	2	2	205
17:30	242	19	0	1	0	0	0	262	229	13	1	1	0	2	0	246
17:45	223	21	3	0	0	1	0	248	173	9	0	0	1	1	0	184
H/TOT	916	74	11	3	1	2	1	1008	809	44	5	3	1	8	2	872
18:00	194	16	3	0	0	1	0	214	169	7	1	0	0	0	0	177
18:15	214	13	5	1	0	0	0	233	159	11	8	1	1	2	0	182
18:30	176	9	0	0	0	0	0	185	154	21	2	0	0	0	0	177
18:45	134	12	2	1	0	0	2	151	138	9	2	0	0	1	0	150
H/TOT	718	50	10	2	0	1	2	783	620	48	13	1	1	3	0	686
P/TOT	2503	223	29	10	4	7	4	2780	2294	199	27	6	3	17	2	2548

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 5 **DATE:** 06/11/2025

LOCATION: A6005 (W) / B6003 / A6005 (E) **DAY:** THURSDAY

TIME	A TO B FROM A6005 (W) TO B6003								A TO C FROM A6005 (W) TO A6005 (E)								TIME	B TO A FROM B6003 TO A6005 (W)								B TO C FROM B6003 TO A6005 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
07:00	48	6	3	0	0	1	0	58	143	15	2	0	3	1	5	169	07:00	24	8	1	0	0	0	0	33	6	1	2	0	0	0	0	9
07:15	62	9	1	2	1	0	0	75	187	23	6	0	3	4	2	225	07:15	27	6	0	2	0	0	0	35	14	1	0	2	0	1	0	18
07:30	72	10	0	2	1	1	0	86	182	22	4	1	3	1	6	219	07:30	51	11	0	1	0	0	1	64	31	2	0	0	0	0	1	34
07:45	57	7	2	0	1	2	0	69	193	36	5	0	2	2	2	240	07:45	48	2	0	0	0	0	2	52	21	2	2	2	0	0	0	27
H/TOT	239	32	6	4	3	4	0	288	705	96	17	1	11	8	15	853	H/TOT	150	27	1	3	0	0	3	184	72	6	4	4	0	1	1	88
08:00	67	9	1	1	0	1	0	79	168	23	2	0	2	1	3	199	08:00	47	9	3	0	0	0	1	60	17	2	2	1	1	0	0	23
08:15	59	7	3	1	0	1	0	71	173	29	3	0	3	2	3	213	08:15	55	9	1	1	1	1	0	68	16	5	1	2	0	0	0	24
08:30	69	10	4	0	0	0	0	83	179	19	4	0	2	2	0	206	08:30	40	8	3	1	0	0	0	52	22	2	1	1	0	0	0	26
08:45	54	10	2	0	0	0	0	66	190	20	1	0	2	0	2	215	08:45	79	10	3	0	0	2	0	94	31	4	0	0	0	0	0	35
H/TOT	249	36	10	2	0	2	0	299	710	91	10	0	9	5	8	833	H/TOT	221	36	10	2	1	3	1	274	86	13	4	4	1	0	0	108
09:00	41	4	0	0	0	0	0	45	142	25	4	2	3	0	2	178	09:00	80	10	1	1	0	0	0	92	26	6	0	0	0	0	0	32
09:15	34	6	1	2	0	0	0	43	136	29	10	0	0	3	0	178	09:15	57	11	3	1	0	1	2	75	14	6	2	0	0	0	1	23
09:30	57	7	4	1	0	0	0	69	105	18	4	0	4	3	0	134	09:30	49	6	3	2	0	1	2	63	18	4	2	0	1	0	0	25
09:45	63	7	4	2	0	0	0	76	128	15	6	0	2	1	0	152	09:45	63	8	1	0	0	0	0	72	17	1	1	1	0	0	1	21
H/TOT	195	24	9	5	0	0	0	233	511	87	24	2	9	7	2	642	H/TOT	249	35	8	4	0	2	4	302	75	17	5	1	1	0	2	101
P/TOT	683	92	25	11	3	6	0	820	1926	274	51	3	29	20	25	2328	P/TOT	620	98	19	9	1	5	8	760	233	36	13	9	2	1	3	297

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 5 **DATE:** 06/11/2025

LOCATION: A6005 (W) / B6003 / A6005 (E) **DAY:** THURSDAY

TIME	A TO B FROM A6005 (W) TO B6003								A TO C FROM A6005 (W) TO A6005 (E)								TIME	B TO A FROM B6003 TO A6005 (W)								B TO C FROM B6003 TO A6005 (E)							
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
16:00	102	13	0	1	0	0	0	116	143	17	4	0	3	3	0	170	16:00	49	5	0	0	0	1	0	55	18	1	0	0	0	0	1	20
16:15	85	10	0	0	0	1	0	96	134	13	1	0	4	0	0	152	16:15	73	4	6	0	0	2	0	85	20	3	0	1	0	0	0	24
16:30	90	8	2	0	0	1	0	101	102	20	2	0	0	3	0	127	16:30	84	11	0	0	0	0	0	95	21	2	0	0	0	0	0	23
16:45	77	12	0	0	0	1	0	90	154	16	1	0	0	3	1	175	16:45	86	1	0	0	0	1	0	88	17	1	0	0	0	0	0	18
H/TOT	354	43	2	1	0	3	0	403	533	66	8	0	7	9	1	624	H/TOT	292	21	6	0	0	4	0	323	76	7	0	1	0	0	1	85
17:00	75	5	0	0	0	2	0	82	137	8	1	0	1	0	0	147	17:00	72	9	1	0	1	0	1	84	20	2	1	0	0	0	0	23
17:15	92	4	0	0	0	0	0	96	155	10	1	0	2	1	1	170	17:15	82	7	2	0	0	0	1	92	26	0	0	0	0	0	0	26
17:30	84	9	0	0	0	2	0	95	143	13	1	0	1	0	1	159	17:30	97	6	0	0	0	0	0	103	20	0	0	0	0	0	0	20
17:45	65	6	0	0	1	0	0	72	141	8	0	0	8	0	1	158	17:45	82	7	1	1	0	0	0	91	28	0	0	0	0	0	2	30
H/TOT	316	24	0	0	1	4	0	345	576	39	3	0	12	1	3	634	H/TOT	333	29	4	1	1	0	2	370	94	2	1	0	0	0	2	99
18:00	75	6	1	0	0	2	0	84	119	10	0	0	1	2	1	133	18:00	64	8	0	0	0	0	0	72	14	0	0	0	0	0	0	14
18:15	55	6	0	1	0	1	0	63	108	3	0	0	0	1	0	112	18:15	91	5	0	0	0	2	0	98	10	1	0	0	0	0	0	11
18:30	67	7	1	0	0	0	0	75	151	5	0	0	4	3	1	164	18:30	65	4	0	0	0	1	1	71	14	1	0	0	0	0	0	15
18:45	61	3	0	0	0	0	0	64	144	5	0	0	4	1	0	154	18:45	54	6	0	0	0	1	0	61	15	0	0	0	0	0	0	15
H/TOT	258	22	2	1	0	3	0	286	522	23	0	0	9	7	2	563	H/TOT	274	23	0	0	0	4	1	302	53	2	0	0	0	0	0	55
P/TOT	928	89	4	2	1	10	0	1034	1631	128	11	0	28	17	6	1821	P/TOT	899	73	10	1	1	8	3	995	223	11	1	1	0	0	3	239

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 5 **DATE:** 06/11/2025

LOCATION: A6005 (W) / B6003 / A6005 (E) **DAY:** THURSDAY

TIME	C TO A FROM A6005 (E) TO A6005 (W)								C TO B FROM A6005 (E) TO B6003								TIME	TO ARM A A6005 (W)								FROM ARM A A6005 (W)								TIME
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
07:00	65	12	0	0	4	0	2	83	8	2	1	1	0	0	0	12	07:00	89	20	1	0	4	0	2	116	191	21	5	0	3	2	5	227	07:00
07:15	64	11	3	0	2	0	1	81	14	1	1	0	0	0	0	16	07:15	91	17	3	2	2	0	1	116	249	32	7	2	4	4	2	300	07:15
07:30	92	16	2	0	1	0	1	112	16	4	1	1	0	0	0	22	07:30	143	27	2	1	1	0	2	176	254	32	4	3	4	2	6	305	07:30
07:45	145	22	3	0	3	1	2	176	20	2	1	1	0	0	0	24	07:45	193	24	3	0	3	1	4	228	250	43	7	0	3	4	2	309	07:45
H/TOT	366	61	8	0	10	1	6	452	58	9	4	3	0	0	0	74	H/TOT	516	88	9	3	10	1	9	636	944	128	23	5	14	12	15	1141	H/TOT
08:00	130	19	2	0	3	0	0	154	19	3	1	0	1	0	0	24	08:00	177	28	5	0	3	0	1	214	235	32	3	1	2	2	3	278	08:00
08:15	115	16	3	0	2	0	1	137	14	6	1	1	0	0	0	22	08:15	170	25	4	1	3	1	1	205	232	36	6	1	3	3	3	284	08:15
08:30	98	20	0	0	2	0	2	122	18	0	0	1	0	0	0	19	08:30	138	28	3	1	2	0	2	174	248	29	8	0	2	2	0	289	08:30
08:45	90	12	5	0	2	0	1	110	15	1	2	2	1	0	0	21	08:45	169	22	8	0	2	2	1	204	244	30	3	0	2	0	2	281	08:45
H/TOT	433	67	10	0	9	0	4	523	66	10	4	4	2	0	0	86	H/TOT	654	103	20	2	10	3	5	797	959	127	20	2	9	7	8	1132	H/TOT
09:00	115	16	1	1	2	1	1	137	13	3	0	1	0	0	0	17	09:00	195	26	2	2	2	1	1	229	183	29	4	2	3	0	2	223	09:00
09:15	85	17	5	1	1	0	1	110	17	4	1	1	0	0	0	23	09:15	142	28	8	2	1	1	3	185	170	35	11	2	0	3	0	221	09:15
09:30	106	11	7	0	2	1	1	128	12	3	0	0	0	0	0	15	09:30	155	17	10	2	2	2	3	191	162	25	8	1	4	3	0	203	09:30
09:45	96	20	5	0	3	1	0	125	16	1	4	0	0	0	0	21	09:45	159	28	6	0	3	1	0	197	191	22	10	2	2	1	0	228	09:45
H/TOT	402	64	18	2	8	3	3	500	58	11	5	2	0	0	0	76	H/TOT	651	99	26	6	8	5	7	802	706	111	33	7	9	7	2	875	H/TOT
P/TOT	1201	192	36	2	27	4	13	1475	182	30	13	9	2	0	0	236	P/TOT	1821	290	55	11	28	9	21	2235	2609	366	76	14	32	26	25	3148	P/TOT

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 5 **DATE:** 06/11/2025

LOCATION: A6005 (W) / B6003 / A6005 (E) **DAY:** THURSDAY

TIME	C TO A FROM A6005 (E) TO A6005 (W)								C TO B FROM A6005 (E) TO B6003								TIME	TO ARM A A6005 (W)								FROM ARM A A6005 (W)								TIME
	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT		CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
16:00	152	15	2	0	0	1	0	170	34	5	1	0	0	1	0	41	16:00	201	20	2	0	0	2	0	225	245	30	4	1	3	3	0	286	16:00
16:15	157	20	6	0	5	6	2	196	37	6	2	0	0	1	0	46	16:15	230	24	12	0	5	8	2	281	219	23	1	0	4	1	0	248	16:15
16:30	175	15	2	0	5	3	4	204	31	5	2	1	0	0	0	39	16:30	259	26	2	0	5	3	4	299	192	28	4	0	0	4	0	228	16:30
16:45	158	20	2	0	0	1	1	182	26	4	2	0	0	0	0	32	16:45	244	21	2	0	0	2	1	270	231	28	1	0	0	4	1	265	16:45
H/TOT	642	70	12	0	10	11	7	752	128	20	7	1	0	2	0	158	H/TOT	934	91	18	0	10	15	7	1075	887	109	10	1	7	12	1	1027	H/TOT
17:00	165	13	0	0	0	6	1	185	47	5	1	1	0	0	1	55	17:00	237	22	1	0	1	6	2	269	212	13	1	0	1	2	0	229	17:00
17:15	139	17	0	0	3	7	4	170	30	0	0	0	0	0	0	30	17:15	221	24	2	0	3	7	5	262	247	14	1	0	2	1	1	266	17:15
17:30	151	10	0	1	4	2	1	169	34	1	1	0	0	0	0	36	17:30	248	16	0	1	4	2	1	272	227	22	1	0	1	2	1	254	17:30
17:45	163	10	0	0	0	1	3	177	19	2	0	0	0	0	0	21	17:45	245	17	1	1	0	1	3	268	206	14	0	0	9	0	1	230	17:45
H/TOT	618	50	0	1	7	16	9	701	130	8	2	1	0	0	1	142	H/TOT	951	79	4	2	8	16	11	1071	892	63	3	0	13	5	3	979	H/TOT
18:00	127	12	1	0	2	2	7	151	27	2	0	0	0	0	1	30	18:00	191	20	1	0	2	2	7	223	194	16	1	0	1	4	1	217	18:00
18:15	147	12	1	0	4	1	1	166	18	2	0	0	0	0	0	20	18:15	238	17	1	0	4	3	1	264	163	9	0	1	0	2	0	175	18:15
18:30	138	11	0	0	0	2	1	152	20	1	0	0	0	0	0	21	18:30	203	15	0	0	0	3	2	223	218	12	1	0	4	3	1	239	18:30
18:45	124	5	0	0	3	4	0	136	18	3	0	0	0	0	1	22	18:45	178	11	0	0	3	5	0	197	205	8	0	0	4	1	0	218	18:45
H/TOT	536	40	2	0	9	9	9	605	83	8	0	0	0	0	2	93	H/TOT	810	63	2	0	9	13	10	907	780	45	2	1	9	10	2	849	H/TOT
P/TOT	1796	160	14	1	26	36	25	2058	341	36	9	2	0	2	3	393	P/TOT	2695	233	24	2	27	44	28	3053	2559	217	15	2	29	27	6	2855	P/TOT

SSIFIED COUNTS

14936

TOTON

5

A6005 (W) / B6003 / A6005 (E)

DATE: 06/11/2025

DAY: THURSDAY

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

SITE: 5

LOCATION: A6005 (W) / B6003 / A6005 (E)

DATE: 06/11/2025

DAY: THURSDAY

TO ARM B B6003							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
56	8	4	1	0	1	0	70
76	10	2	2	1	0	0	91
88	14	1	3	1	1	0	108
77	9	3	1	1	2	0	93
297	41	10	7	3	4	0	362
86	12	2	1	1	1	0	103
73	13	4	2	0	1	0	93
87	10	4	1	0	0	0	102
69	11	4	2	1	0	0	87
315	46	14	6	2	2	0	385
54	7	0	1	0	0	0	62
51	10	2	3	0	0	0	66
69	10	4	1	0	0	0	84
79	8	8	2	0	0	0	97
253	35	14	7	0	0	0	309
865	122	38	20	5	6	0	1056

FROM ARM B B6003								TIME
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
30	9	3	0	0	0	0	42	07:00
41	7	0	4	0	1	0	53	07:15
82	13	0	1	0	0	2	98	07:30
69	4	2	2	0	0	2	79	07:45
222	33	5	7	0	1	4	272	H/TOT
64	11	5	1	1	0	1	83	08:00
71	14	2	3	1	1	0	92	08:15
62	10	4	2	0	0	0	78	08:30
110	14	3	0	0	2	0	129	08:45
307	49	14	6	2	3	1	382	H/TOT
106	16	1	1	0	0	0	124	09:00
71	17	5	1	0	1	3	98	09:15
67	10	5	2	1	1	2	88	09:30
80	9	2	1	0	0	1	93	09:45
324	52	13	5	1	2	6	403	H/TOT
853	134	32	18	3	6	11	1057	P/TOT

TO ARM C A6005 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
149	16	4	0	3	1	5	178
201	24	6	2	3	5	2	243
213	24	4	1	3	1	7	253
214	38	7	2	2	2	2	267
777	102	21	5	11	9	16	941
185	25	4	1	3	1	3	222
189	34	4	2	3	2	3	237
201	21	5	1	2	2	0	232
221	24	1	0	2	0	2	250
796	104	14	4	10	5	8	941
168	31	4	2	3	0	2	210
150	35	12	0	0	3	1	201
123	22	6	0	5	3	0	159
145	16	7	1	2	1	1	173
586	104	29	3	10	7	4	743
2159	310	64	12	31	21	28	2625

FROM ARM C A6005 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
73	14	1	1	4	0	2	95
78	12	4	0	2	0	1	97
108	20	3	1	1	0	1	134
165	24	4	1	3	1	2	200
424	70	12	3	10	1	6	526
149	22	3	0	4	0	0	178
129	22	4	1	2	0	1	159
116	20	0	1	2	0	2	141
105	13	7	2	3	0	1	131
499	77	14	4	11	0	4	609
128	19	1	2	2	1	1	154
102	21	6	2	1	0	1	133
118	14	7	0	2	1	1	143
112	21	9	0	3	1	0	146
460	75	23	4	8	3	3	576
1383	222	49	11	29	4	13	1711

TO ARM B B6003							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
136	18	1	1	0	1	0	157
122	16	2	0	0	2	0	142
121	13	4	1	0	1	0	140
103	16	2	0	0	1	0	122
482	63	9	2	0	5	0	561
122	10	1	1	0	2	1	137
122	4	0	0	0	0	0	126
118	10	1	0	0	2	0	131
84	8	0	0	1	0	0	93
446	32	2	1	1	4	1	487
102	8	1	0	0	2	1	114
73	8	0	1	0	1	0	83
87	8	1	0	0	0	0	96
79	6	0	0	0	0	1	86
341	30	2	1	0	3	2	379
1269	125	13	4	1	12	3	1427

FROM ARM B B6003								TIME
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT	
67	6	0	0	0	1	1	75	16:00
93	7	6	1	0	2	0	109	16:15
105	13	0	0	0	0	0	118	16:30
103	2	0	0	0	1	0	106	16:45
368	28	6	1	0	4	1	408	H/TOT
92	11	2	0	1	0	1	107	17:00
108	7	2	0	0	0	1	118	17:15
117	6	0	0	0	0	0	123	17:30
110	7	1	1	0	0	2	121	17:45
427	31	5	1	1	0	4	469	H/TOT
78	8	0	0	0	0	0	86	18:00
101	6	0	0	0	2	0	109	18:15
79	5	0	0	0	1	1	86	18:30
69	6	0	0	0	1	0	76	18:45
327	25	0	0	0	4	1	357	H/TOT
1122	84	11	2	1	8	6	1234	P/TOT

TO ARM C A6005 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
161	18	4	0	3	3	1	190
154	16	1	1	4	0	0	176
123	22	2	0	0	3	0	150
171	17	1	0	0	3	1	193
609	73	8	1	7	9	2	709
157	10	2	0	1	0	0	170
181	10	1	0	2	1	1	196
163	13	1	0	1	0	1	179
169	8	0	0	8	0	3	188
670	41	4	0	12	1	5	733
133	10	0	0	1	2	1	147
118	4	0	0	0	1	0	123
165	6	0	0	4	3	1	179
159	5	0	0	4	1	0	169
575	25	0	0	9	7	2	618
1854	139	12	1	28	17	9	2060

FROM ARM C A6005 (E)							
CAR	LGV	OGV1	OGV2	PSV	MCL	PCL	TOT
186	20	3	0	0	2	0	211
194	26	8	0	5	7	2	242
206	20	4	1	5	3	4	243
184	24	4	0	0	1	1	214
770	90	19	1	10	13	7	910
212	18	1	1	0	6	2	240
169	17	0	0	3	7	4	200
185	11	1	1	4	2	1	205
182	12	0	0	0	1	3	198
748	58	2	2	7	16	10	843
154	14	1	0	2	2	8	181
165	14	1	0	4	1	1	186
158	12	0	0	0	2	1	173
142	8	0	0	3	4	1	158
619	48	2	0	9	9	11	698
2137	196	23	3	26	38	28	2451

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

AUTO SURVEYS LTD

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

AUTO SURVEYS LTD

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

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

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

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

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

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

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

AUTO SURVEYS LTD

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

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

E TO B — FROM AS2 (W) TO AS2 (E)

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

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

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

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

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

E TO E — FROM AS2 (W) TO AS2 (W)

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

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

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

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

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

E TO B — FROM AS2 (W) TO AS2 (E)

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

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

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

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

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

E TO E — FROM AS2 (W) TO AS2 (W)

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

AUTO SURVEYS LTD

TO ARM A — M1 SLIP ROADS (N)

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

FROM ARM A — M1 SLIP ROADS (N)

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

TO ARM B — AS2 (E)

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

FROM ARM B — AS2 (E)

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

TO ARM C — BOSTOCKS LANE (SE)

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

FROM ARM C — BOSTOCKS LANE (SE)

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

TO ARM A — M1 SLIP ROADS (N)

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

FROM ARM A — M1 SLIP ROADS (N)

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

TO ARM B — AS2 (E)

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

FROM ARM B — AS2 (E)

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

TO ARM C — BOSTOCKS LANE (SE)

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

FROM ARM C — BOSTOCKS LANE (SE)

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

MANUAL CLASSIFIED COUNTS

JOB REF: 14936

JOB NAME: TOTON

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

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

TO ARM D — M1 SLIP ROADS (S)

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

FROM ARM D — M1 SLIP ROADS (S)

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

TO ARM E — AS2 (W)

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

FROM ARM E — AS2 (W)

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

TO ARM F — BOSTOCKS LANE (NW)

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

FROM ARM F — BOSTOCKS LANE (NW)

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

TO ARM D — M1 SLIP ROADS (S)

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

FROM ARM D — M1 SLIP ROADS (S)

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

TO ARM E — AS2 (W)

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

FROM ARM E — AS2 (W)

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

TO ARM F — BOSTOCKS LANE (NW)

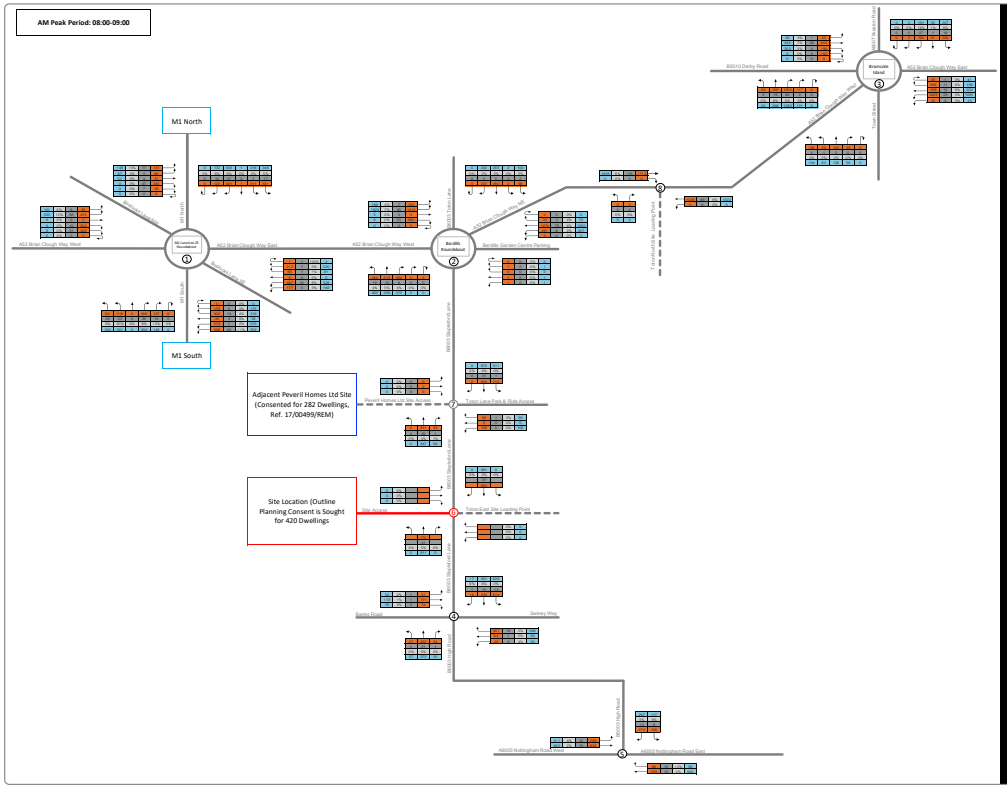
TIME	CAR	LGV	ODV1	ODV2	PSV	MCL	PCL	TOT
16:00	112	43	7	9	0	0	0	171
16:15	97	48	8	3	0	1	0	157
16:30	117	30	11	6	0	0	0	164
16:45	120	33	6	4	0	2	0	165
H/TOT	446	154	32	22	0	3	0	657
17:00	97	20	3	7	0	0	0	127
17:15	130	19	3	10	0	0	0	152
17:30	121	15	5	4	0	0	0	145
17:45	121	18	7	8	0	0	0	154
H/TOT	469	72	18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

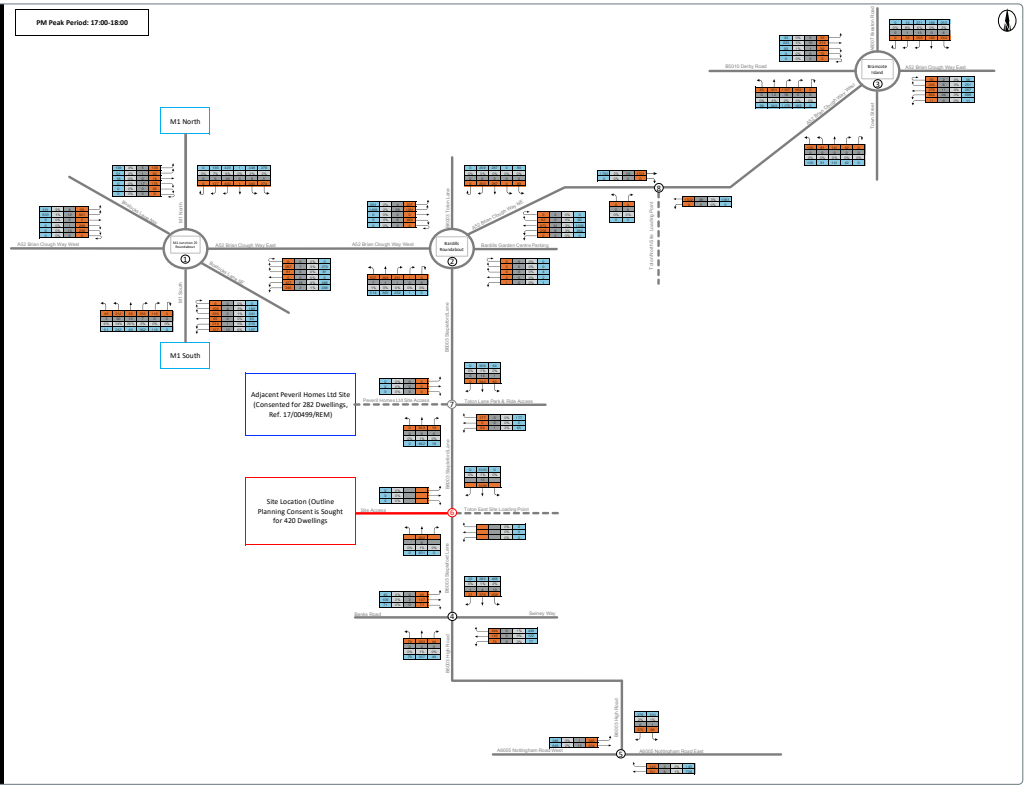
FROM ARM F — BOSTOCKS LANE (NW)

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

APPENDIX F

Traffic Flow Diagram





NOTES

LEGEND

All Vehicles
HGV
% HGV
Flow
Site Site Access

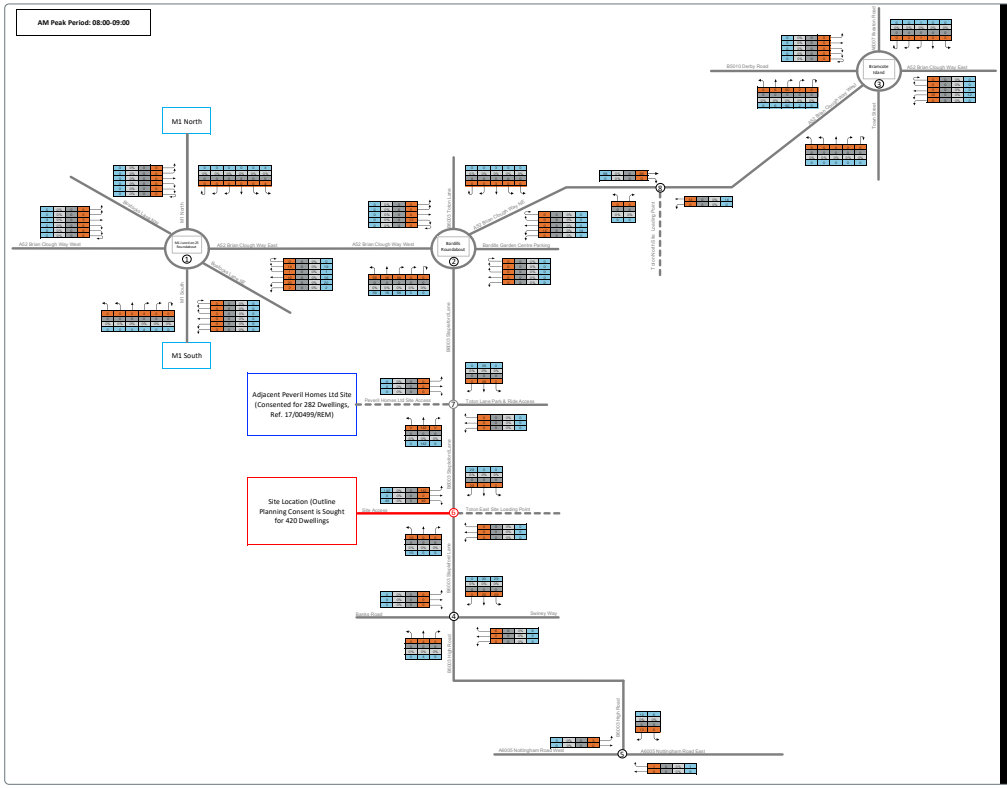
Toton West

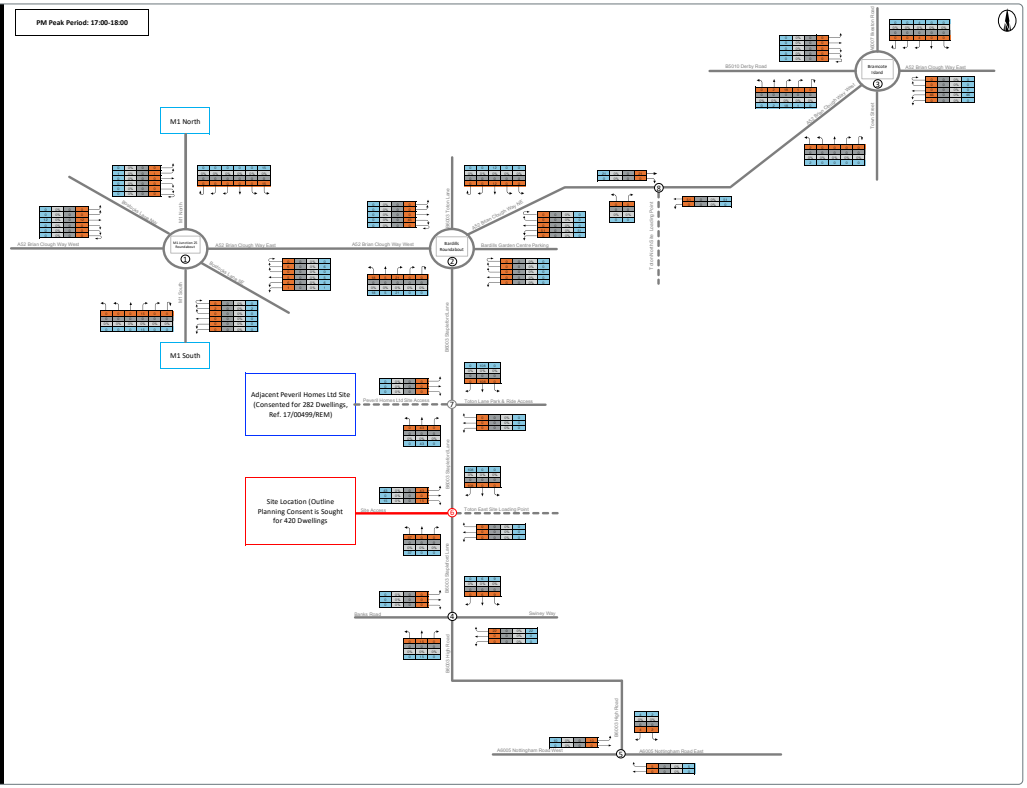
Figure 6
AM Peak

Drawing No.

DRAWN
CHECKED

made
transport planning





NOTES

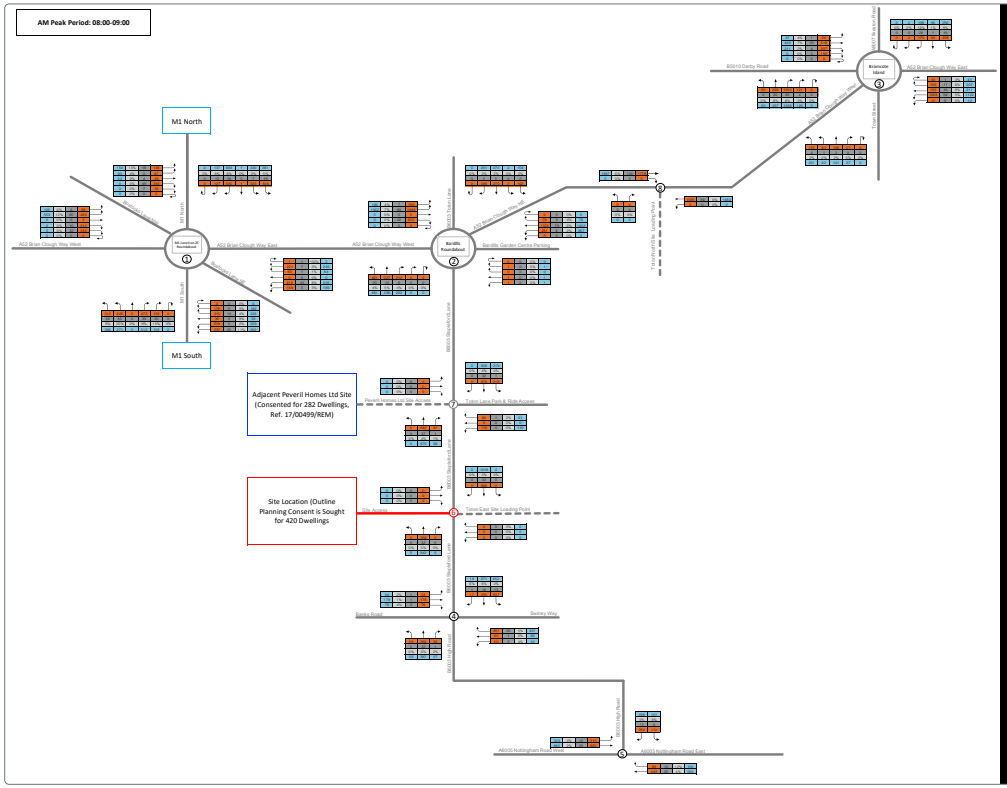
AM Peak Hour (08:00-09:00)
Arrivals 291
Departures 191

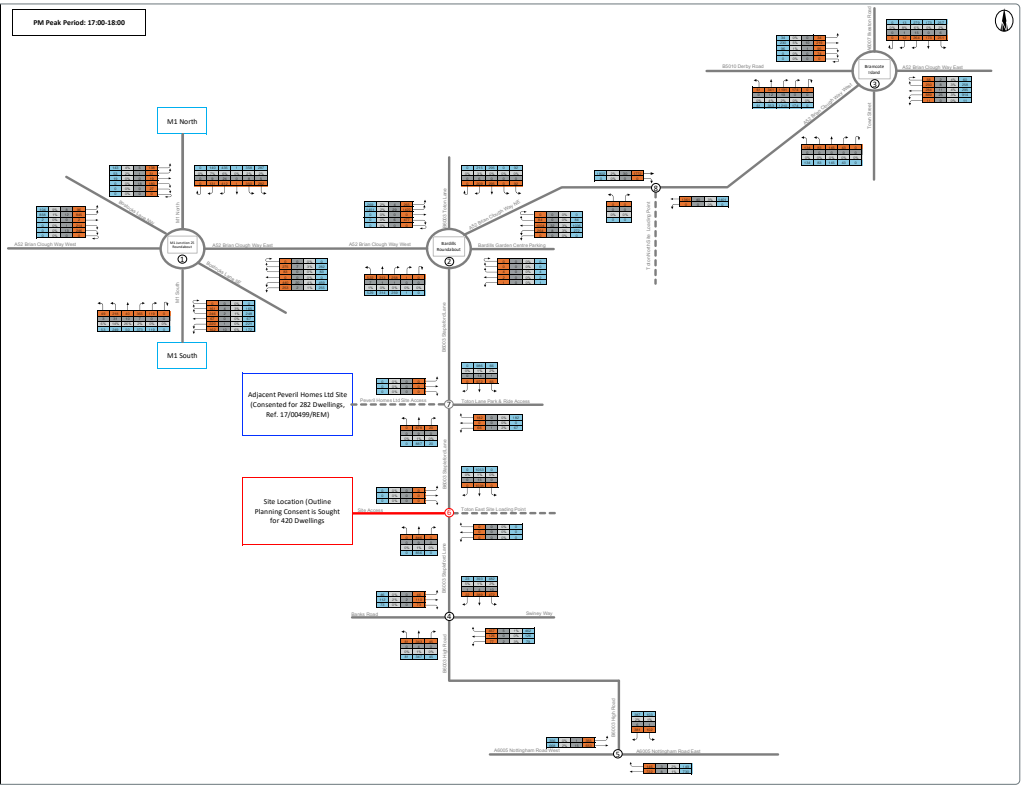
PM Peak Hour (17:00-18:00)
Arrivals 180
Departures 68

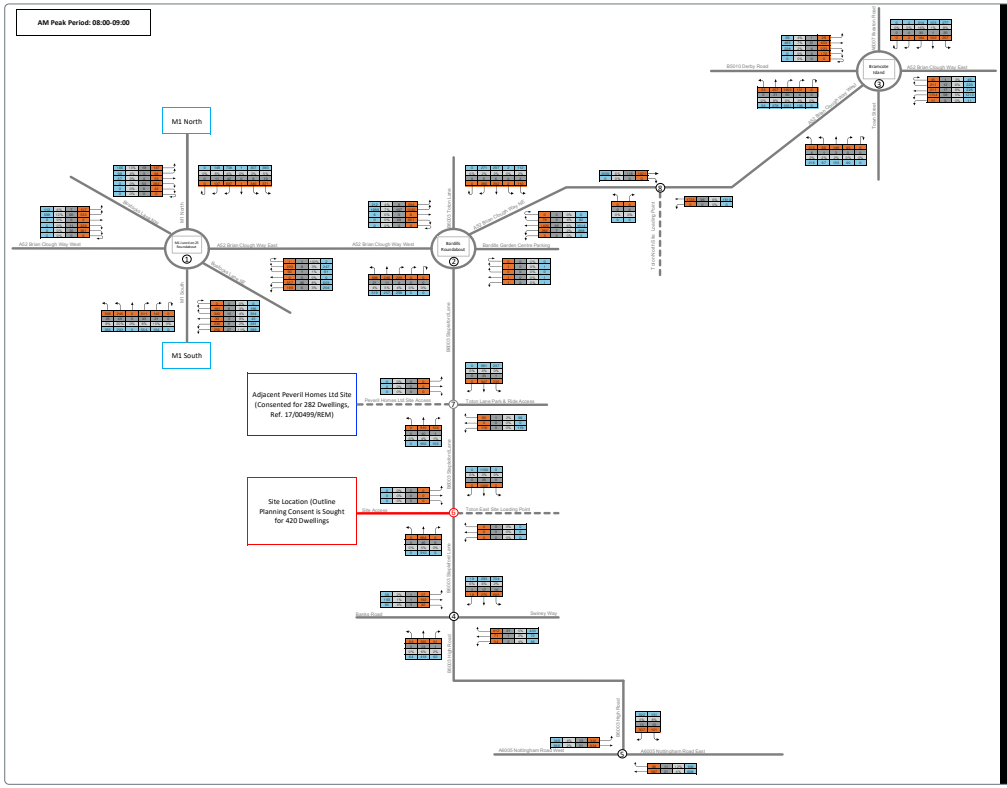
Development Traffic

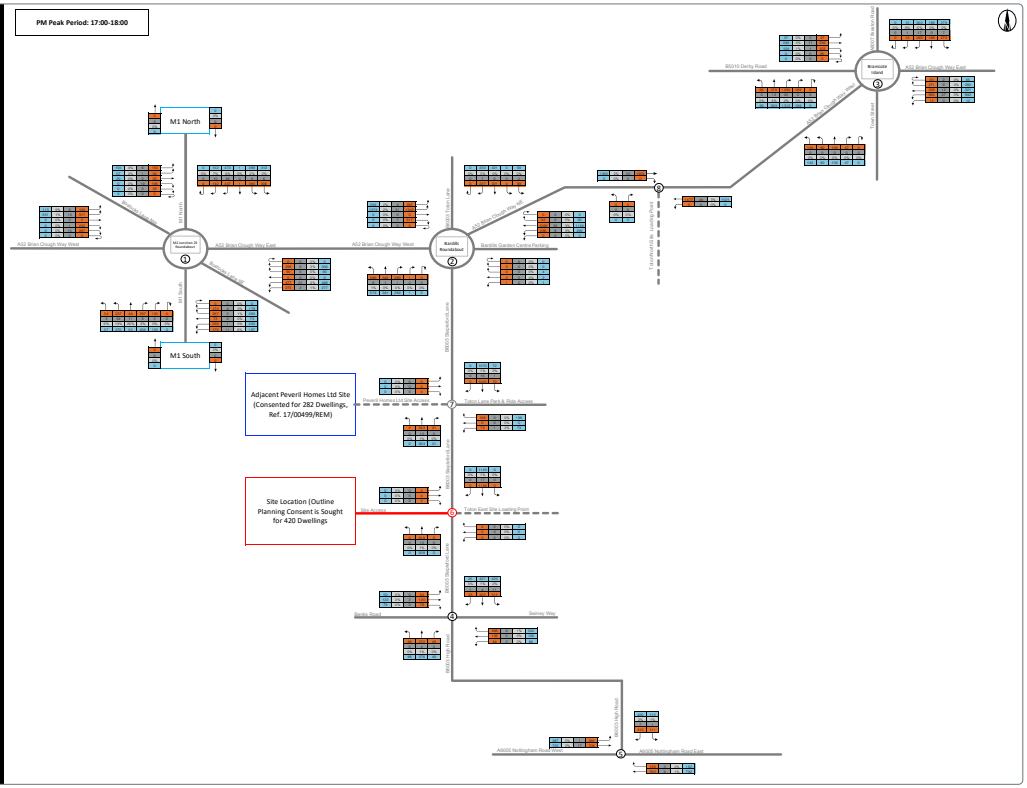
Figure 8
Development Traffic

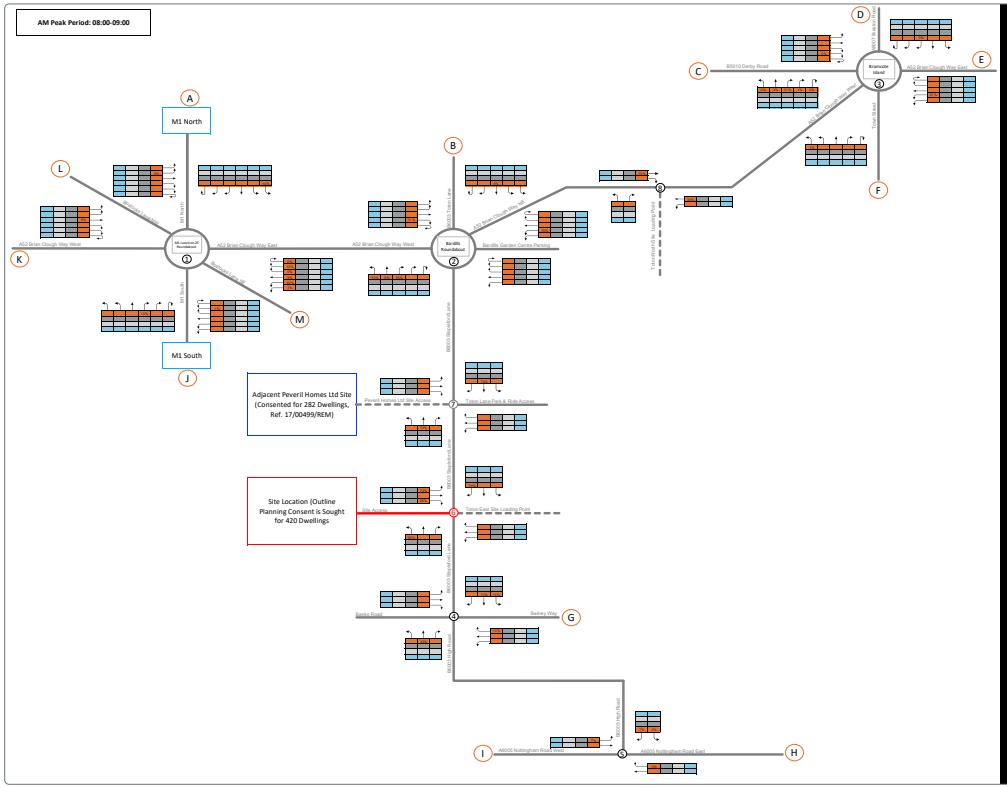
made transport planning

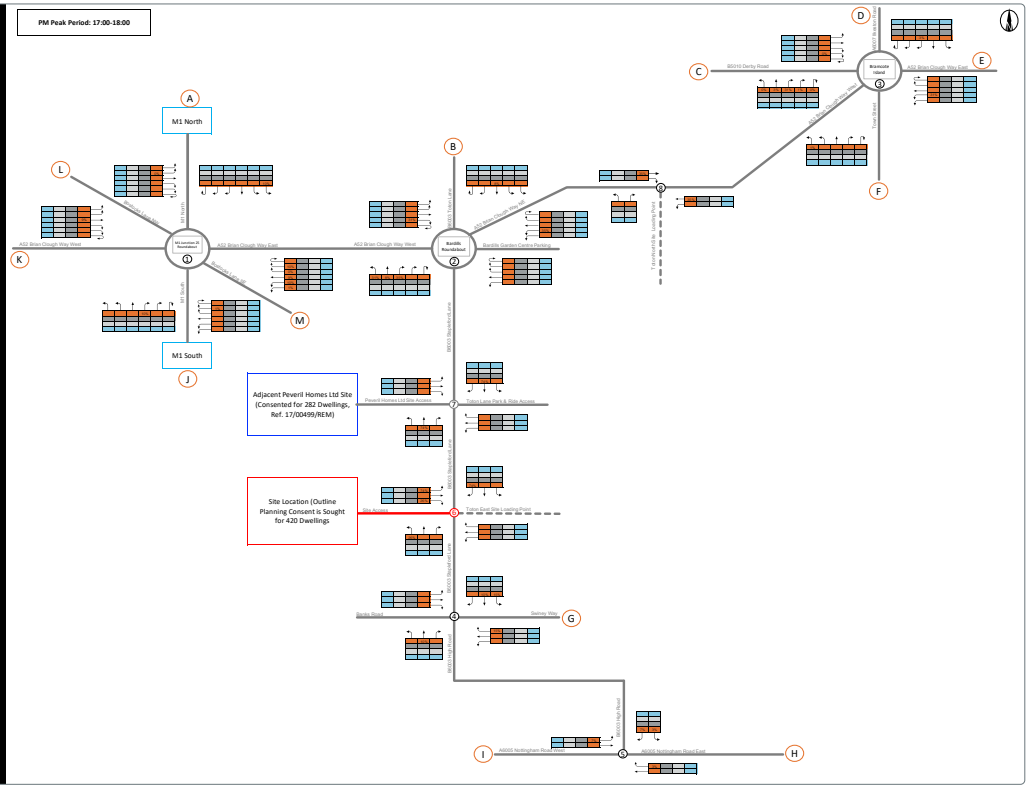

AM Peak Period: 08:00-09:00
M1 North
M1 South
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
B6010 Derby Road
Toton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

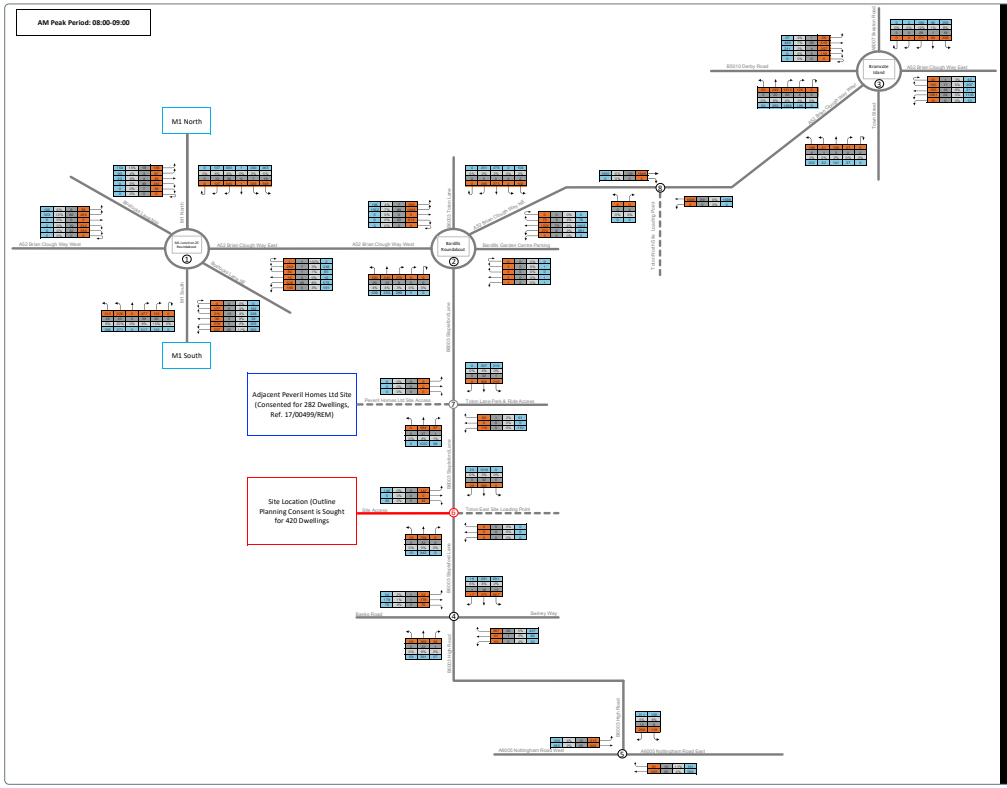

PM Peak Period: 17:00-18:00
M1 North
M1 South
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
B6010 Derby Road
Toton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

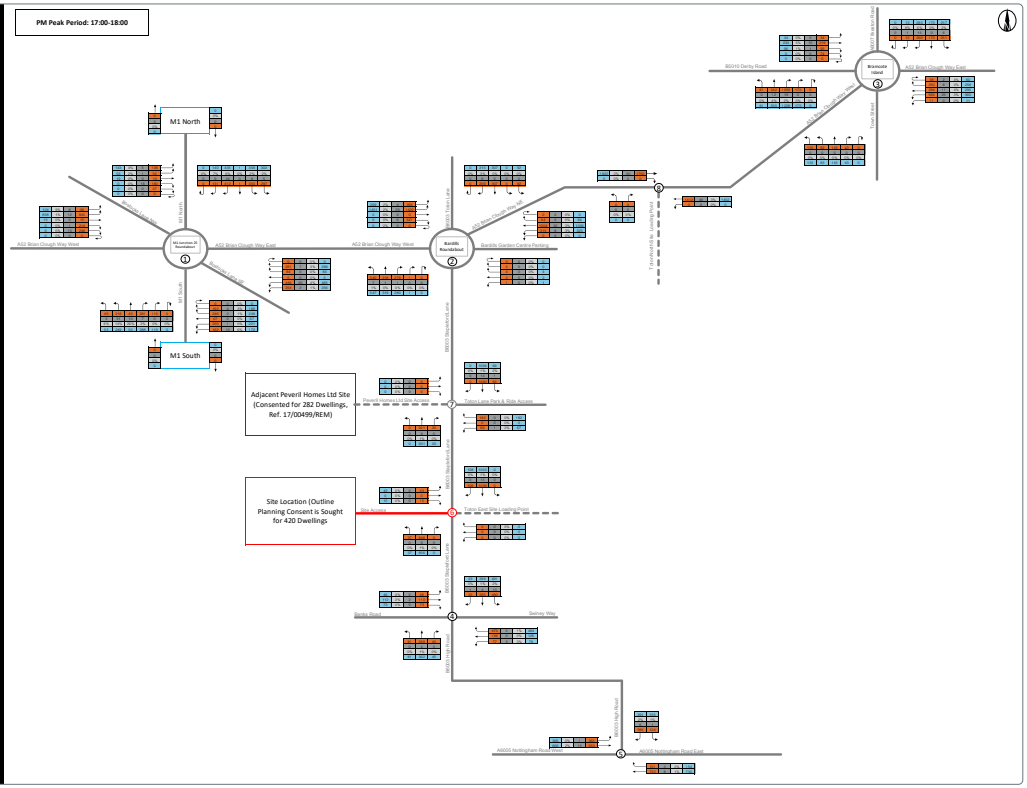

AM Peak Period: 08:00-09:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
B6010 Derby Road
Bardills Garden Centre Entrance
Toton Lane
Stapleford Lane
Toton East Site Loading Point
Peveril Homes Ltd Site Access
Toton Lane Park & Ride Access
Adjacent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

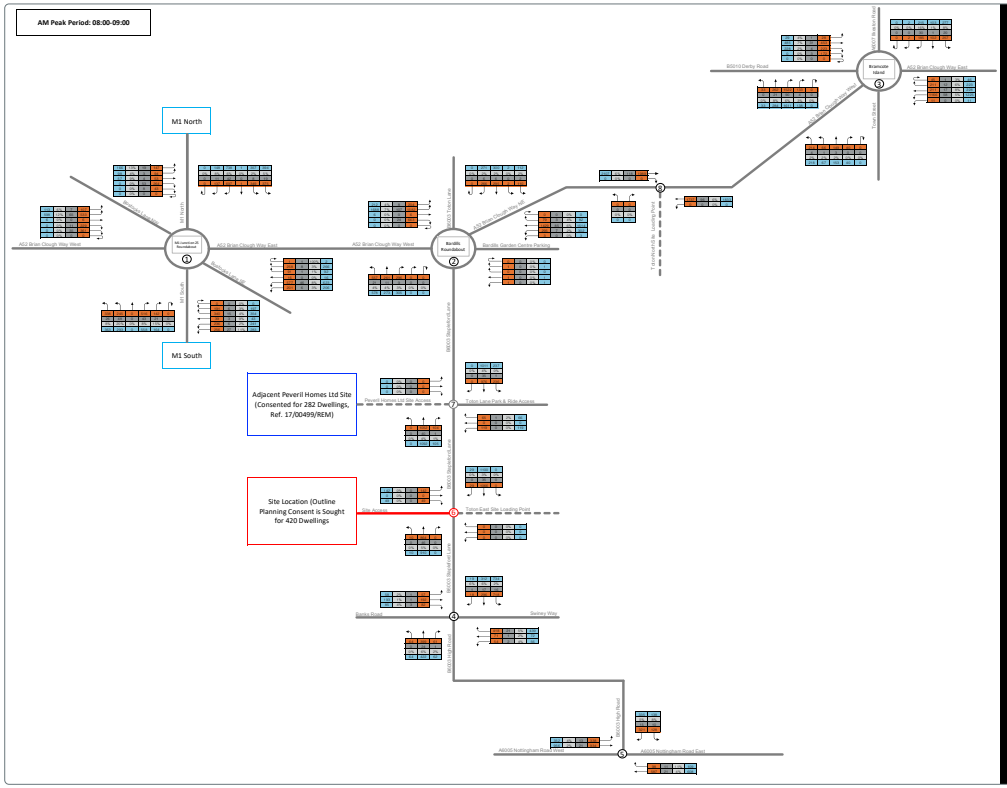

PM Peak Period: 17:00-18:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
B6010 Derby Road
Bardills Garden Centre Entrance
Toton Lane
Stapleford Lane
Toton East Site Loading Point
Peveril Homes Ltd Site Access
Toton Lane Park & Ride Access
Adjacent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

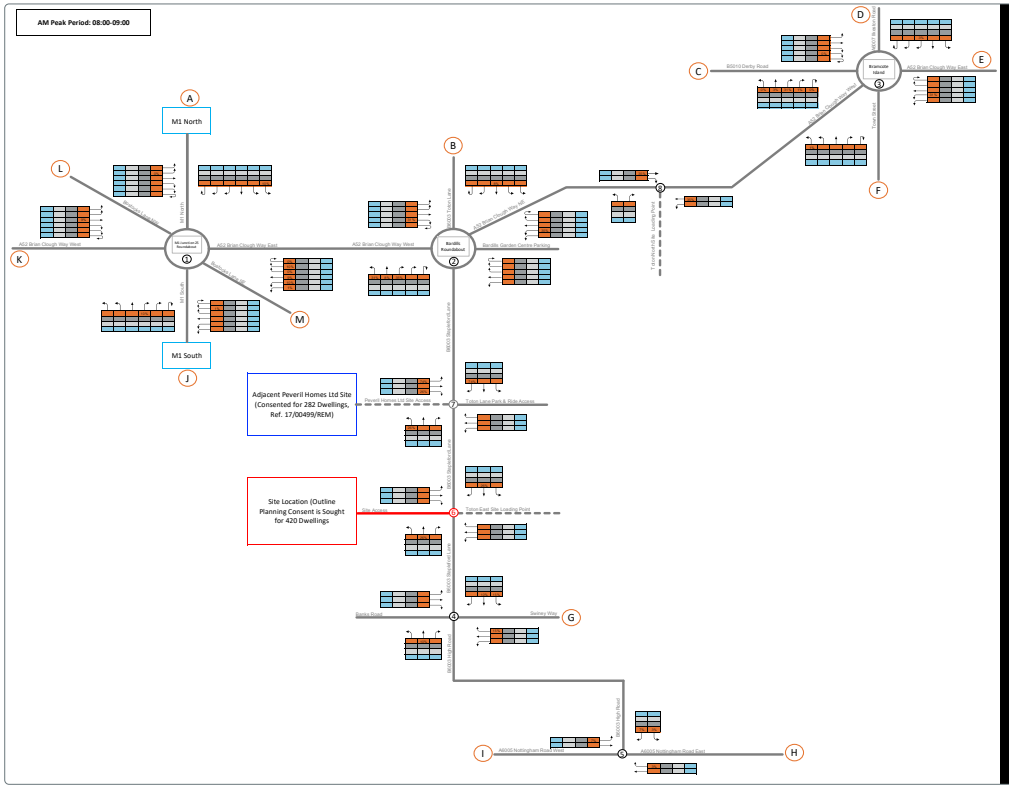

AM Peak Period: 08:00-09:00
A
M1 North
B
C
D
E
F
G
H
I
J
K
L
M
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
M1 South
Bramcote Island
Bardills Roundabout
B6010 Derby Road
A52 Brian Clough Way East
A52 Brian Clough Way West
Bardills Garden Centre (Access)
Toton Lane Park & Ride Access
Toton East Site Loading Point
Site Access
Peveril Homes Ltd Site Access
Banks Road
Swiney Way
Toton High Road
A6005 Nottingham Road West
A6005 Nottingham Road East

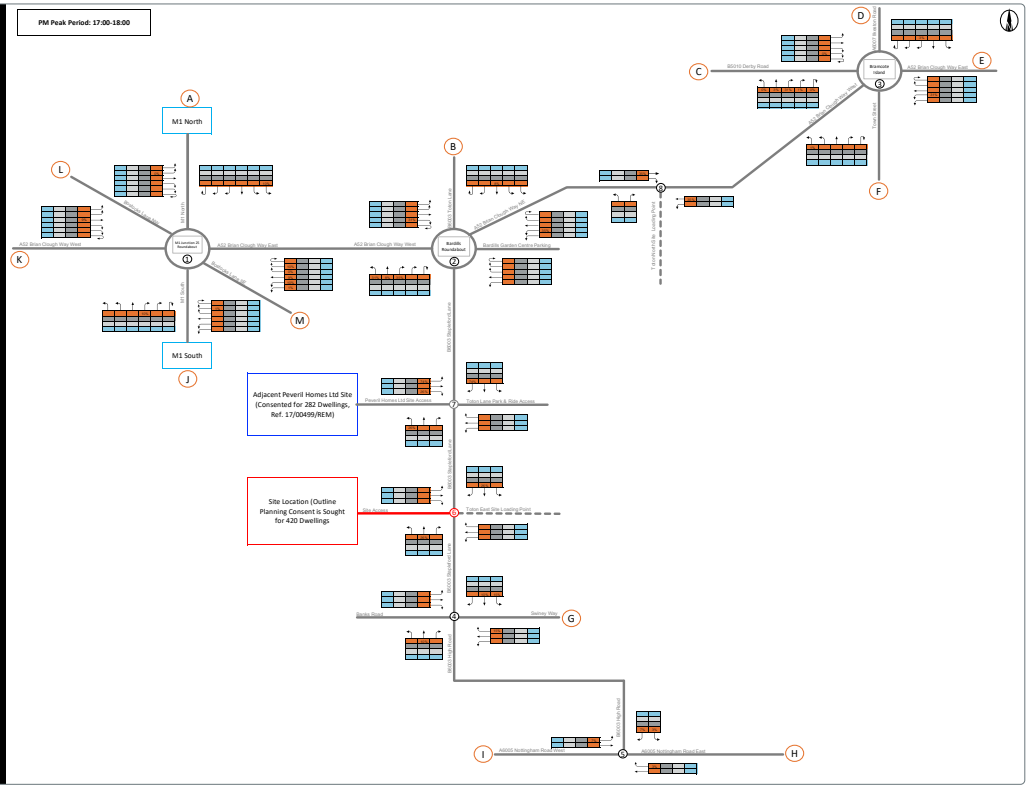

PM Peak Period: 17:00-18:00
A
M1 North
B
C
D
E
F
G
H
I
J
K
L
M
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
M1 South
Bramcote Island
Bardills Roundabout
B6010 Derby Road
A52 Brian Clough Way East
A52 Brian Clough Way West
Bardills Garden Centre (Access)
Toton Lane Park & Ride Access
Toton East Site Loading Point
Site Access
Peveril Homes Ltd Site Access
Banks Road
Swiney Way
Toton High Road
A6005 Nottingham Road West
A6005 Nottingham Road East

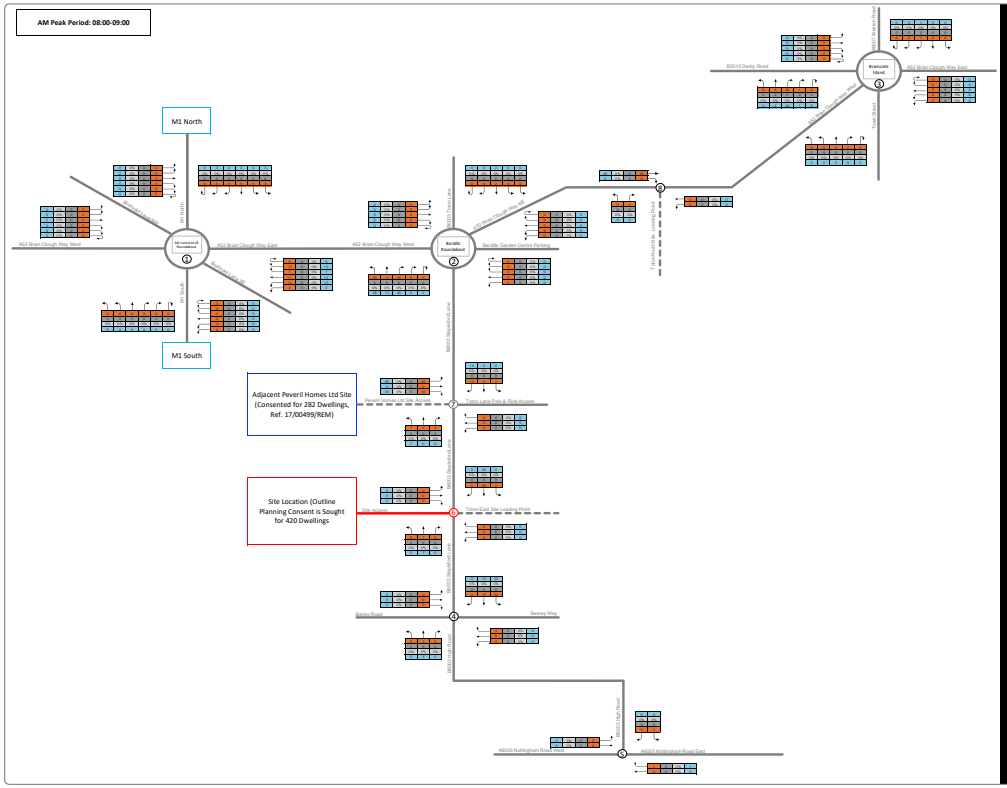

AM Peak Period: 08:00-09:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
A6007 Bramcote Road
A6007 Town Lane
A6007 Stapleford Lane
A6007 Hickings Lane
A6007 Nottingham Road
A6005 Nottingham Road East
Toton Lane
Toton East Site Loading Point
Swiney Way
Banks Road
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

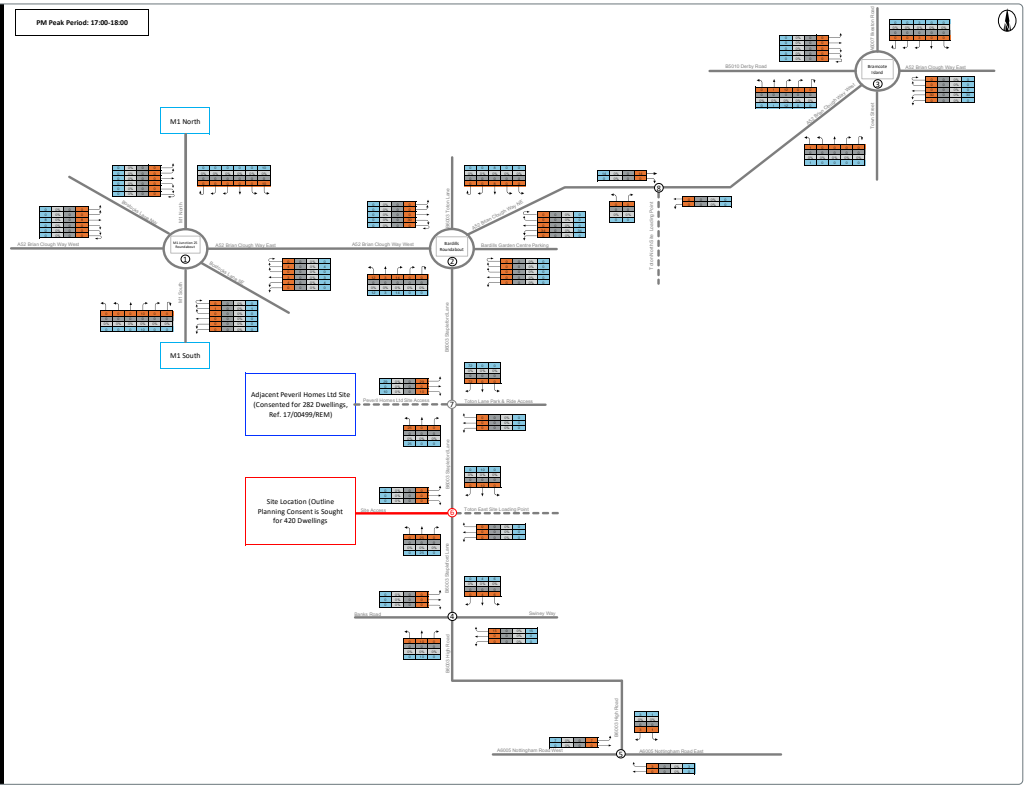

PM Peak Period: 17:00-18:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
A6007 Bramcote Road
A6007 Town Lane
A6007 Stapleford Lane
A6007 Hickings Lane
A6007 Nottingham Road
A6005 Nottingham Road East
Toton Lane
Toton East Site Loading Point
Swiney Way
Banks Road
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings

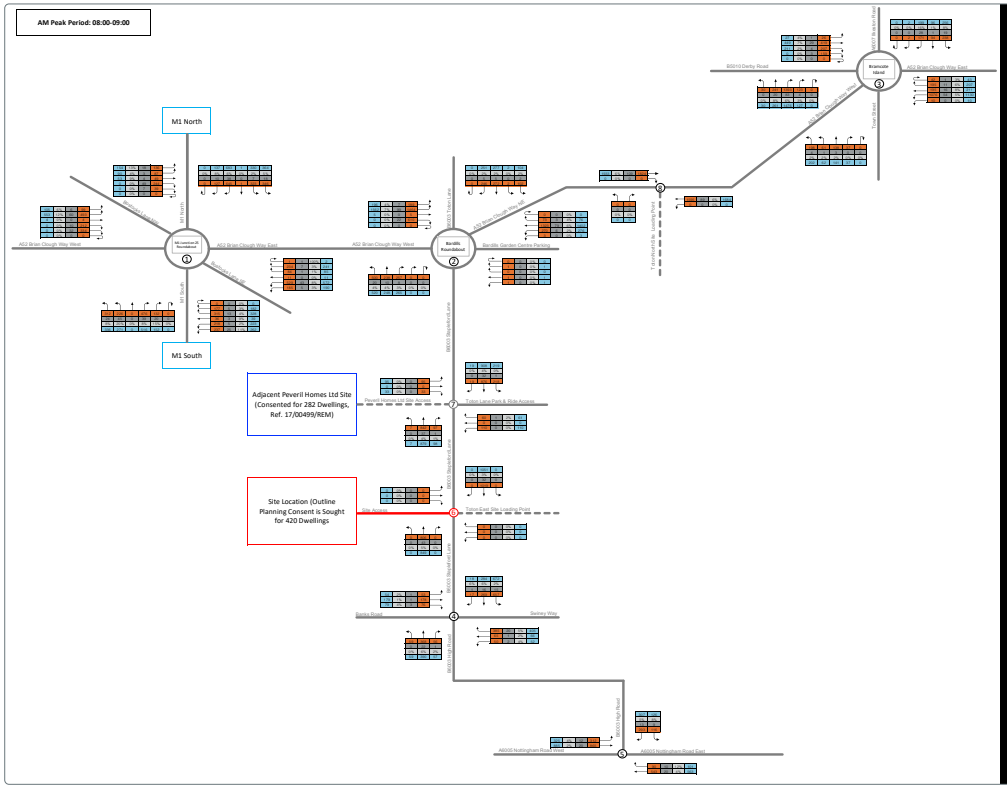

AM Peak Period: 08:00-09:00
M1 North
M1 South
A52 Brian Clough Way East
A52 Brian Clough Way West
Bramcote Island
Bardills Roundabout
Bardills Garden Centre Entrance
B6010 Derby Road
A6007 Bramcote Road
A6007 Town Lane
A6007 Stapleford Lane
A6007 Nuthall Road
A6005 Nottingham Road West
A6005 Nottingham Road East
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
Site Access
Peveril Homes Ltd Site Access
Trowell Park & Ride Access
Trowell Park & Site Access
Trowell Grange Drive
Trowell Grange Way
Trowell Grange Lane
Trowell Grange Road
Trowell Grange Close
Trowell Grange Avenue
Trowell Grange Crescent
Trowell Grange Gardens
Trowell Grange Park
Trowell Grange Rise
Trowell Grange Hill

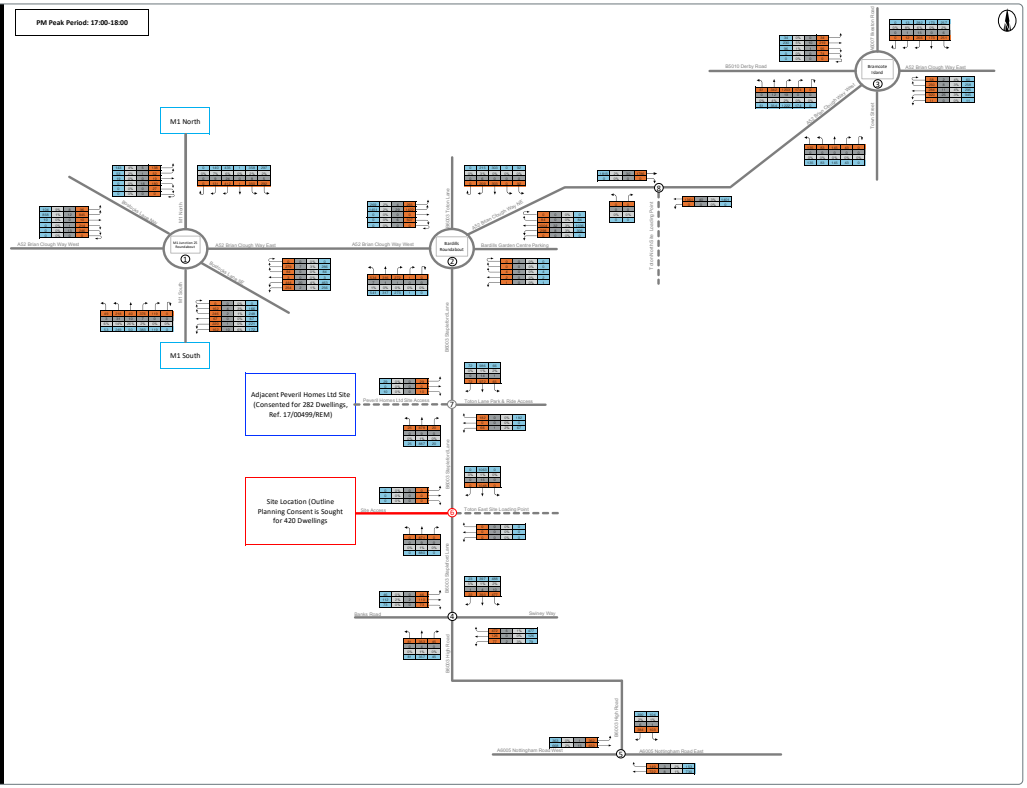

AM Peak Period: 08:00-09:00
A
M1 North
B
C
D
E
F
G
H
I
J
K
L
M
Bramcote Island
Bramcote Roundabout
Bardills Roundabout
M1 Junction 26 Roundabout
A52 Brian Clough Way East
A52 Brian Clough Way West
B5010 Derby Road
Toton Lane
Toton Road
Bardills Garden Centre (Access)
Trowell Park & Ride Access
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
Site Access
Trowell Grove Park & Ride Access
Trowell Grove Site Loading Point
Peveril Homes Ltd Site Access
Stanton Hill Road
Stanton Road
Stanton Lane
Stanton Hill
Stanton Low Road
Stanton Road Lane
Stanton Lane
Stanton Hill Road
Stanton High Road
Bardills Road
Stanton Way
A6005 Nottingham Road West
A6005 Nottingham Road East
M1 North
M1 South
M1 Junction 26 Roundabout


PM Peak Period: 17:00-18:00
A
M1 North
B
C
D
E
F
G
H
I
J
K
L
M
Bramcote Island
Bramcote Roundabout
Bardills Roundabout
M1 Junction 26 Roundabout
A52 Brian Clough Way East
A52 Brian Clough Way West
B5010 Derby Road
Toton Lane
Toton Road
Bardills Garden Centre (Access)
Trowell Park & Ride Access
Adjacent Peveril Homes Ltd Site (Consented for 282 Dwellings, Ref. 17/00499/REM)
Site Location (Outline Planning Consent is Sought for 420 Dwellings
Site Access
Trowell Grove Park & Ride Access
Trowell Grove Site Loading Point
Peveril Homes Ltd Site Access
Stanton Hill Road
Stanton Road
Stanton Lane
Stanton Hill
Stanton Low Road
Stanton Road Lane
Stanton Lane
Stanton Hill Road
Stanton High Road
Bardills Road
Stanton Way
A6005 Nottingham Road West
A6005 Nottingham Road East
M1 North
M1 South
M1 Junction 26 Roundabout


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


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





NOTES

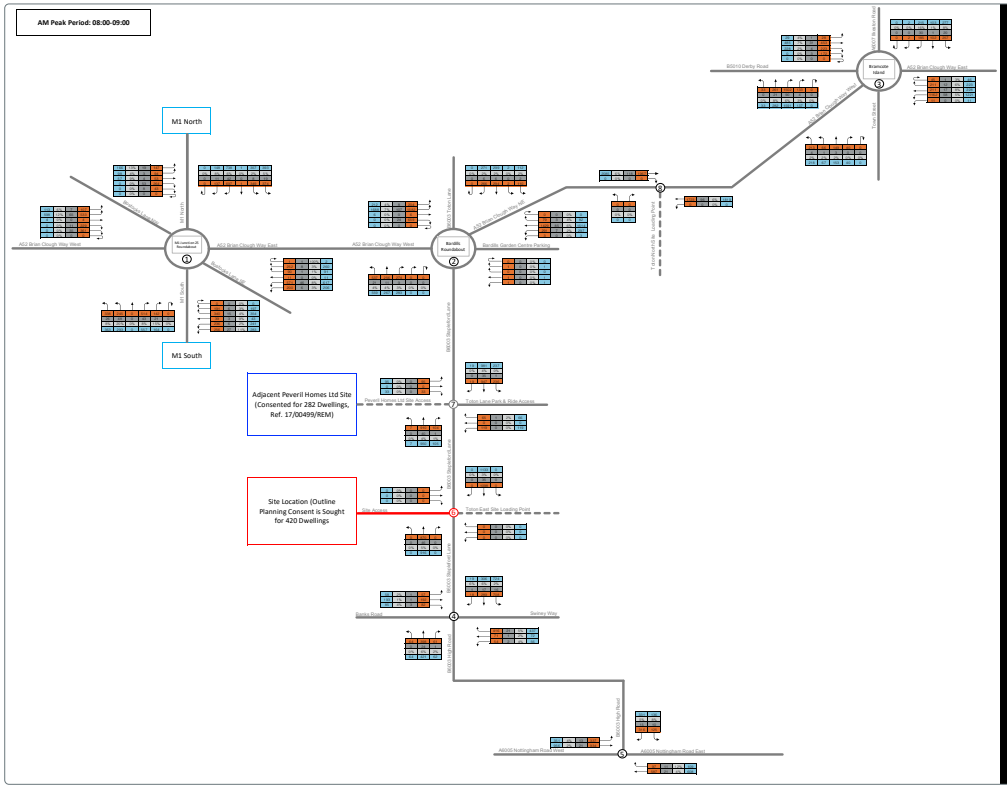
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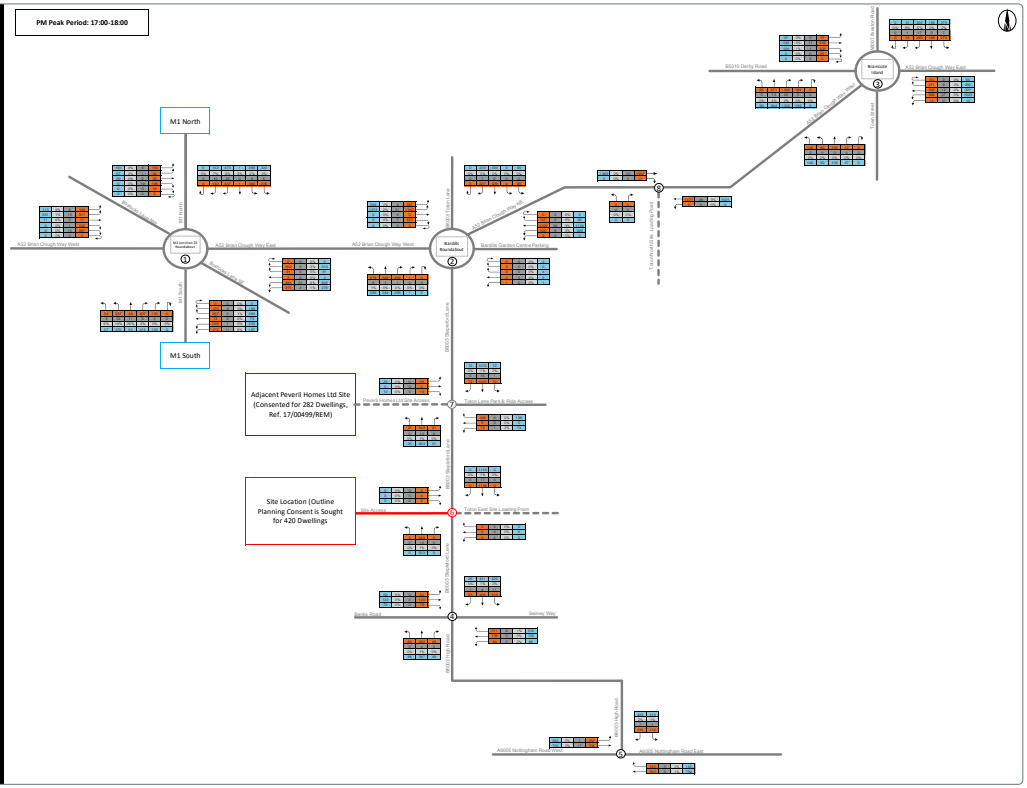
Toton West

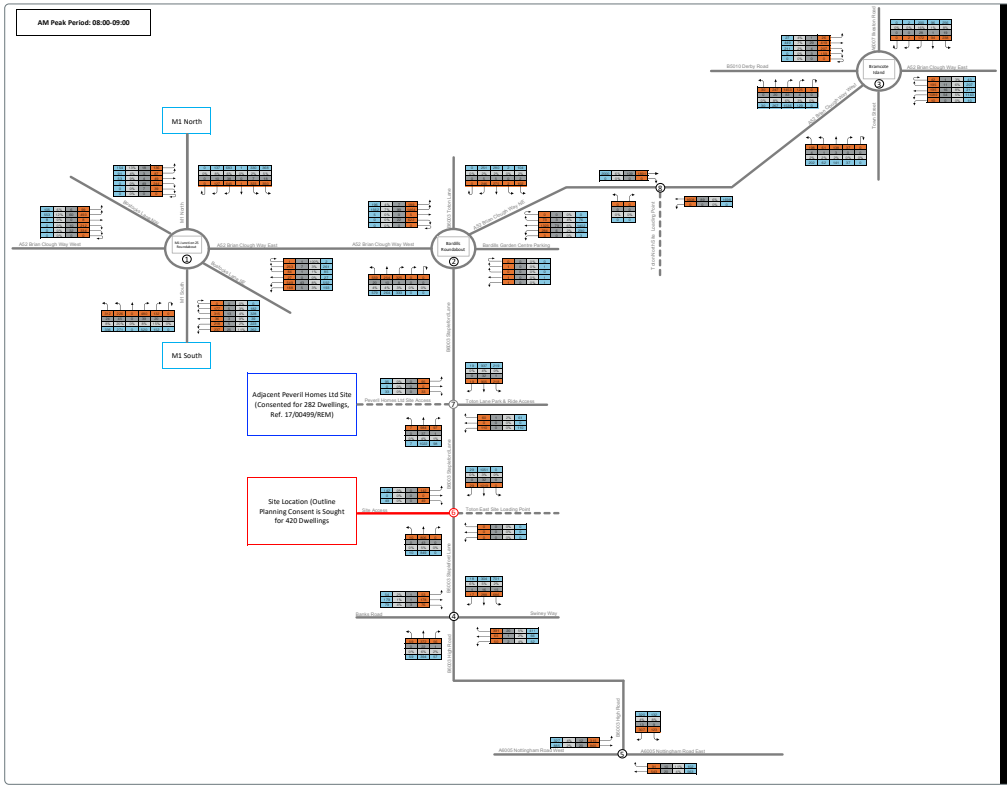
Figure 6
A52 Base + Bardills

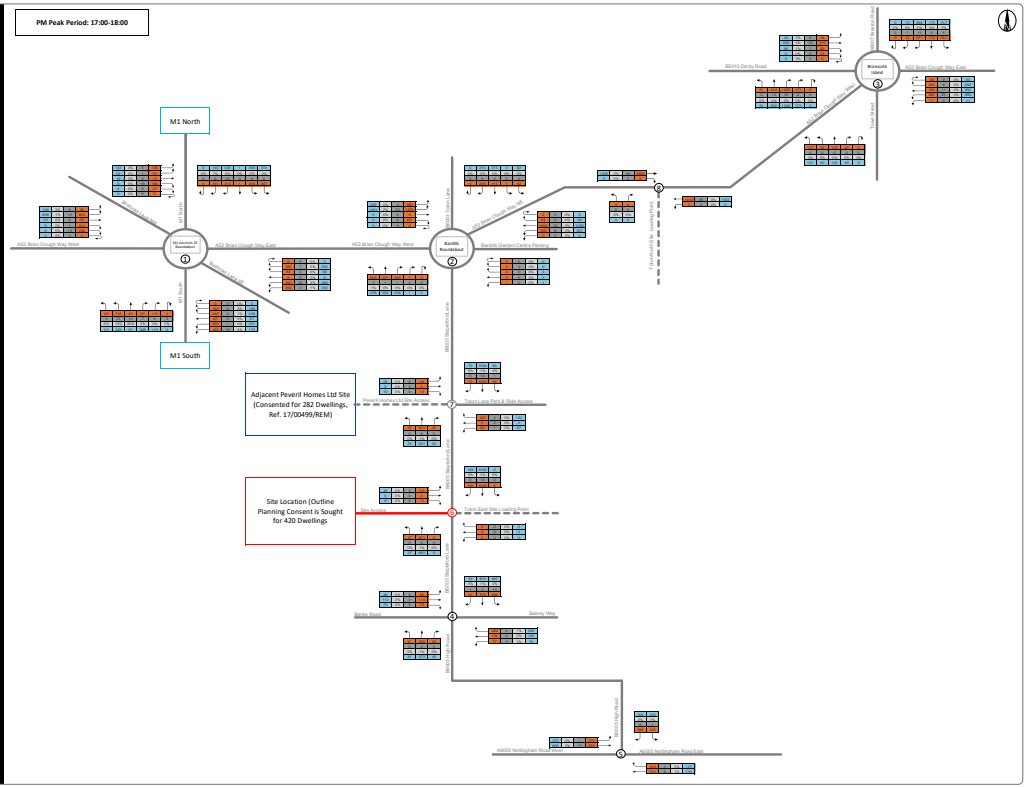
Scale: NTS

made
transport planning


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


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





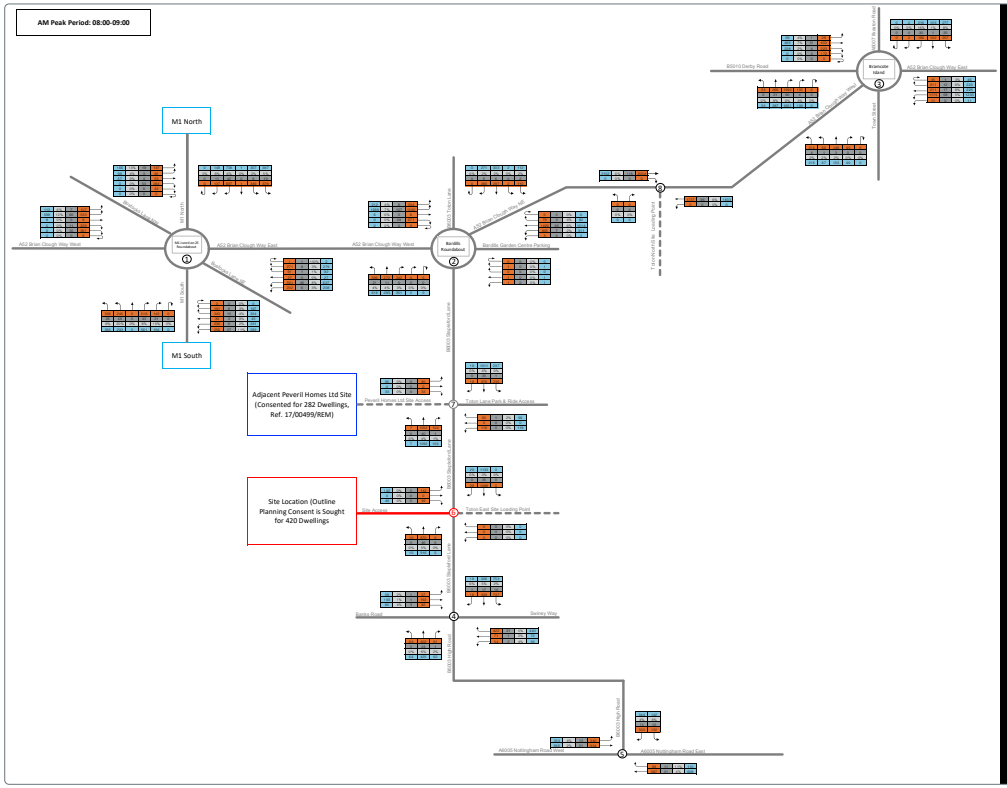
NOTES

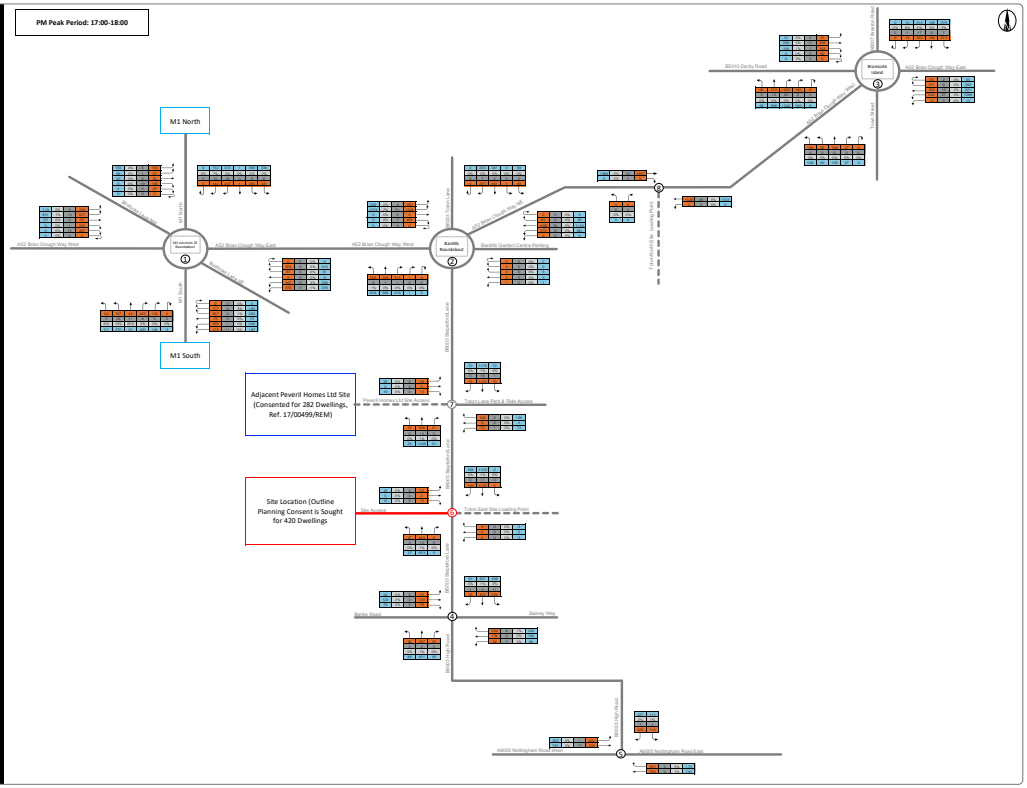
KEY

Toton West

A52 Base + Sensitivity + Development

made transport planning


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


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

APPENDIX G

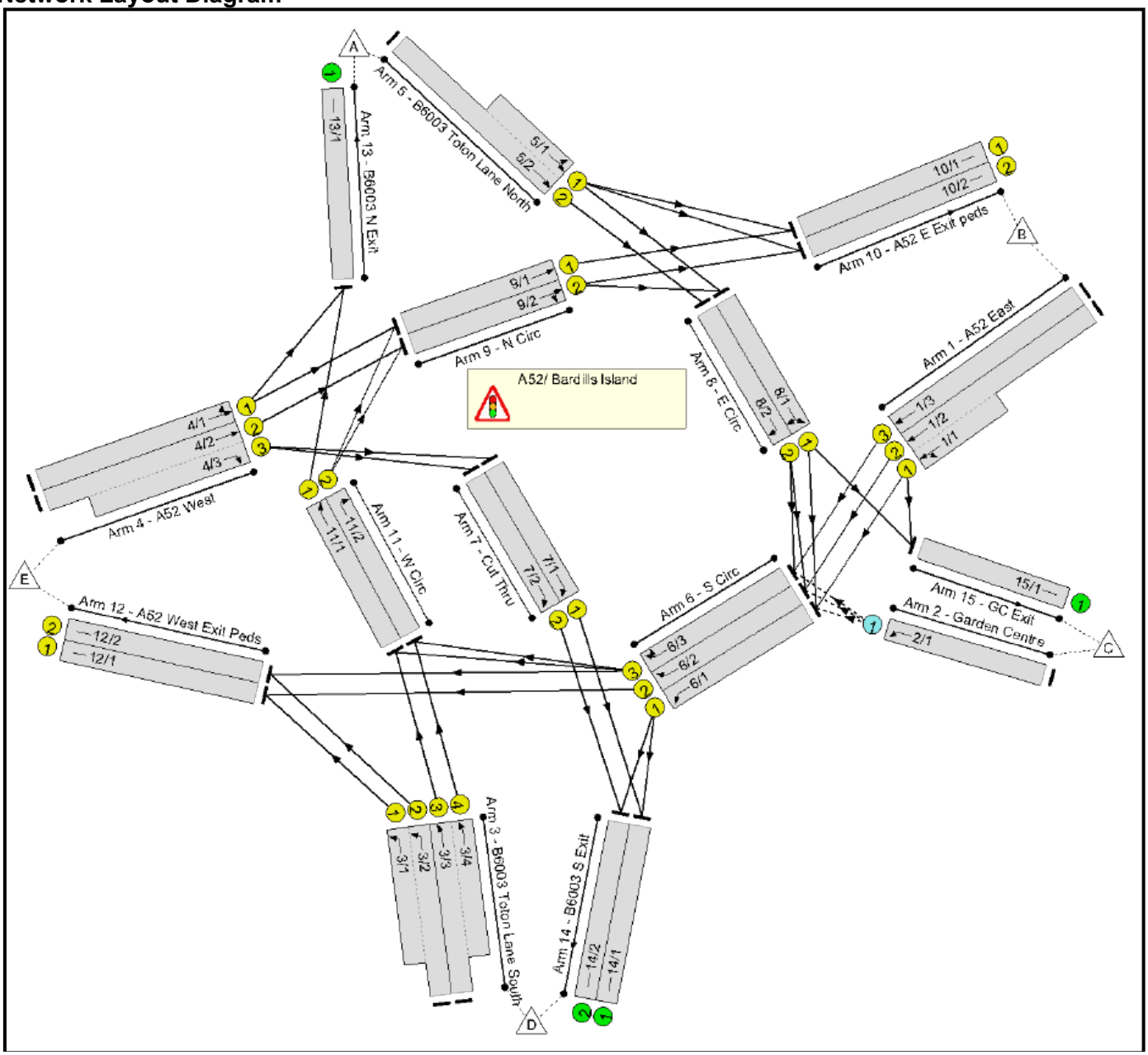
LINSIG Model Output Reports

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**A52 / Bardills Island**
Location:	Nottingham
Additional detail:	Existing network
File name:	A52 Bardills Island.lsg3x
Author:	
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



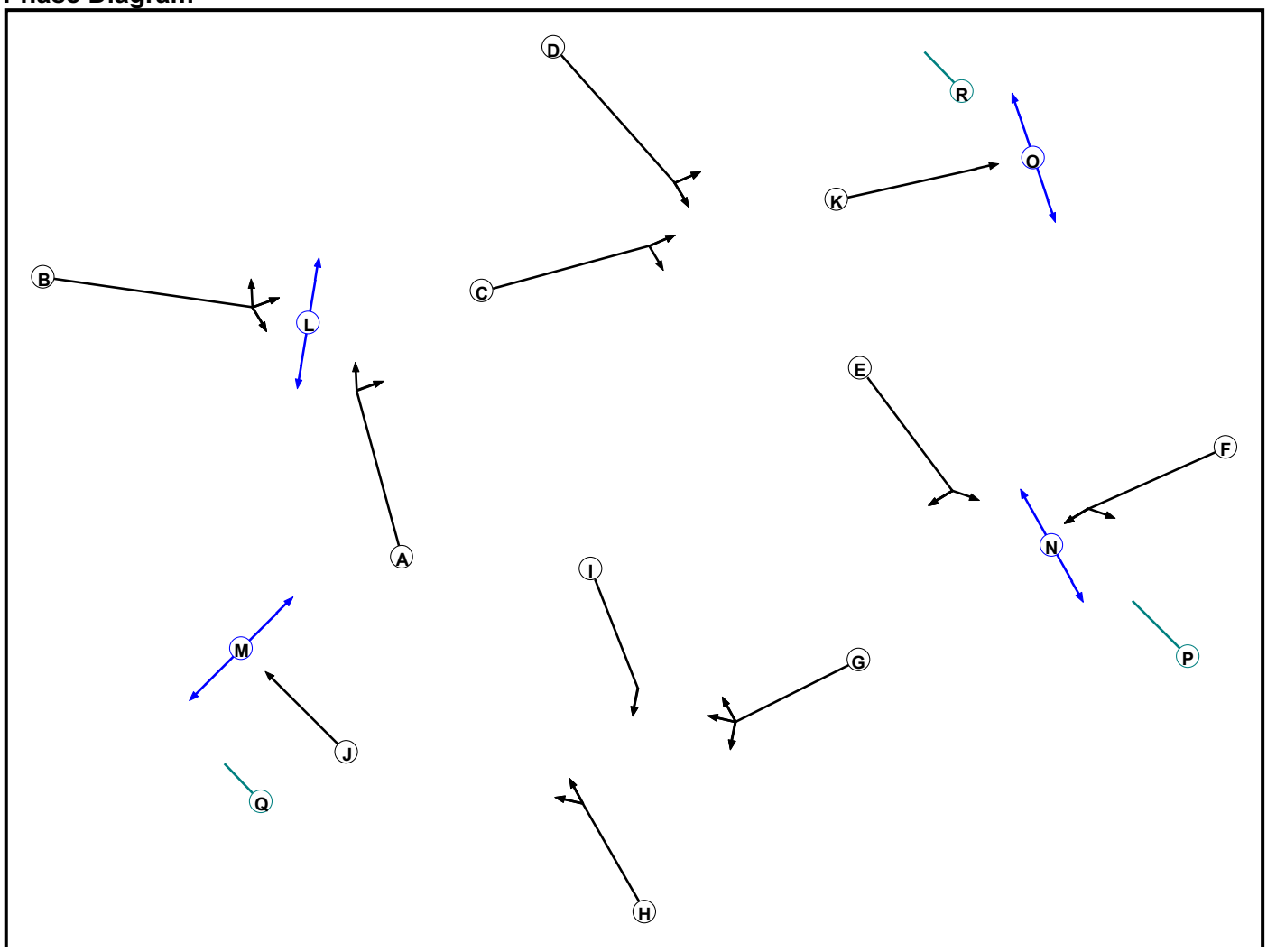
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Base	Network Control Plan 1	08:00 - 09:00	85	-8.1	72.83
2	2	2025 PM Base	Network Control Plan 1	17:00 - 18:00	77	-2.8	54.31
3	3	2028 AM Base	Network Control Plan 1	08:00 - 09:00	85	-12.2	103.30
4	4	2028 PM Base	Network Control Plan 1	17:00 - 18:00	77	-10.1	62.11
5	5	2041 AM Base	Network Control Plan 1	08:00 - 09:00	85	-21.0	226.62
6	6	2041 PM Base	Network Control Plan 1	17:00 - 18:00	77	-19.4	106.71
7	7	2028 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-12.8	108.88
8	8	2028 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	-13.3	69.77
9	9	2041 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	85	-21.5	235.94
10	10	2041 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	77	-22.6	119.79
11	11	2028 AM Base SENS	Network Control Plan 1	08:00 - 09:00	85	-12.6	106.82
12	12	2028 PM Base SENS	Network Control Plan 1	17:00 - 18:00	77	-12.2	67.07
13	14	2041 AM Base SENS	Network Control Plan 1	08:00 - 09:00	85	-21.3	232.77
14	15	2041 PM Base SENS	Network Control Plan 1	17:00 - 18:00	77	-21.6	115.36
15	16	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-13.1	112.83
16	17	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	-15.4	75.73
17	18	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	85	-21.8	243.20
18	19	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	77	-24.8	128.93

Controller Summary

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

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

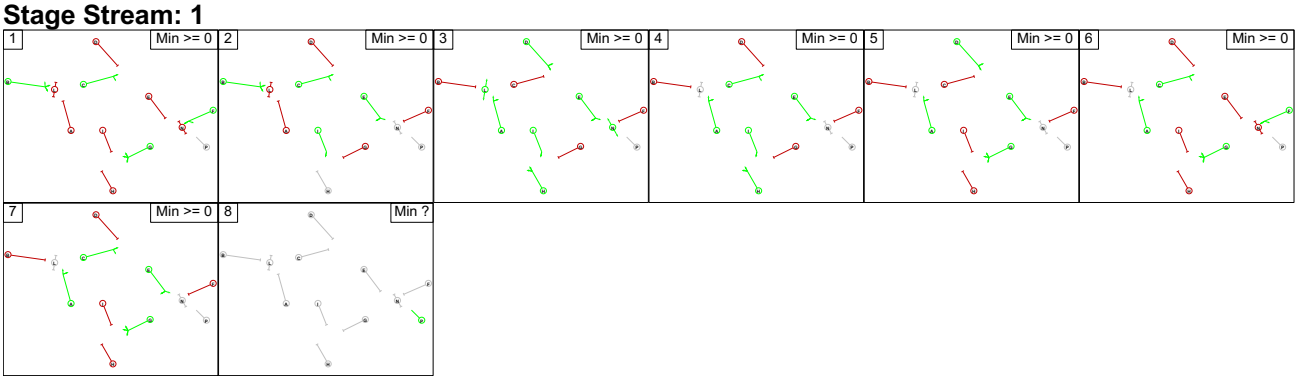
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	6		-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
C	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	6		-	-	-	-	-	-	-	6	-	-	-	-
G	-	-	-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

Phases in Stage

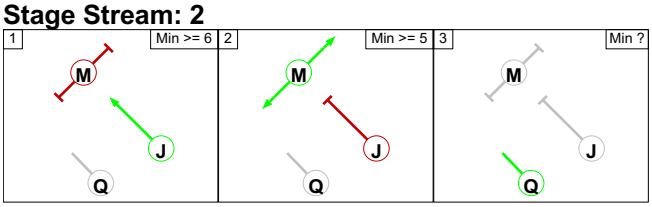
Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

Stage Diagram

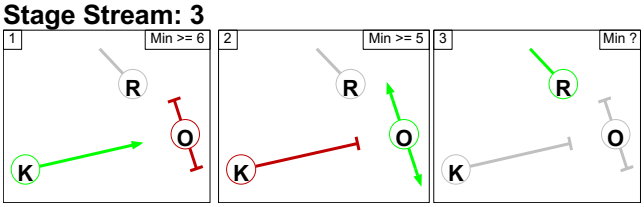
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Detailed Input Data And Results

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Lane Input Data

Junction: A52/ Bardills Island

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A52 East)	U	F	2	3	7.0	User	1900	-	-	-	-	-
1/2 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
2/1 (Garden Centre)	O		2	3	60.0	User	1800	-	-	-	-	-
3/1 (B6003 Toton Lane South)	U	H	2	3	16.5	User	1900	-	-	-	-	-
3/2 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/3 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/4 (B6003 Toton Lane South)	U	H	2	3	12.2	User	1900	-	-	-	-	-
4/1 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A52 West)	U	B	2	3	12.2	User	1900	-	-	-	-	-
5/1 (B6003 Toton Lane North)	U	D	2	3	7.0	User	1900	-	-	-	-	-
5/2 (B6003 Toton Lane North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
6/1 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/2 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/3 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
7/1 (Cut Thru)	U	I	2	3	12.5	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	10.6	User	1900	-	-	-	-	-
8/1 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-
8/2 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-

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

Give-Way Lane Input Data

Junction: A52/ Bardills Island

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Garden Centre)	6/1 (Left)	1000	0	1/1	1.00	All	-	-	-	-	-
				8/1	1.00	All					
	6/2 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
	6/3 (Left)	1000	0	8/1	1.00	All					
				8/2	1.00	All					
				1/1	1.00	All					
				1/2	1.00	All					
				1/3	1.00	All					

Lane Connector Input Data

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

11/2	9/2	Internal	4	35

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')
Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 1

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

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 2

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

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 3

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

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 4

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

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 5

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

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 6

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

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 7

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

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 8

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

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 9

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

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 10

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

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 11

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

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 12

Scenario 13: '14' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 13

Scenario 14: '15' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 14

Scenario 15: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 15

Scenario 16: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 16

Scenario 17: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 17

Scenario 18: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52/ Bardills Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A52 East Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
1/2 (A52 East Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
1/3 (A52 East Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
2/1 (Garden Centre Lane 1)	This lane uses a directly entered Saturation Flow						1800	1800
3/1 (B6003 Toton Lane South Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (B6003 Toton Lane South Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (B6003 Toton Lane South Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (B6003 Toton Lane South Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (A52 West Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (A52 West Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (A52 West Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (B6003 Toton Lane North Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
5/2 (B6003 Toton Lane North Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/1 (S Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
6/2 (S Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
6/3 (S Circ Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
7/1 (Cut Thru Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (Cut Thru Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
8/1 (E Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
8/2 (E Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
9/1 (N Circ Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900

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

Bonus Green Times

No Bonus Greens are defined For Scenario 18

Traffic Flow Groups

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

Traffic Flows, Desired

FG1: '2025 AM Base'
Desired Flow :

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

FG2: '2025 PM Base'
Desired Flow :

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

FG3: '2028 AM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	275	251	632
	B	76	0	3	267	1402	1748
	C	0	1	0	1	1	3
	D	238	220	0	0	481	939
	E	196	1562	5	624	0	2387
	Tot.	510	1887	10	1167	2135	5709

FG4: '2028 PM Base'
Desired Flow :

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

FG5: '2041 AM Base'
Desired Flow :

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

FG6: '2041 PM Base'
Desired Flow :

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

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

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

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

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

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

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

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

FG11: '2028 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

FG12: '2028 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

FG13: '2041 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

FG14: '2041 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

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

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

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

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

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	275	251	632
	B	76	0	3	267	1402	1748
	C	0	1	0	1	1	3
	D	238	220	0	0	481	939
	E	196	1562	5	624	0	2387
	Tot.	510	1887	10	1167	2135	5709

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

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

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

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

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

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

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

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

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

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

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

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

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

Traffic Flows, Difference

Difference :

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

Scenario 13: '14' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

Traffic Flows, Difference

Difference :

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

Scenario 14: '15' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

Traffic Flows, Difference

Difference :

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

Scenario 15: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

Traffic Flows, Difference

Difference :

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

Scenario 16: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

Traffic Flows, Difference

Difference :

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

Scenario 17: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

Traffic Flows, Difference

Difference :

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

Scenario 18: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Traffic Flows, Difference

Difference :

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

Traffic Lane Flows

Lane	Scenario 1: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: A52/ Bardills Island						
1/1 (short)	260	264	270	272	291	295
1/2 (with short)	907(In) 647(Out)	771(In) 507(Out)	939(In) 669(Out)	791(In) 519(Out)	1013(In) 722(Out)	851(In) 556(Out)
1/3	776	581	809	601	874	660
2/1	3	7	3	7	3	7
3/1 (short)	231	257	241	265	260	287
3/2 (with short)	463(In) 232(Out)	514(In) 257(Out)	481(In) 240(Out)	529(In) 264(Out)	519(In) 259(Out)	574(In) 287(Out)
3/3 (with short)	441(In) 229(Out)	558(In) 305(Out)	458(In) 238(Out)	574(In) 314(Out)	495(In) 257(Out)	624(In) 341(Out)
3/4 (short)	212	253	220	260	238	283
4/1	934	892	978	924	1071	1014
4/2 (with short)	1366(In) 765(Out)	1247(In) 778(Out)	1409(In) 785(Out)	1279(In) 796(Out)	1509(In) 835(Out)	1376(In) 852(Out)
4/3 (short)	601	469	624	483	674	524
5/1 (short)	367	376	381	387	411	420
5/2 (with short)	609(In) 242(Out)	585(In) 209(Out)	632(In) 251(Out)	602(In) 215(Out)	682(In) 271(Out)	653(In) 233(Out)
6/1	523	552	543	568	586	617
6/2	786	616	815	634	871	685
6/3	881	687	916	707	998	770
7/1	308	243	320	250	345	270
7/2	293	226	304	233	329	254
8/1	272	288	282	296	305	322
8/2	242	209	251	215	271	233
9/1	854	768	893	800	984	880
9/2	869	894	895	911	949	977
10/1	901	805	944	839	1018	915
10/2	917	945	943	963	1021	1040
11/1	302	391	314	402	339	437
11/2	213	253	221	260	239	283
12/1	1017	873	1056	899	1131	972
12/2	1039	858	1079	883	1174	961
13/1	491	652	510	671	551	729
14/1	568	518	590	533	637	577
14/2	556	503	577	518	623	564
15/1	10	1	10	1	11	1

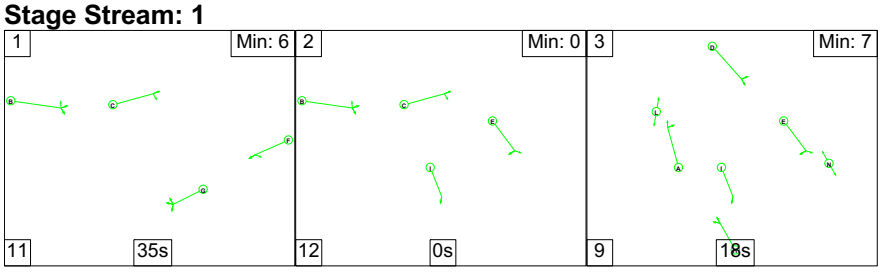
Lane	Scenario 7: 7	Scenario 8: 8	Scenario 9: 9	Scenario 10: 10	Scenario 11: 11	Scenario 12: 12
Junction: A52/ Bardills Island						
1/1 (short)	284	323	305	346	279	306
1/2 (with short)	951(In) 667(Out)	836(In) 513(Out)	1024(In) 719(Out)	893(In) 547(Out)	947(In) 668(Out)	822(In) 516(Out)
1/3	811	607	877	669	810	604
2/1	3	7	3	7	3	7
3/1 (short)	269	274	289	296	260	271
3/2 (with short)	539(In) 270(Out)	547(In) 273(Out)	578(In) 289(Out)	592(In) 296(Out)	520(In) 260(Out)	541(In) 270(Out)
3/3 (with short)	541(In) 253(Out)	600(In) 319(Out)	578(In) 273(Out)	649(In) 346(Out)	513(In) 248(Out)	591(In) 317(Out)
3/4 (short)	288	281	305	303	265	274
4/1	981	928	1073	1020	981	926
4/2 (with short)	1418(In) 782(Out)	1319(In) 792(Out)	1519(In) 833(Out)	1415(In) 846(Out)	1414(In) 782(Out)	1307(In) 794(Out)
4/3 (short)	636	527	686	569	632	513
5/1 (short)	384	399	414	432	383	395
5/2 (with short)	635(In) 251(Out)	614(In) 215(Out)	685(In) 271(Out)	665(In) 233(Out)	634(In) 251(Out)	610(In) 215(Out)
6/1	560	631	603	680	554	610
6/2	809	642	867	674	810	643
6/3	922	699	1002	781	921	698
7/1	326	272	351	293	324	265
7/2	310	255	335	276	308	248
8/1	285	308	308	334	284	304
8/2	251	215	271	233	251	215
9/1	930	815	1020	895	924	808
9/2	926	917	980	982	909	917
10/1	978	848	1050	926	964	843
10/2	977	975	1056	1049	968	973
11/1	329	407	355	442	324	405
11/2	289	281	306	303	266	274
12/1	1078	916	1156	970	1070	914
12/2	1115	884	1208	981	1104	880
13/1	525	676	567	734	520	674
14/1	605	586	652	632	600	569
14/2	591	572	637	617	586	554
15/1	10	1	11	1	10	1

Lane	Scenario 13: 14	Scenario 14: 15	Scenario 15: 16	Scenario 16: 17	Scenario 17: 18	Scenario 18: 19
Junction: A52/ Bardills Island						
1/1 (short)	300	329	293	357	314	381
1/2 (with short)	1020(In) 720(Out)	879(In) 550(Out)	958(In) 665(Out)	866(In) 509(Out)	1031(In) 717(Out)	923(In) 542(Out)
1/3	876	666	813	611	879	674
2/1	3	7	3	7	3	7
3/1 (short)	280	293	290	280	309	302
3/2 (with short)	559(In) 279(Out)	586(In) 293(Out)	579(In) 289(Out)	559(In) 279(Out)	618(In) 309(Out)	604(In) 302(Out)
3/3 (with short)	550(In) 267(Out)	640(In) 344(Out)	597(In) 264(Out)	617(In) 322(Out)	634(In) 283(Out)	666(In) 349(Out)
3/4 (short)	283	296	333	295	351	317
4/1	1072	1018	982	931	1073	1023
4/2 (with short)	1516(In) 834(Out)	1402(In) 848(Out)	1425(In) 781(Out)	1346(In) 789(Out)	1527(In) 833(Out)	1441(In) 843(Out)
4/3 (short)	682	554	644	557	694	598
5/1 (short)	413	428	386	407	417	440
5/2 (with short)	684(In) 271(Out)	661(In) 233(Out)	637(In) 251(Out)	622(In) 215(Out)	688(In) 271(Out)	673(In) 233(Out)
6/1	597	659	571	673	615	723
6/2	868	680	806	636	865	676
6/3	1001	775	925	705	1004	779
7/1	349	285	330	287	355	307
7/2	333	269	314	270	339	291
8/1	307	330	287	316	311	342
8/2	271	233	251	215	271	233
9/1	1002	890	953	824	1039	905
9/2	976	980	948	922	1007	986
10/1	1041	923	1000	856	1073	937
10/2	1043	1045	1000	981	1079	1052
11/1	349	440	340	410	365	445
11/2	284	296	334	295	352	317
12/1	1148	973	1096	916	1174	978
12/2	1197	972	1137	896	1230	985
13/1	561	732	536	679	577	737
14/1	646	613	615	622	661	667
14/2	633	600	600	608	648	654
15/1	11	1	10	1	11	1

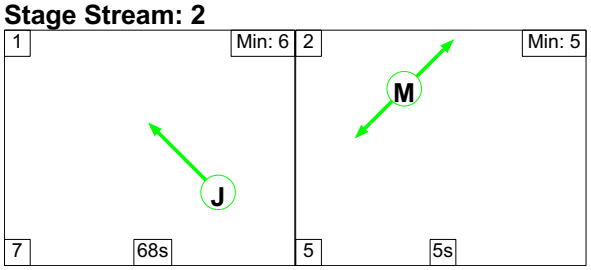
Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

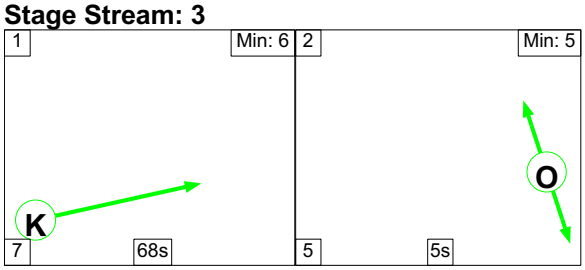
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	35	0	18
Change Point	41	2	14

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

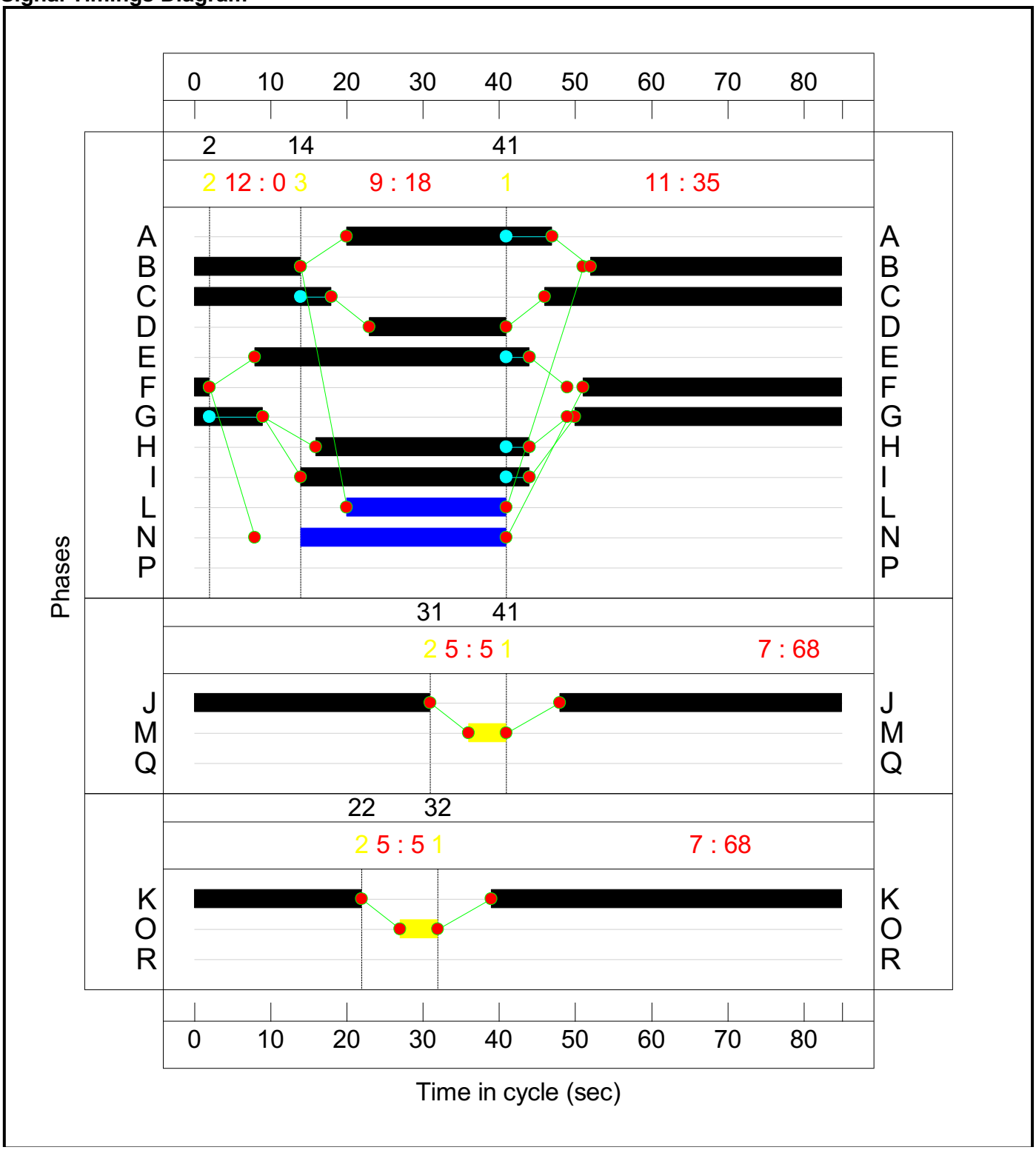
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	32	22

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	27	20	47
B	A52 West Right Ahead Left	Traffic	1	47	52	14
C	N Circ Right Ahead	Traffic	1	57	46	18
D	B6003 Toton Lane North Ahead Left	Traffic	1	18	23	41
E	E Circ Right Ahead	Traffic	1	36	8	44
F	A52 East Ahead Left	Traffic	1	36	51	2
G	S Circ Right Ahead Left (25)	Traffic	1	44	50	9
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	28	16	44
I	Cut Thru Ahead (29)	Traffic	1	30	14	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	39	22
L	Pedestrians across	Pedestrian	1	21	20	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	27	14	41
O	Pedestrians across	Pedestrian	3	5	27	32
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

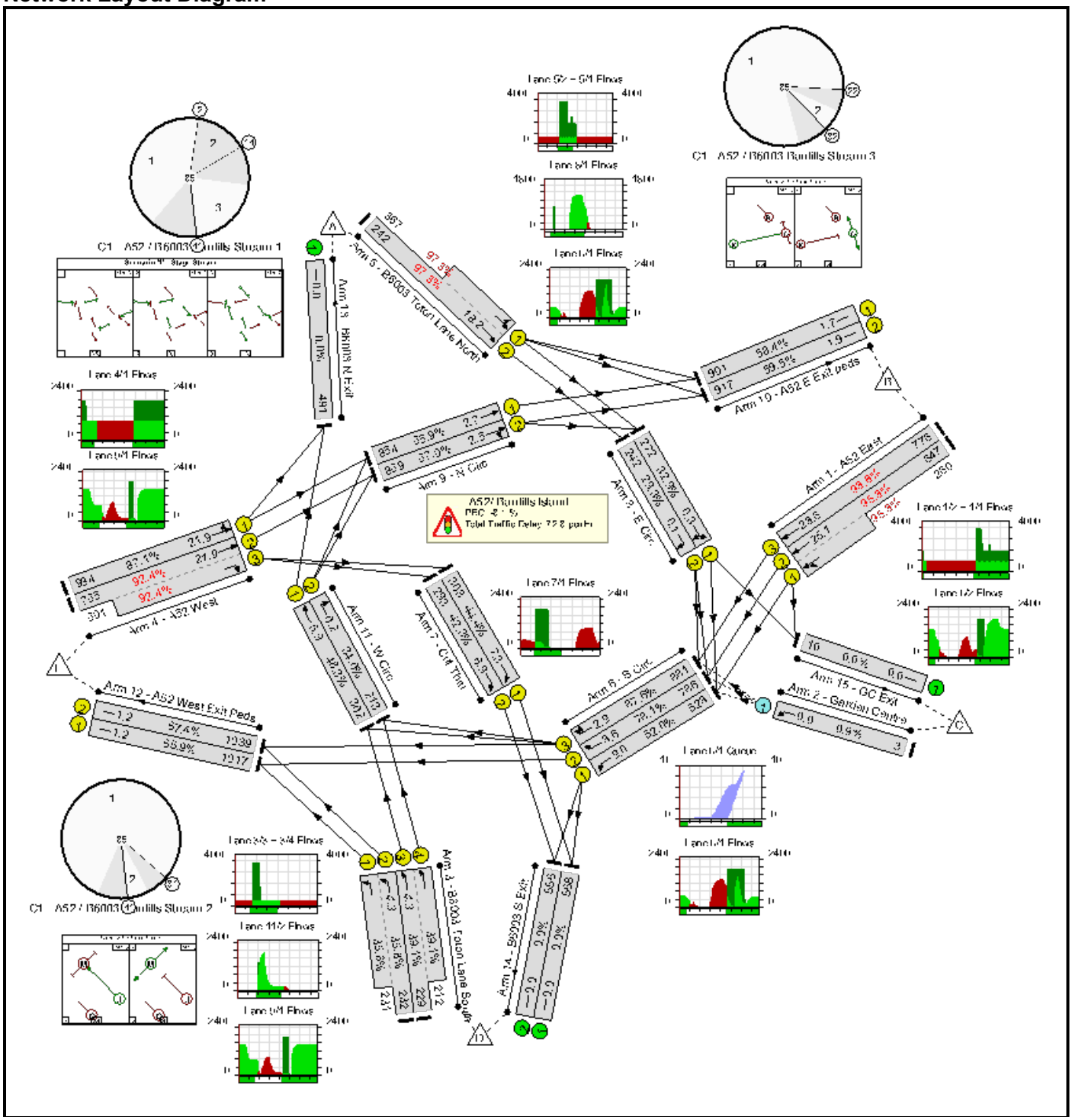
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	2
1/2	A52 East Ahead	U	F	51	2
1/3	A52 East Ahead	U	F	51	2
3/1	B6003 Toton Lane South Left	U	H	16	44
3/2	B6003 Toton Lane South Left	U	H	16	44
3/3	B6003 Toton Lane South Ahead	U	H	16	44
3/4	B6003 Toton Lane South Ahead	U	H	16	44
4/1	A52 West Ahead Left	U	B	52	14
4/2	A52 West Ahead	U	B	52	14
4/3	A52 West Right	U	B	52	14
5/1	B6003 Toton Lane North Ahead Left	U	D	23	41
5/2	B6003 Toton Lane North Ahead	U	D	23	41
6/1	S Circ Left	U	G	50	9
6/2	S Circ Ahead	U	G	50	9
6/3	S Circ Right Ahead	U	G	50	9
7/1	Cut Thru Ahead	U	I	14	44
7/2	Cut Thru Ahead	U	I	14	44
8/1	E Circ Right Ahead	U	E	8	44
8/2	E Circ Right	U	E	8	44
9/1	N Circ Ahead	U	C	46	18
9/2	N Circ Right Ahead	U	C	46	18
10/1	A52 E Exit peds	U	K	39	22
10/2	A52 E Exit peds	U	K	39	22
11/1	W Circ Ahead	U	A	20	47
11/2	W Circ Right	U	A	20	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.3%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**97.3%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	36	-	-	907	1900:1900	679+273	95.3 : 95.3%
1/3	A52 East Ahead	U	1	N/A	F		1	36	-	-	776	1900	827	93.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	329	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	28	-	-	463	1900:1900	648+648	35.8 : 35.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	28	-	-	441	1900:1900	585+542	39.1 : 39.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	47	-	-	934	1900	1073	87.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	47	-	-	1366	1900:1900	828+651	92.4 : 92.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	18	-	-	609	1900:1900	249+377	97.3 : 97.3%
6/1	S Circ Left	U	1	N/A	G		1	44	-	-	523	1900	1006	52.0%
6/2	S Circ Ahead	U	1	N/A	G		1	44	-	-	786	1900	1006	78.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	44	-	-	881	1900	1006	87.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	30	-	-	308	1900	693	44.4%
7/2	Cut Thru Ahead	U	1	N/A	I		1	30	-	-	293	1900	693	42.3%
8/1	E Circ Right Ahead	U	1	N/A	E		1	36	-	-	272	1900	827	32.9%
8/2	E Circ Right	U	1	N/A	E		1	36	-	-	242	1900	827	29.3%

9/1	N Circ Ahead	U	1	N/A	C		1	57	-	-	854	1900	1296	65.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	57	-	-	869	1900	1296	67.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	901	1900	1542	58.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	917	1900	1542	59.5%
11/1	W Circ Ahead	U	1	N/A	A		1	27	-	-	302	1900	626	48.3%
11/2	W Circ Right	U	1	N/A	A		1	27	-	-	213	1900	626	34.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1017	1900	1542	65.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1039	1900	1542	67.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	491	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	568	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	556	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**39.6**	**33.2**	**0.0**	**72.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**39.6**	**33.2**	**0.0**	**72.8**	**-**	**-**	**-**	**-**	
1/2+1/1	907	907	-	-	-	5.3	7.5	-	12.8	51.0	17.6	7.5	25.1	
1/3	776	776	-	-	-	4.9	6.1	-	11.1	51.3	17.5	6.1	23.6	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	16.0	0.0	0.0	0.0	
3/2+3/1	463	463	-	-	-	2.7	0.3	-	3.0	23.2	4.1	0.3	4.3	
3/3+3/4	441	441	-	-	-	2.6	0.3	-	2.9	23.5	4.0	0.3	4.3	
4/1	934	934	-	-	-	4.1	3.2	-	7.3	28.2	18.7	3.2	21.9	
4/2+4/3	1366	1366	-	-	-	4.9	5.5	-	10.4	27.4	16.4	5.5	21.9	
5/2+5/1	609	609	-	-	-	5.3	8.8	-	14.1	83.1	9.4	8.8	18.2	
6/1	523	523	-	-	-	1.3	0.0	-	1.3	8.7	9.0	0.0	9.0	
6/2	786	786	-	-	-	0.7	0.0	-	0.7	3.2	3.6	0.0	3.6	
6/3	881	881	-	-	-	0.6	0.0	-	0.6	2.4	2.9	0.0	2.9	
7/1	308	308	-	-	-	2.4	0.0	-	2.4	28.4	7.3	0.0	7.3	
7/2	293	293	-	-	-	2.4	0.0	-	2.4	29.4	6.9	0.0	6.9	
8/1	272	272	-	-	-	0.1	0.0	-	0.1	1.5	0.3	0.0	0.3	
8/2	242	242	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1	
9/1	854	854	-	-	-	0.5	0.0	-	0.5	2.3	2.7	0.0	2.7	
9/2	869	869	-	-	-	0.5	0.0	-	0.5	2.1	2.5	0.0	2.5	
10/1	901	901	-	-	-	0.1	0.7	-	0.8	3.1	1.0	0.7	1.7	
10/2	917	917	-	-	-	0.1	0.7	-	0.8	3.2	1.1	0.7	1.9	
11/1	302	302	-	-	-	0.7	0.0	-	0.7	8.4	5.9	0.0	5.9	

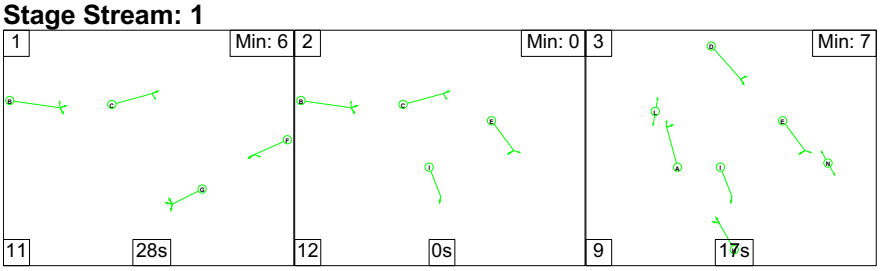
11/2	213	213	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2
12/1	1017	1017	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2
12/2	1039	1039	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2
13/1	491	491	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-8.1	Total Delay for Signalled Lanes (pcuHr):	70.97	Cycle Time (s):	85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	33.6	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s):	85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	51.4	Total Delay for Signalled Lanes (pcuHr):	1.61	Cycle Time (s):	85
	PRC Over All Lanes (%):	-8.1	Total Delay Over All Lanes(pcuHr):	72.83		

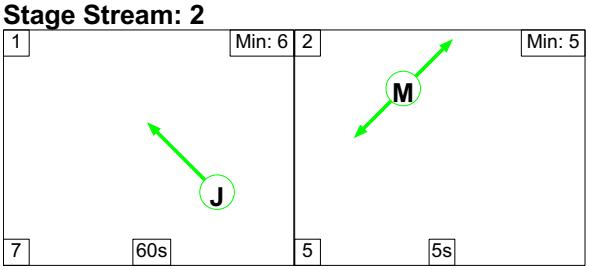
Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

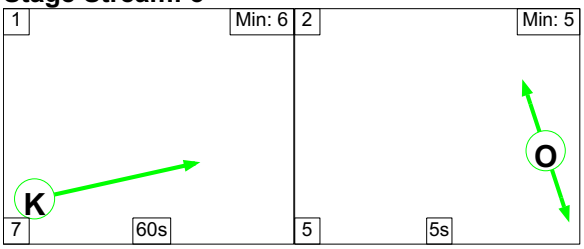
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	28	0	17
Change Point	35	74	9

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

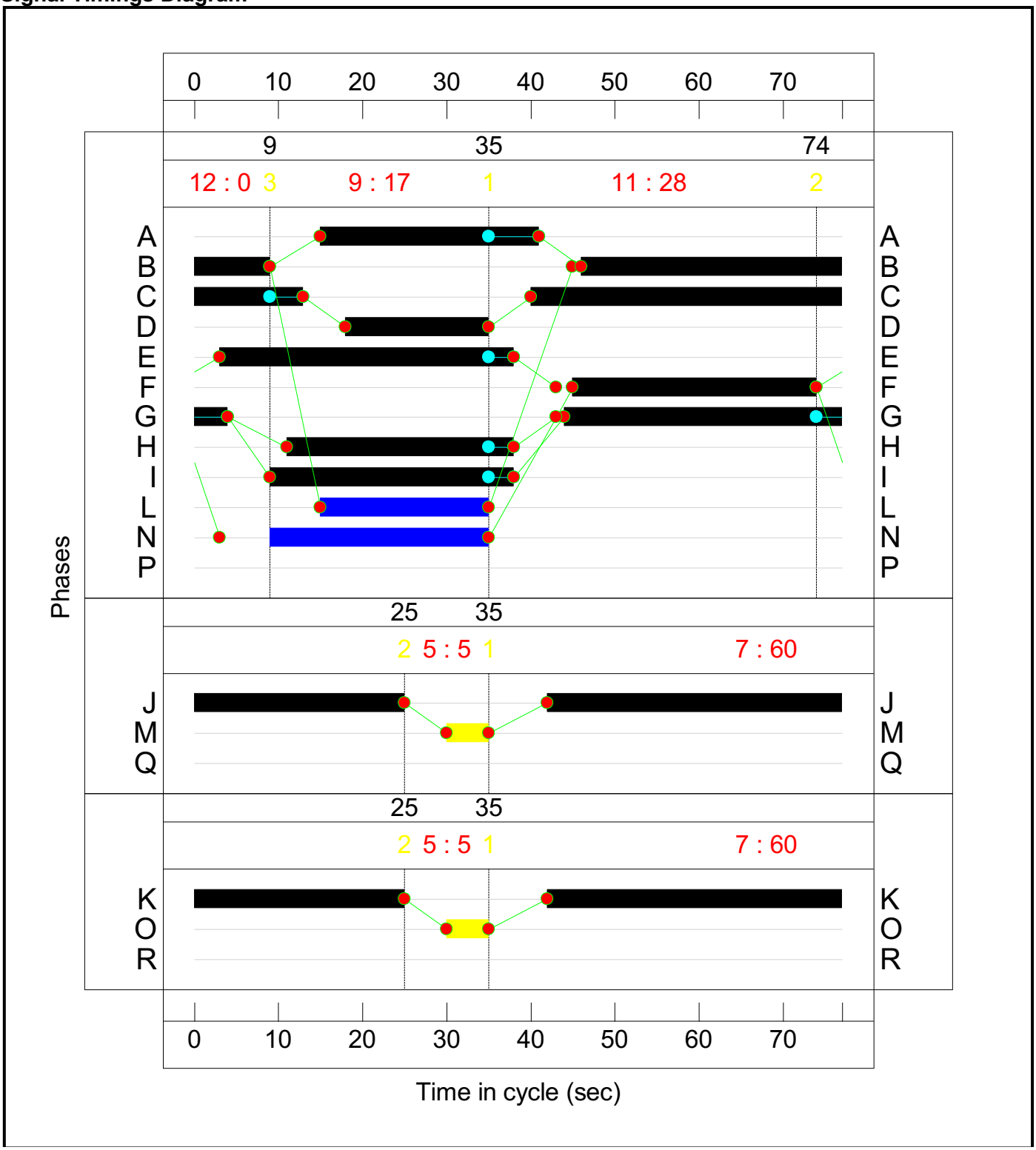
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	35	25

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	26	15	41
B	A52 West Right Ahead Left	Traffic	1	40	46	9
C	N Circ Right Ahead	Traffic	1	50	40	13
D	B6003 Toton Lane North Ahead Left	Traffic	1	17	18	35
E	E Circ Right Ahead	Traffic	1	35	3	38
F	A52 East Ahead Left	Traffic	1	29	45	74
G	S Circ Right Ahead Left (25)	Traffic	1	37	44	4
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	27	11	38
I	Cut Thru Ahead (29)	Traffic	1	29	9	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	42	25
L	Pedestrians across	Pedestrian	1	20	15	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	26	9	35
O	Pedestrians across	Pedestrian	3	5	30	35
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

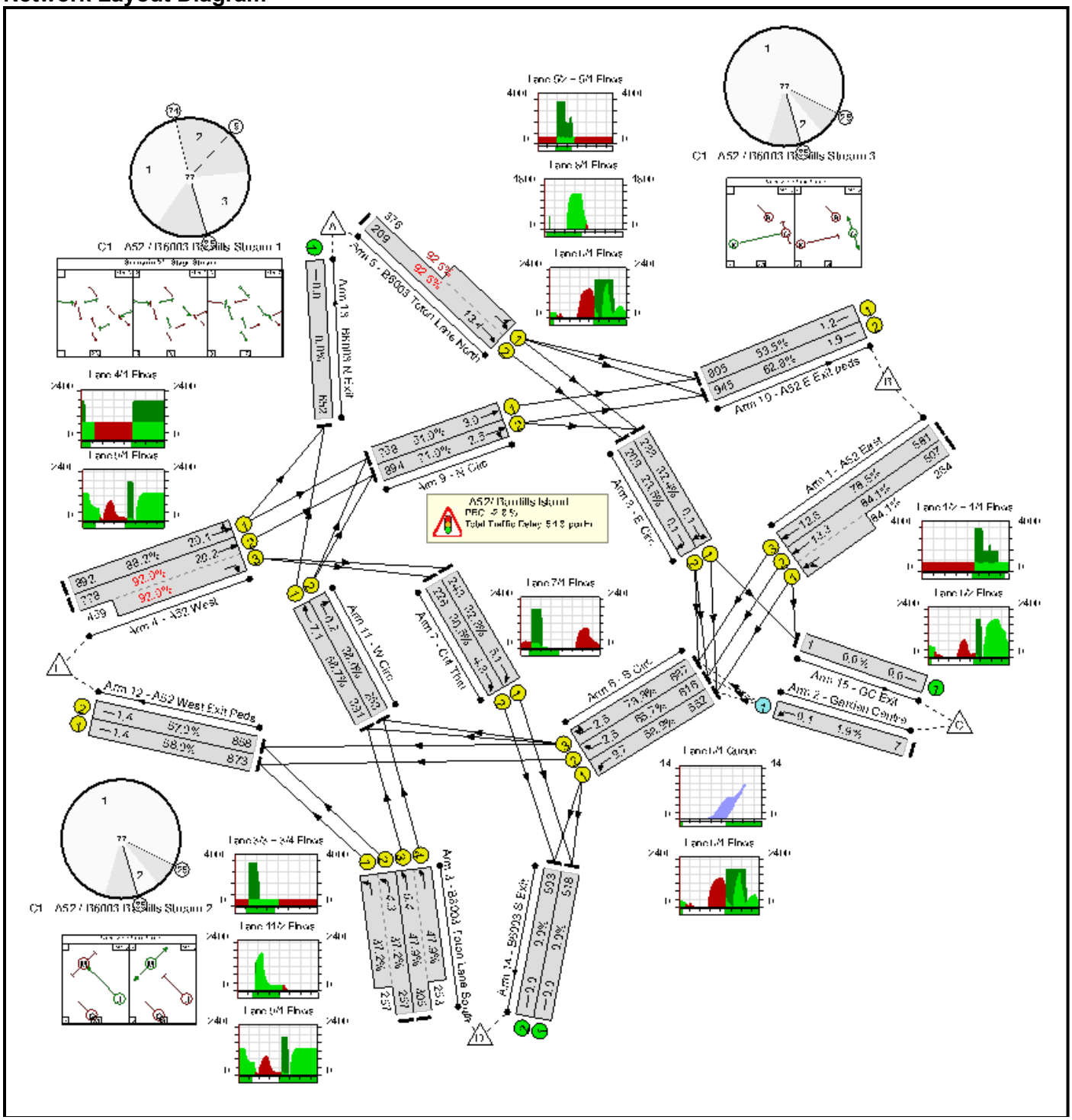
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	74
1/2	A52 East Ahead	U	F	45	74
1/3	A52 East Ahead	U	F	45	74
3/1	B6003 Toton Lane South Left	U	H	11	38
3/2	B6003 Toton Lane South Left	U	H	11	38
3/3	B6003 Toton Lane South Ahead	U	H	11	38
3/4	B6003 Toton Lane South Ahead	U	H	11	38
4/1	A52 West Ahead Left	U	B	46	9
4/2	A52 West Ahead	U	B	46	9
4/3	A52 West Right	U	B	46	9
5/1	B6003 Toton Lane North Ahead Left	U	D	18	35
5/2	B6003 Toton Lane North Ahead	U	D	18	35
6/1	S Circ Left	U	G	44	4
6/2	S Circ Ahead	U	G	44	4
6/3	S Circ Right Ahead	U	G	44	4
7/1	Cut Thru Ahead	U	I	9	38
7/2	Cut Thru Ahead	U	I	9	38
8/1	E Circ Right Ahead	U	E	3	38
8/2	E Circ Right	U	E	3	38
9/1	N Circ Ahead	U	C	40	13
9/2	N Circ Right Ahead	U	C	40	13
10/1	A52 E Exit peds	U	K	42	25
10/2	A52 E Exit peds	U	K	42	25
11/1	W Circ Ahead	U	A	15	41
11/2	W Circ Right	U	A	15	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.5%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**92.5%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	29	-	-	771	1900:1900	603+314	84.1 : 84.1%
1/3	A52 East Ahead	U	1	N/A	F		1	29	-	-	581	1900	740	78.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	373	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	27	-	-	514	1900:1900	691+691	37.2 : 37.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	27	-	-	558	1900:1900	636+528	47.9 : 47.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	40	-	-	892	1900	1012	88.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	40	-	-	1247	1900:1900	845+510	92.0 : 92.0%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	17	-	-	585	1900:1900	226+407	92.5 : 92.5%
6/1	S Circ Left	U	1	N/A	G		1	37	-	-	552	1900	938	58.9%
6/2	S Circ Ahead	U	1	N/A	G		1	37	-	-	616	1900	938	65.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	37	-	-	687	1900	938	73.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	243	1900	740	32.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	29	-	-	226	1900	740	30.5%
8/1	E Circ Right Ahead	U	1	N/A	E		1	35	-	-	288	1900	888	32.4%
8/2	E Circ Right	U	1	N/A	E		1	35	-	-	209	1900	888	23.5%

9/1	N Circ Ahead	U	1	N/A	C		1	50	-	-	768	1900	1258	61.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	50	-	-	894	1900	1258	71.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	805	1900	1505	53.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	945	1900	1505	62.8%
11/1	W Circ Ahead	U	1	N/A	A		1	26	-	-	391	1900	666	58.7%
11/2	W Circ Right	U	1	N/A	A		1	26	-	-	253	1900	666	38.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	873	1900	1505	58.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	858	1900	1505	57.0%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	503	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**3**	**4**	**0**	**34.0**	**20.4**	**0.0**	**54.3**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**3**	**4**	**0**	**34.0**	**20.4**	**0.0**	**54.3**	**-**	**-**	**-**	**-**	
1/2+1/1	771	771	-	-	-	4.1	2.5	-	6.6	30.9	10.7	2.5	13.3	
1/3	581	581	-	-	-	3.3	1.8	-	5.1	31.7	10.8	1.8	12.6	
2/1	7	7	3	4	0	0.0	0.0	-	0.0	12.7	0.1	0.0	0.1	
3/2+3/1	514	514	-	-	-	2.6	0.3	-	2.9	20.1	4.0	0.3	4.3	
3/3+3/4	558	558	-	-	-	2.8	0.5	-	3.3	21.3	4.9	0.5	5.4	
4/1	892	892	-	-	-	3.9	3.5	-	7.5	30.1	16.6	3.5	20.1	
4/2+4/3	1247	1247	-	-	-	4.6	5.3	-	9.8	28.4	15.0	5.3	20.2	
5/2+5/1	585	585	-	-	-	4.4	5.1	-	9.5	58.5	8.3	5.1	13.4	
6/1	552	552	-	-	-	1.3	0.0	-	1.3	8.7	9.7	0.0	9.7	
6/2	616	616	-	-	-	0.5	0.0	-	0.5	2.9	2.5	0.0	2.5	
6/3	687	687	-	-	-	0.5	0.0	-	0.5	2.7	2.5	0.0	2.5	
7/1	243	243	-	-	-	1.6	0.0	-	1.6	23.0	5.1	0.0	5.1	
7/2	226	226	-	-	-	1.5	0.0	-	1.5	24.0	4.8	0.0	4.8	
8/1	288	288	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	
8/2	209	209	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	
9/1	768	768	-	-	-	0.6	0.0	-	0.6	3.0	3.0	0.0	3.0	
9/2	894	894	-	-	-	0.5	0.0	-	0.5	2.2	2.5	0.0	2.5	
10/1	805	805	-	-	-	0.1	0.6	-	0.7	2.9	0.6	0.6	1.2	
10/2	945	945	-	-	-	0.1	0.8	-	1.0	3.7	1.1	0.8	1.9	
11/1	391	391	-	-	-	0.9	0.0	-	0.9	7.9	7.1	0.0	7.1	

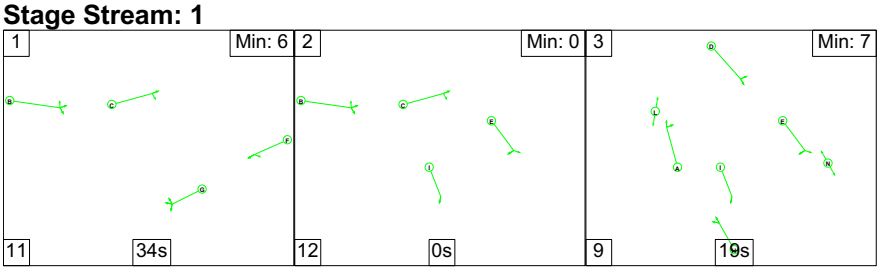
11/2	253	253	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2
12/1	873	873	-	-	-	0.2	0.0	-	0.2	0.7	1.4	0.0	1.4
12/2	858	858	-	-	-	0.2	0.0	-	0.2	0.7	1.4	0.0	1.4
13/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-2.8	Total Delay for Signalled Lanes (pcuHr):	52.35	Cycle Time (s):	77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	55.2	Total Delay for Signalled Lanes (pcuHr):	0.32	Cycle Time (s):	77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	43.4	Total Delay for Signalled Lanes (pcuHr):	1.61	Cycle Time (s):	77
	PRC Over All Lanes (%):	-2.8	Total Delay Over All Lanes(pcuHr):	54.31		

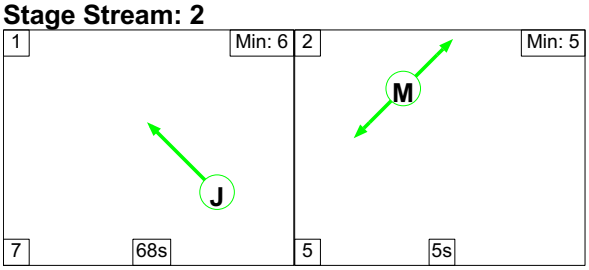
Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

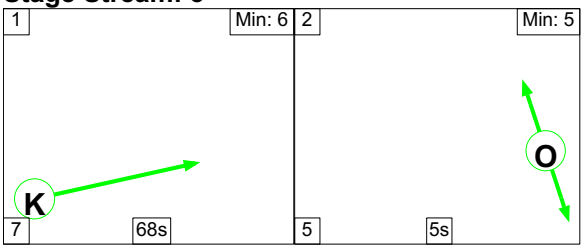
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

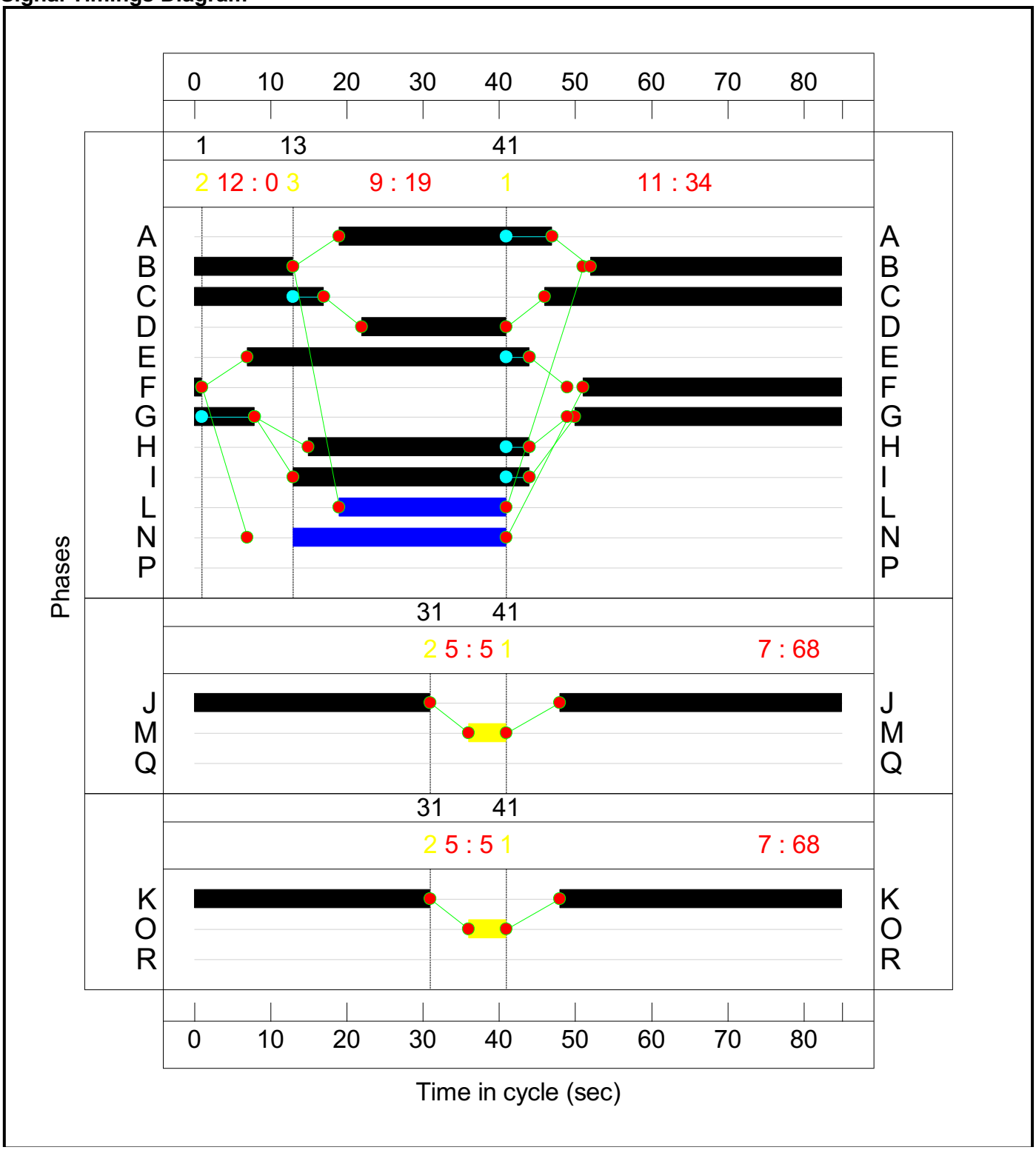
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

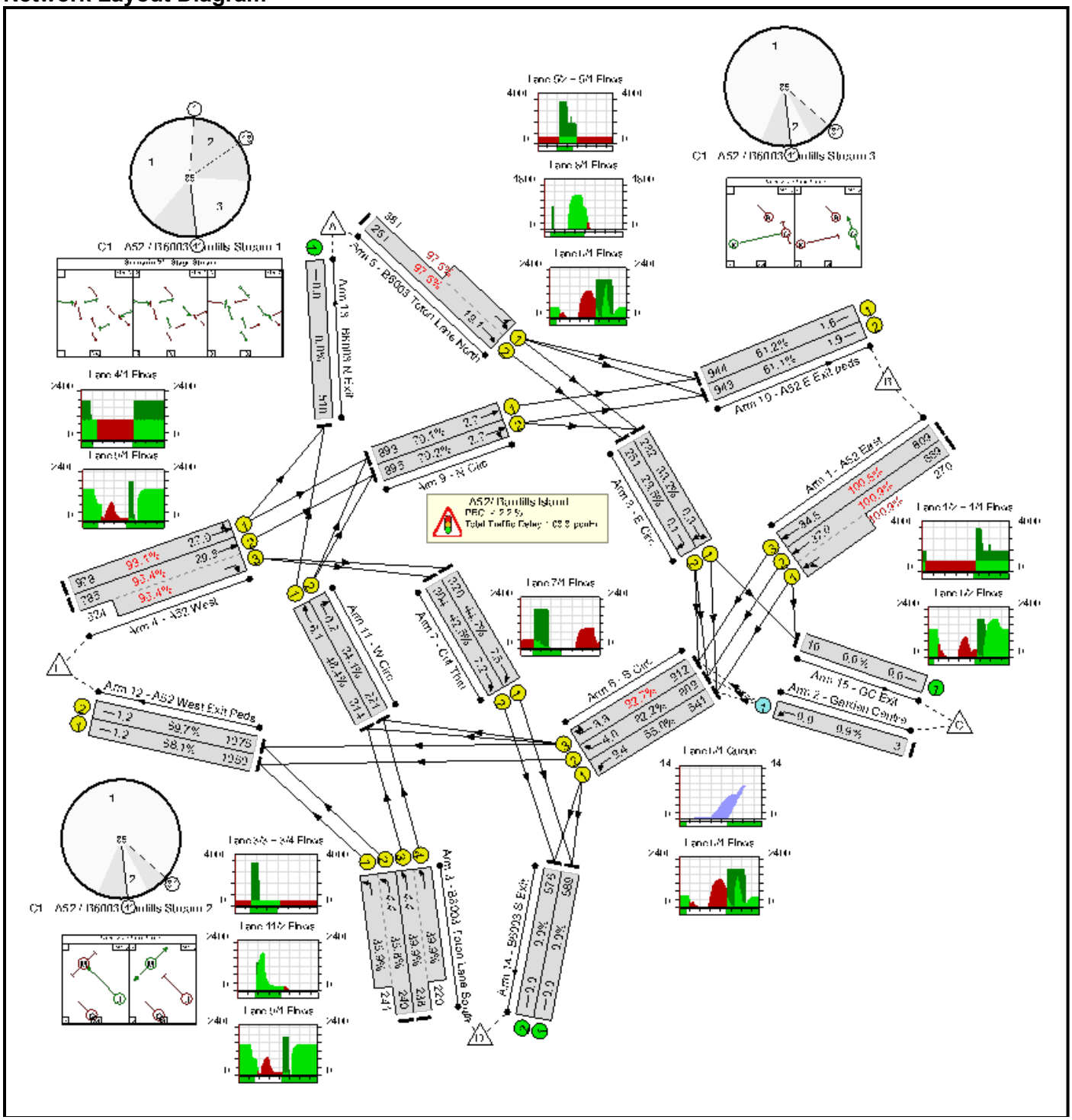
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.9%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.9%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	939	1900:1900	663+267	100.9 : 100.9%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	809	1900	805	100.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	481	1900:1900	671+671	35.8 : 35.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	458	1900:1900	597+552	39.9 : 39.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	978	1900	1051	93.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1409	1900:1900	814+647	96.4 : 96.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	632	1900:1900	257+391	97.5 : 97.5%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	543	1900	984	55.0%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	815	1900	984	82.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	916	1900	984	92.7%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	320	1900	715	44.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	304	1900	715	42.5%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	282	1900	849	33.2%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	251	1900	849	29.5%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	893	1900	1274	70.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	895	1900	1274	70.2%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	944	1900	1542	61.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	943	1900	1542	61.1%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	314	1900	648	48.4%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	221	1900	648	34.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1056	1900	1542	68.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1079	1900	1542	69.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	510	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	590	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**43.3**	**60.0**	**0.0**	**103.3**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**43.3**	**60.0**	**0.0**	**103.3**	**-**	**-**	**-**	**-**	
1/2+1/1	939	930	-	-	-	6.1	17.7	-	23.8	91.2	19.3	17.7	37.0	
1/3	809	805	-	-	-	5.7	15.3	-	21.1	93.7	19.2	15.3	34.5	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	481	481	-	-	-	2.7	0.3	-	3.0	22.5	4.2	0.3	4.4	
3/3+3/4	458	458	-	-	-	2.6	0.3	-	2.9	22.8	4.1	0.3	4.4	
4/1	978	978	-	-	-	4.8	5.8	-	10.6	38.9	21.2	5.8	27.0	
4/2+4/3	1409	1409	-	-	-	5.5	9.8	-	15.3	39.2	20.0	9.8	29.8	
5/2+5/1	632	632	-	-	-	5.4	9.1	-	14.5	82.7	10.0	9.1	19.1	
6/1	541	541	-	-	-	1.4	0.0	-	1.4	9.6	9.4	0.0	9.4	
6/2	809	809	-	-	-	0.9	0.0	-	0.9	3.9	4.0	0.0	4.0	
6/3	912	912	-	-	-	0.8	0.0	-	0.8	3.1	3.3	0.0	3.3	
7/1	320	320	-	-	-	2.4	0.0	-	2.4	27.3	7.5	0.0	7.5	
7/2	304	304	-	-	-	2.4	0.0	-	2.4	28.3	7.2	0.0	7.2	
8/1	282	282	-	-	-	0.1	0.0	-	0.1	1.4	0.3	0.0	0.3	
8/2	251	251	-	-	-	0.1	0.0	-	0.1	1.1	0.1	0.0	0.1	
9/1	893	893	-	-	-	0.6	0.0	-	0.6	2.3	2.7	0.0	2.7	
9/2	895	895	-	-	-	0.6	0.0	-	0.6	2.3	2.7	0.0	2.7	
10/1	944	944	-	-	-	0.1	0.8	-	0.9	3.4	0.8	0.8	1.6	
10/2	943	943	-	-	-	0.1	0.8	-	0.9	3.4	1.1	0.8	1.9	
11/1	314	314	-	-	-	0.7	0.0	-	0.7	8.3	6.1	0.0	6.1	

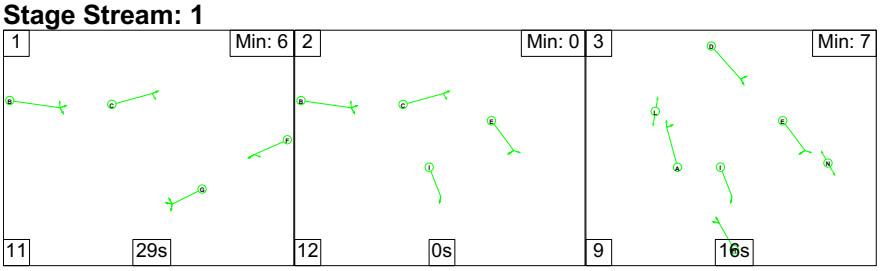
11/2	221	221	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1050	1050	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2	
12/2	1075	1075	-	-	-	0.1	0.0	-	0.1	0.4	1.2	0.0	1.2	
13/1	510	510	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-12.2	Total Delay for Signalled Lanes (pcuHr):	101.26	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	29.1	Total Delay for Signalled Lanes (pcuHr):	0.25	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	47.0	Total Delay for Signalled Lanes (pcuHr):	1.78	Cycle Time (s): 85
	PRC Over All Lanes (%):	-12.2	Total Delay Over All Lanes(pcuHr):	103.30	

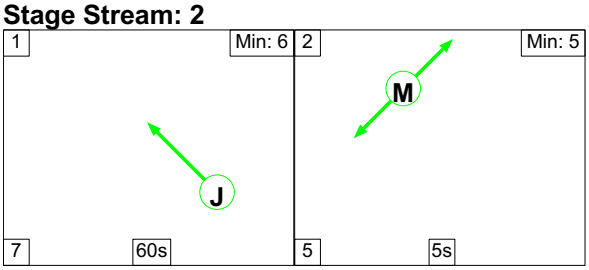
Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

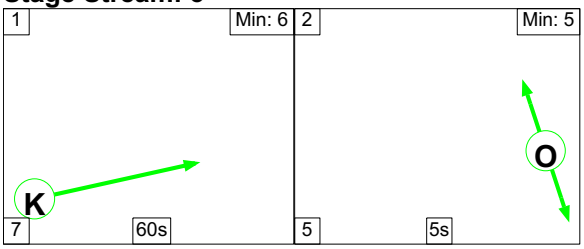
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

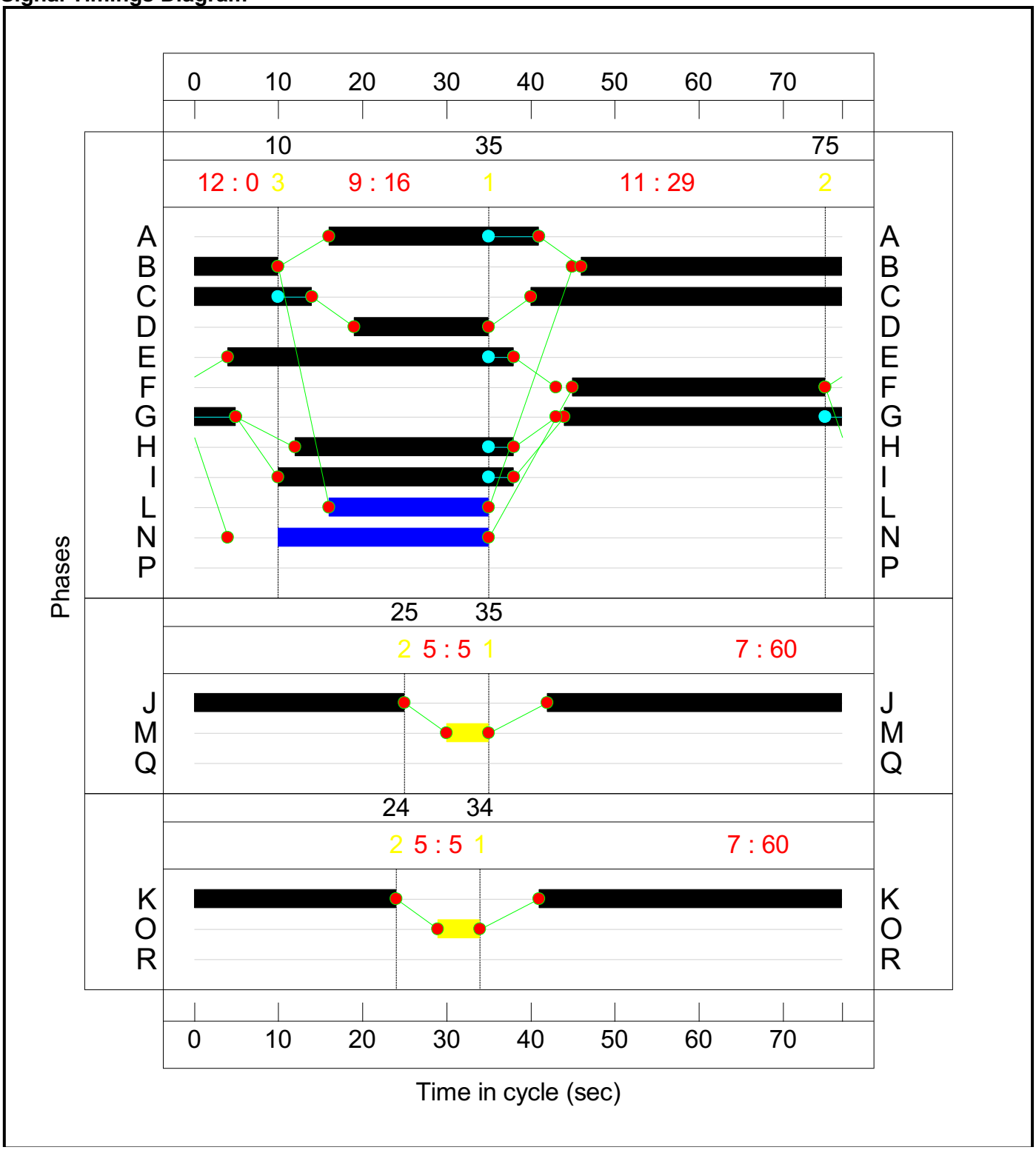
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

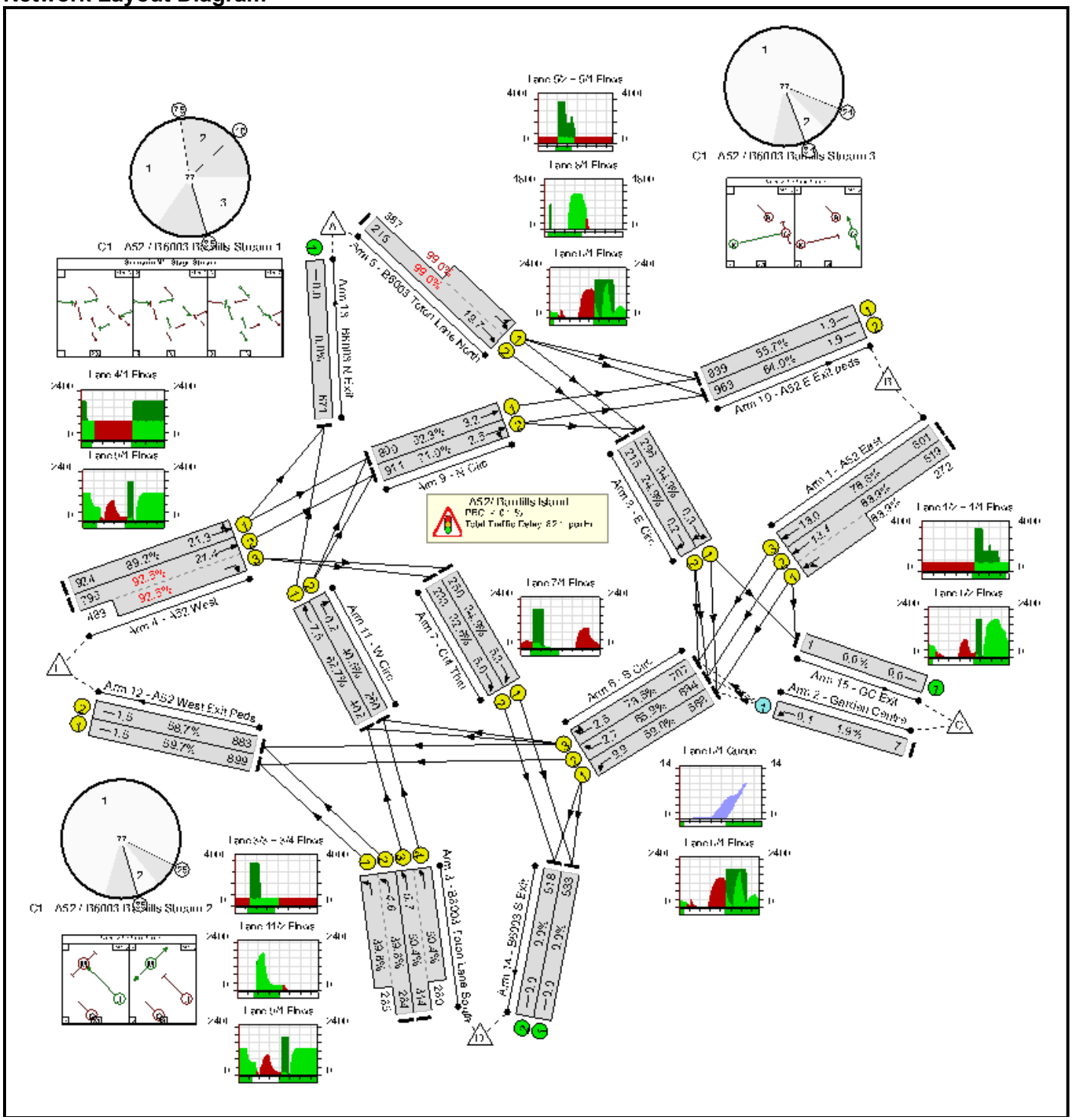
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.0%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.0%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	791	1900:1900	619+324	83.9 : 83.9%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	601	1900	765	78.6%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	529	1900:1900	666+666	39.6 : 39.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	574	1900:1900	623+516	50.4 : 50.4%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	924	1900	1036	89.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1279	1900:1900	860+522	92.5 : 92.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	602	1900:1900	217+391	99.0 : 99.0%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	568	1900	962	59.0%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	634	1900	962	65.9%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	707	1900	962	73.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	250	1900	716	34.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	233	1900	716	32.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	296	1900	864	34.3%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.9%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	800	1900	1283	62.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	911	1900	1283	71.0%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	839	1900	1505	55.7%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	963	1900	1505	64.0%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	402	1900	642	62.7%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	260	1900	642	40.5%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	899	1900	1505	59.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	883	1900	1505	58.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	671	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	533	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**35.1**	**27.0**	**0.0**	**62.1**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**35.1**	**27.0**	**0.0**	**62.1**	**-**	**-**	**-**	**-**	
1/2+1/1	791	791	-	-	-	4.0	2.5	-	6.6	29.9	10.8	2.5	13.4	
1/3	601	601	-	-	-	3.4	1.8	-	5.1	30.8	11.2	1.8	13.0	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	529	529	-	-	-	2.8	0.3	-	3.1	21.1	4.3	0.3	4.6	
3/3+3/4	574	574	-	-	-	3.1	0.5	-	3.6	22.3	5.1	0.5	5.7	
4/1	924	924	-	-	-	4.0	3.8	-	7.8	30.5	17.5	3.8	21.3	
4/2+4/3	1279	1279	-	-	-	4.5	5.6	-	10.1	28.4	15.8	5.6	21.4	
5/2+5/1	602	602	-	-	-	4.8	10.9	-	15.7	93.7	8.8	10.9	19.7	
6/1	568	568	-	-	-	1.4	0.0	-	1.4	8.6	9.9	0.0	9.9	
6/2	634	634	-	-	-	0.5	0.0	-	0.5	2.9	2.7	0.0	2.7	
6/3	707	707	-	-	-	0.5	0.0	-	0.5	2.5	2.5	0.0	2.5	
7/1	250	250	-	-	-	1.6	0.0	-	1.6	23.7	5.3	0.0	5.3	
7/2	233	233	-	-	-	1.6	0.0	-	1.6	24.7	5.0	0.0	5.0	
8/1	296	296	-	-	-	0.1	0.0	-	0.1	1.8	0.3	0.0	0.3	
8/2	215	215	-	-	-	0.1	0.0	-	0.1	1.4	0.2	0.0	0.2	
9/1	800	800	-	-	-	0.6	0.0	-	0.6	2.9	3.2	0.0	3.2	
9/2	911	911	-	-	-	0.5	0.0	-	0.5	2.0	2.5	0.0	2.5	
10/1	839	839	-	-	-	0.1	0.6	-	0.7	3.1	0.7	0.6	1.3	
10/2	963	963	-	-	-	0.1	0.9	-	1.0	3.8	1.0	0.9	1.9	
11/1	402	402	-	-	-	0.9	0.0	-	0.9	8.1	7.5	0.0	7.5	

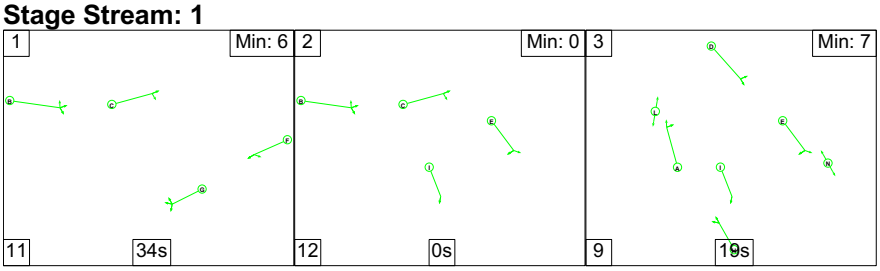
11/2	260	260	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2
12/1	899	899	-	-	-	0.2	0.0	-	0.2	0.8	1.5	0.0	1.5
12/2	883	883	-	-	-	0.2	0.0	-	0.2	0.8	1.5	0.0	1.5
13/1	671	671	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	533	533	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/2	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-10.1	Total Delay for Signalled Lanes (pcuHr):	59.97	Cycle Time (s):	77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	50.7	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s):	77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	1.73	Cycle Time (s):	77
	PRC Over All Lanes (%):	-10.1	Total Delay Over All Lanes(pcuHr):	62.11		

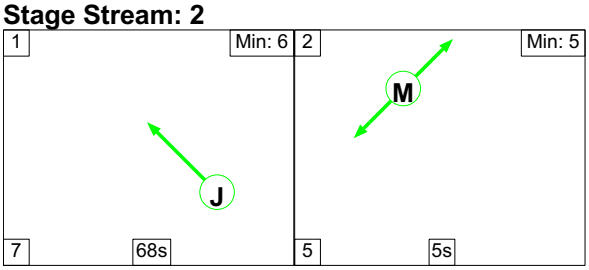
Scenario 5: '5' (FG5: '2041 AM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

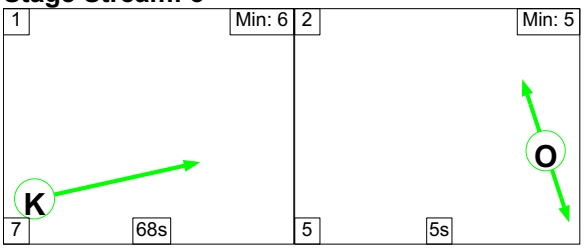
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

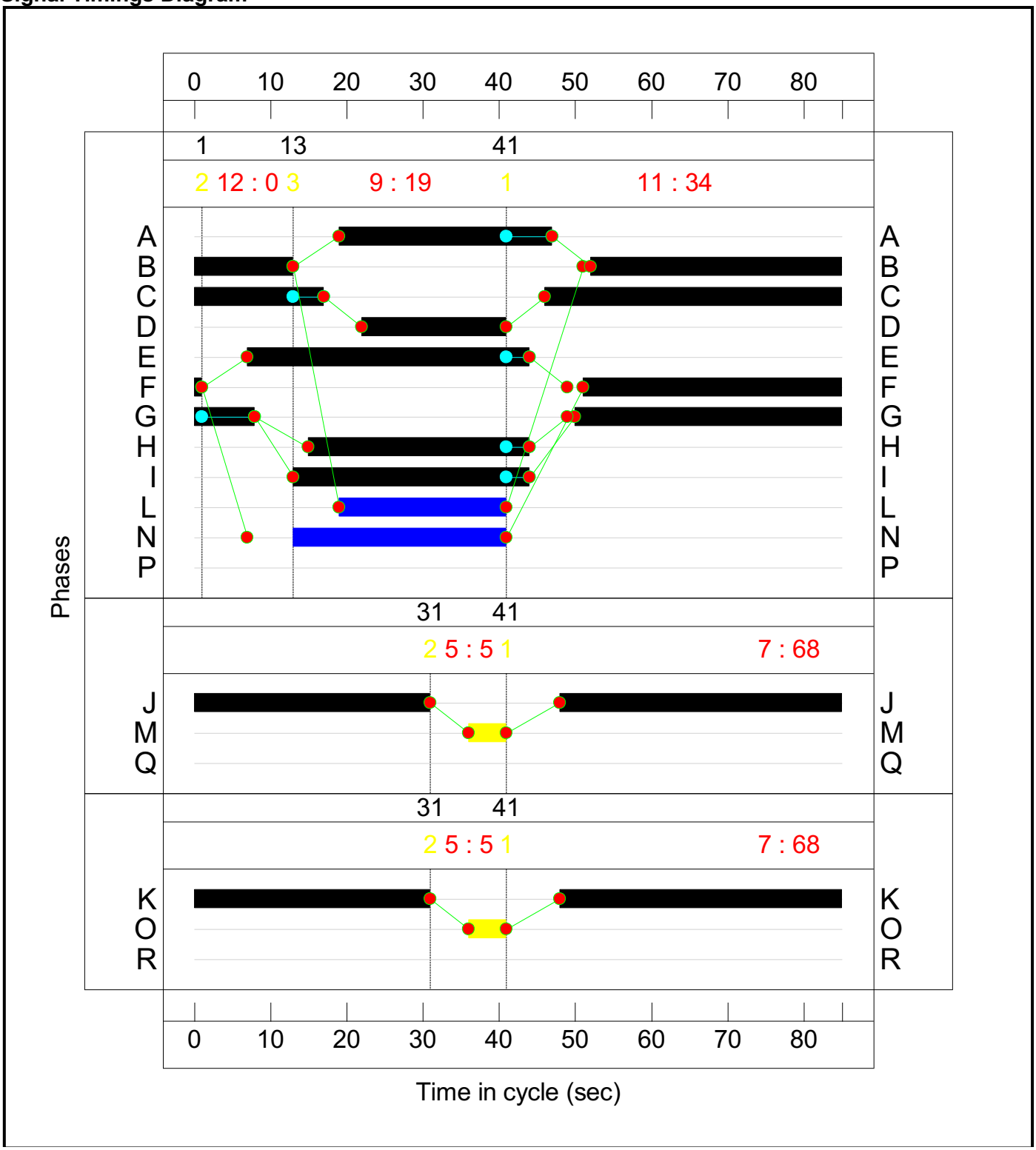
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

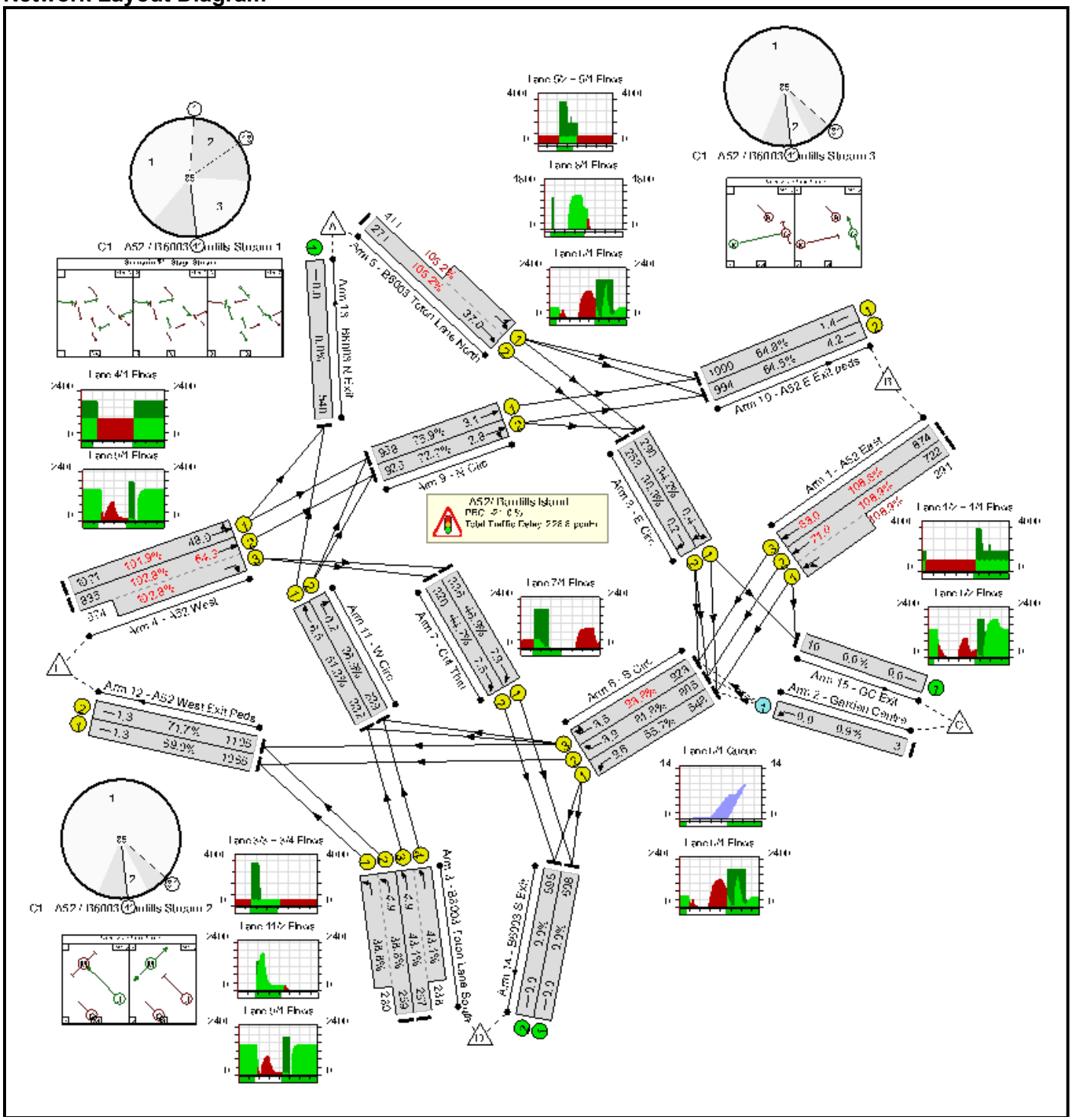
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**108.9%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**108.9%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1013	1900:1900	663+267	108.9 : 108.9%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	874	1900	805	108.6%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	519	1900:1900	671+671	38.6 : 38.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	495	1900:1900	597+553	43.1 : 43.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1071	1900	1051	101.9%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1509	1900:1900	812+655	102.8 : 102.8%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	682	1900:1900	258+391	105.2 : 105.2%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	586	1900	984	55.7%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	871	1900	984	81.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	998	1900	984	93.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	345	1900	715	46.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	329	1900	715	44.7%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	305	1900	849	34.2%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	30.3%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	984	1900	1274	75.9%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	949	1900	1274	72.7%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1018	1900	1542	64.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1021	1900	1542	64.5%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	339	1900	648	51.3%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	239	1900	648	36.9%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1131	1900	1542	69.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1174	1900	1542	71.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	551	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	623	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**58.6**	**168.0**	**0.0**	**226.6**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**58.6**	**168.0**	**0.0**	**226.6**	**-**	**-**	**-**	**-**	
1/2+1/1	1013	930	-	-	-	10.1	46.9	-	56.9	202.3	24.2	46.9	71.0	
1/3	874	805	-	-	-	9.5	40.1	-	49.6	204.3	22.9	40.1	63.0	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	519	519	-	-	-	3.0	0.3	-	3.3	22.8	4.5	0.3	4.9	
3/3+3/4	495	495	-	-	-	2.8	0.4	-	3.2	23.2	4.5	0.4	4.9	
4/1	1071	1051	-	-	-	6.7	22.2	-	28.9	97.2	25.8	22.2	48.0	
4/2+4/3	1509	1468	-	-	-	8.4	32.4	-	40.7	97.2	31.9	32.4	64.3	
5/2+5/1	682	648	-	-	-	7.1	23.9	-	31.0	163.9	13.0	23.9	37.0	
6/1	548	548	-	-	-	1.5	0.0	-	1.5	10.0	9.6	0.0	9.6	
6/2	805	805	-	-	-	0.9	0.0	-	0.9	3.8	3.9	0.0	3.9	
6/3	923	923	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	
7/1	336	336	-	-	-	2.5	0.0	-	2.5	26.7	7.9	0.0	7.9	
7/2	320	320	-	-	-	2.5	0.0	-	2.5	27.7	7.5	0.0	7.5	
8/1	290	290	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	
8/2	258	258	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	968	968	-	-	-	0.7	0.0	-	0.7	2.6	3.1	0.0	3.1	
9/2	926	926	-	-	-	0.6	0.0	-	0.6	2.3	2.8	0.0	2.8	
10/1	1000	1000	-	-	-	0.1	0.9	-	1.0	3.5	0.5	0.9	1.4	
10/2	994	994	-	-	-	0.2	0.9	-	1.1	3.8	3.3	0.9	4.2	
11/1	332	332	-	-	-	0.7	0.0	-	0.7	8.0	6.5	0.0	6.5	

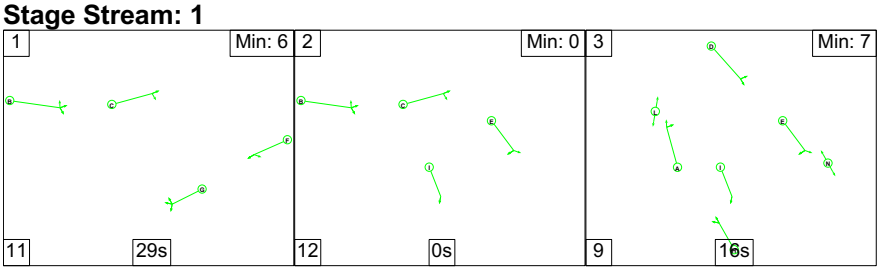
11/2	239	239	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1065	1065	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	
12/2	1105	1105	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	
13/1	540	540	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	595	595	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-21.0	Total Delay for Signalled Lanes (pcuHr):	224.29	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	25.6	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	38.8	Total Delay for Signalled Lanes (pcuHr):	2.04	Cycle Time (s): 85
	PRC Over All Lanes (%):	-21.0	Total Delay Over All Lanes(pcuHr):	226.62	

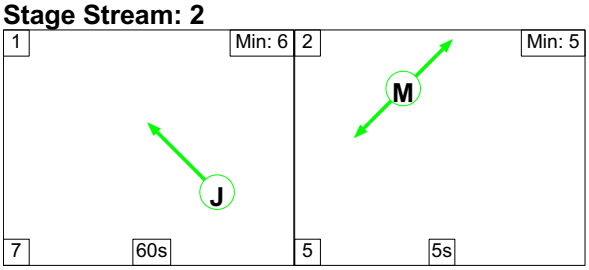
Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

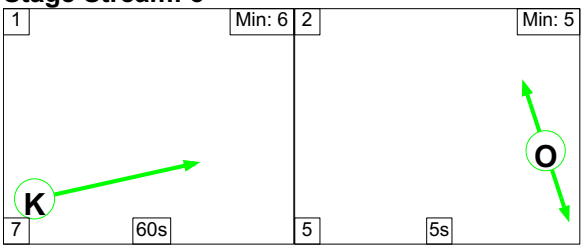
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

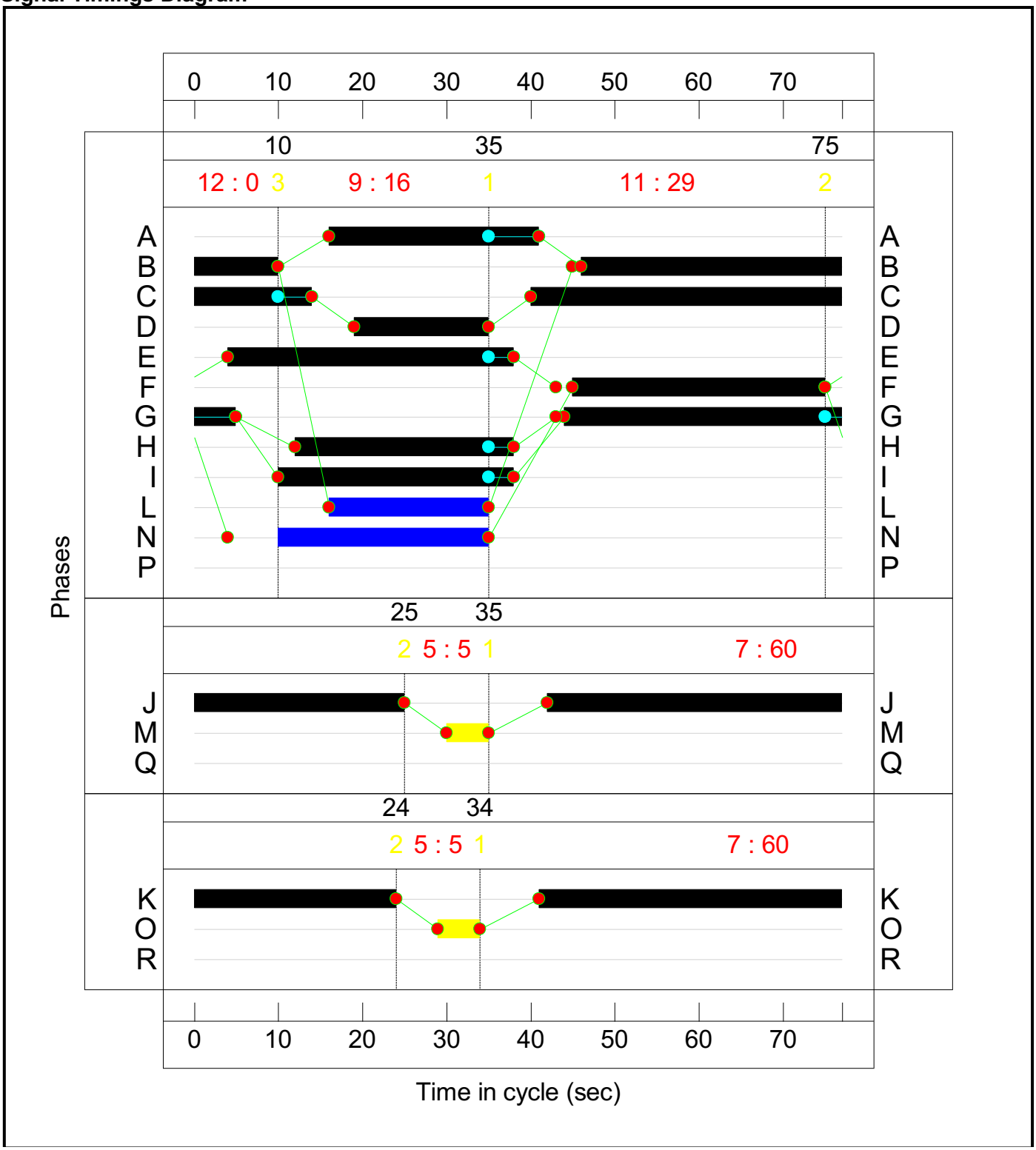
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

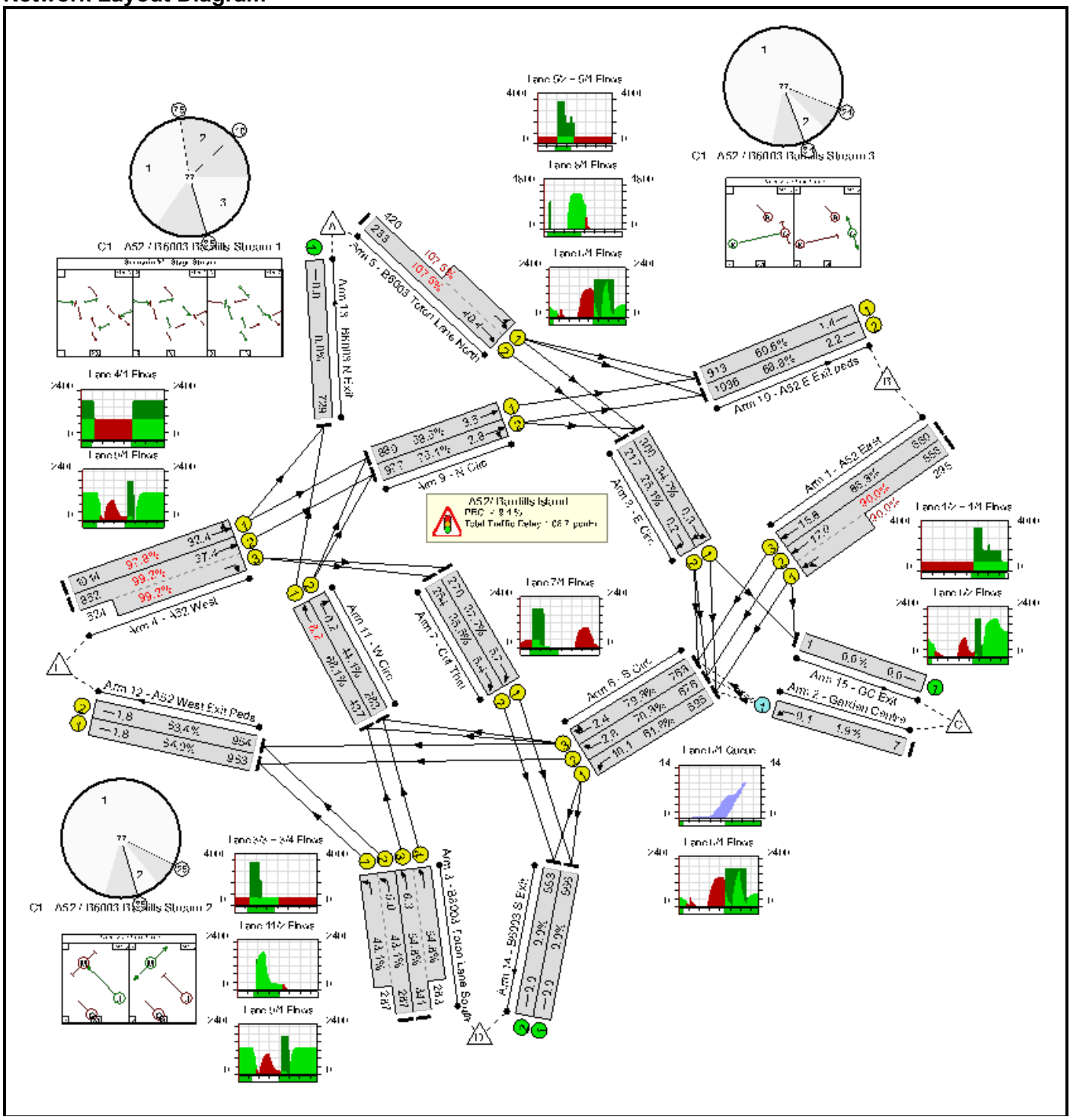
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**107.5%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**107.5%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	851	1900:1900	617+328	90.0 : 90.0%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	660	1900	765	86.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	574	1900:1900	666+666	43.1 : 43.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	624	1900:1900	623+517	54.8 : 54.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1014	1900	1036	97.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1376	1900:1900	859+528	99.2 : 99.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	653	1900:1900	217+391	107.5 : 107.5%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	617	1900	962	61.8%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	685	1900	962	70.3%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	770	1900	962	79.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	270	1900	716	37.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	254	1900	716	35.5%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	322	1900	864	34.7%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	25.1%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	880	1900	1283	68.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	977	1900	1283	76.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	915	1900	1505	60.6%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1040	1900	1505	68.8%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	437	1900	642	68.1%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	283	1900	642	44.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	972	1900	1505	64.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	961	1900	1505	63.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	729	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	564	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**40.9**	**65.8**	**0.0**	**106.7**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**40.9**	**65.8**	**0.0**	**106.7**	**-**	**-**	**-**	**-**	
1/2+1/1	851	851	-	-	-	4.5	4.2	-	8.7	36.8	12.8	4.2	17.0	
1/3	660	660	-	-	-	3.9	3.0	-	6.8	37.3	12.8	3.0	15.8	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	574	574	-	-	-	3.0	0.4	-	3.4	21.5	4.6	0.4	5.0	
3/3+3/4	624	624	-	-	-	3.4	0.6	-	4.0	23.0	5.7	0.6	6.3	
4/1	1014	1014	-	-	-	4.8	11.3	-	16.1	57.1	21.1	11.3	32.4	
4/2+4/3	1376	1376	-	-	-	5.3	16.1	-	21.3	55.8	21.4	16.1	37.4	
5/2+5/1	653	608	-	-	-	6.8	28.5	-	35.3	194.4	12.0	28.5	40.4	
6/1	595	595	-	-	-	1.4	0.0	-	1.4	8.5	10.1	0.0	10.1	
6/2	676	676	-	-	-	0.5	0.0	-	0.5	2.9	2.8	0.0	2.8	
6/3	763	763	-	-	-	0.5	0.0	-	0.5	2.4	2.4	0.0	2.4	
7/1	270	270	-	-	-	1.7	0.0	-	1.7	22.9	5.7	0.0	5.7	
7/2	254	254	-	-	-	1.7	0.0	-	1.7	23.9	5.4	0.0	5.4	
8/1	300	300	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	217	217	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
9/1	880	880	-	-	-	0.7	0.0	-	0.7	2.9	3.5	0.0	3.5	
9/2	977	977	-	-	-	0.6	0.0	-	0.6	2.0	2.8	0.0	2.8	
10/1	913	913	-	-	-	0.1	0.8	-	0.8	3.3	0.6	0.8	1.4	
10/2	1036	1036	-	-	-	0.1	1.1	-	1.2	4.3	1.1	1.1	2.2	
11/1	437	437	-	-	-	1.0	0.0	-	1.0	8.2	8.2	0.0	8.2	

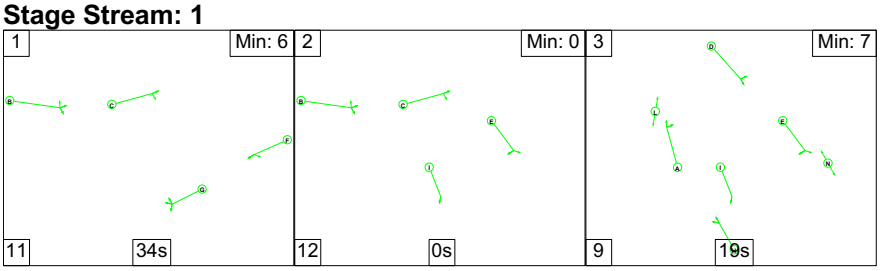
11/2	283	283	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	963	963	-	-	-	0.2	0.0	-	0.2	0.9	1.8	0.0	1.8	
12/2	954	954	-	-	-	0.2	0.0	-	0.2	0.9	1.8	0.0	1.8	
13/1	729	729	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-19.4	Total Delay for Signalled Lanes (pcuHr):	104.13	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	0.47	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	30.8	Total Delay for Signalled Lanes (pcuHr):	2.08	Cycle Time (s): 77
	PRC Over All Lanes (%):	-19.4	Total Delay Over All Lanes(pcuHr):	106.71	

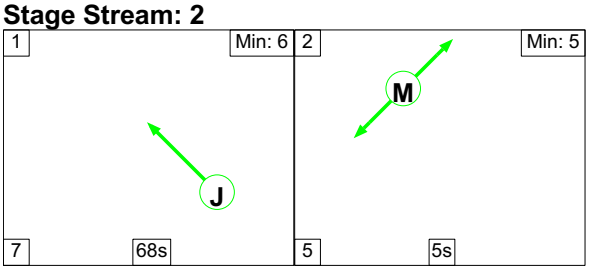
Scenario 7: '7' (FG7: '2028 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

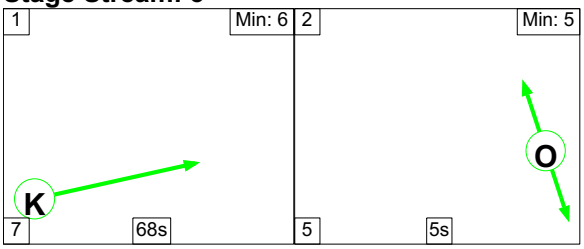
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

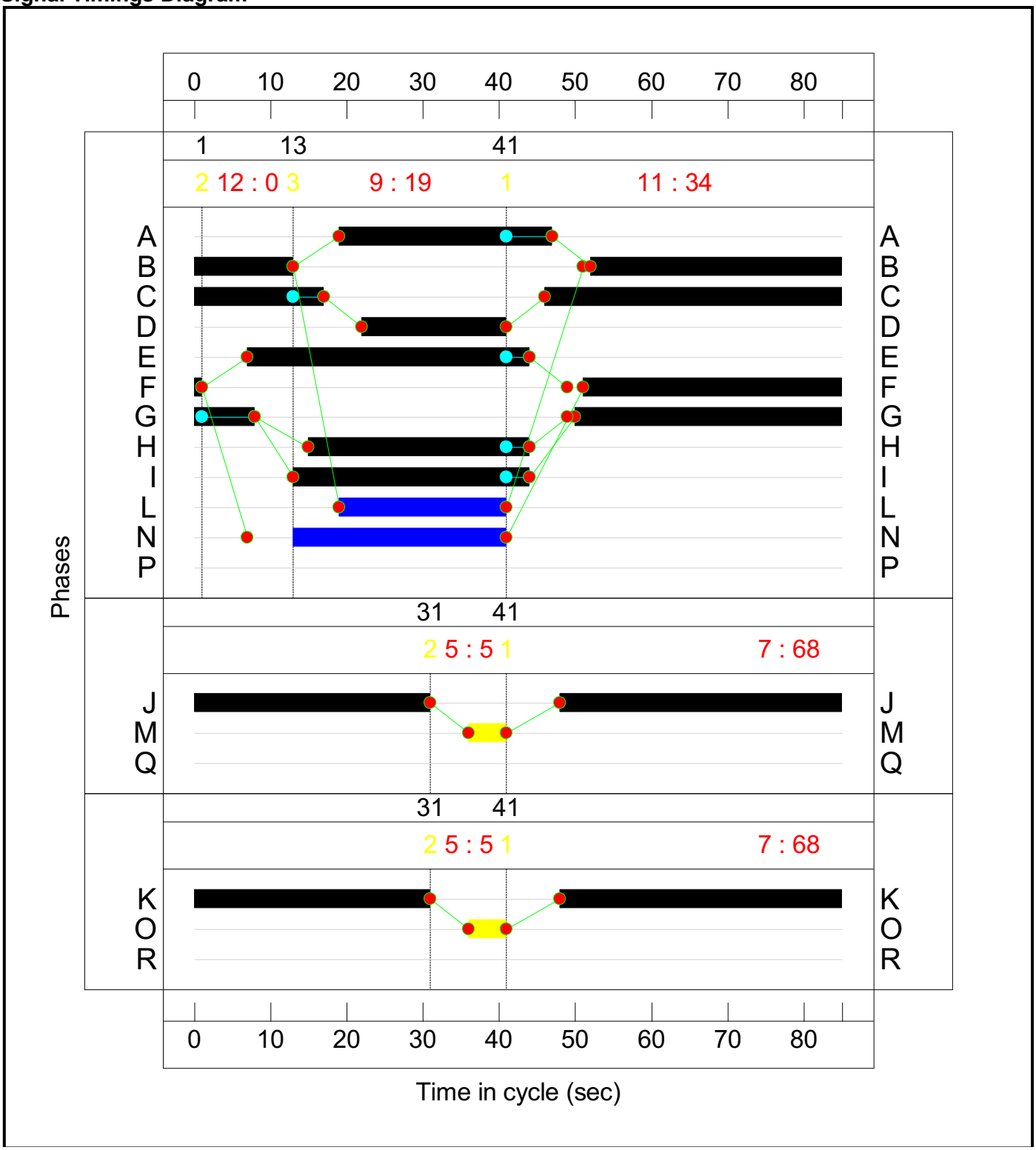
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

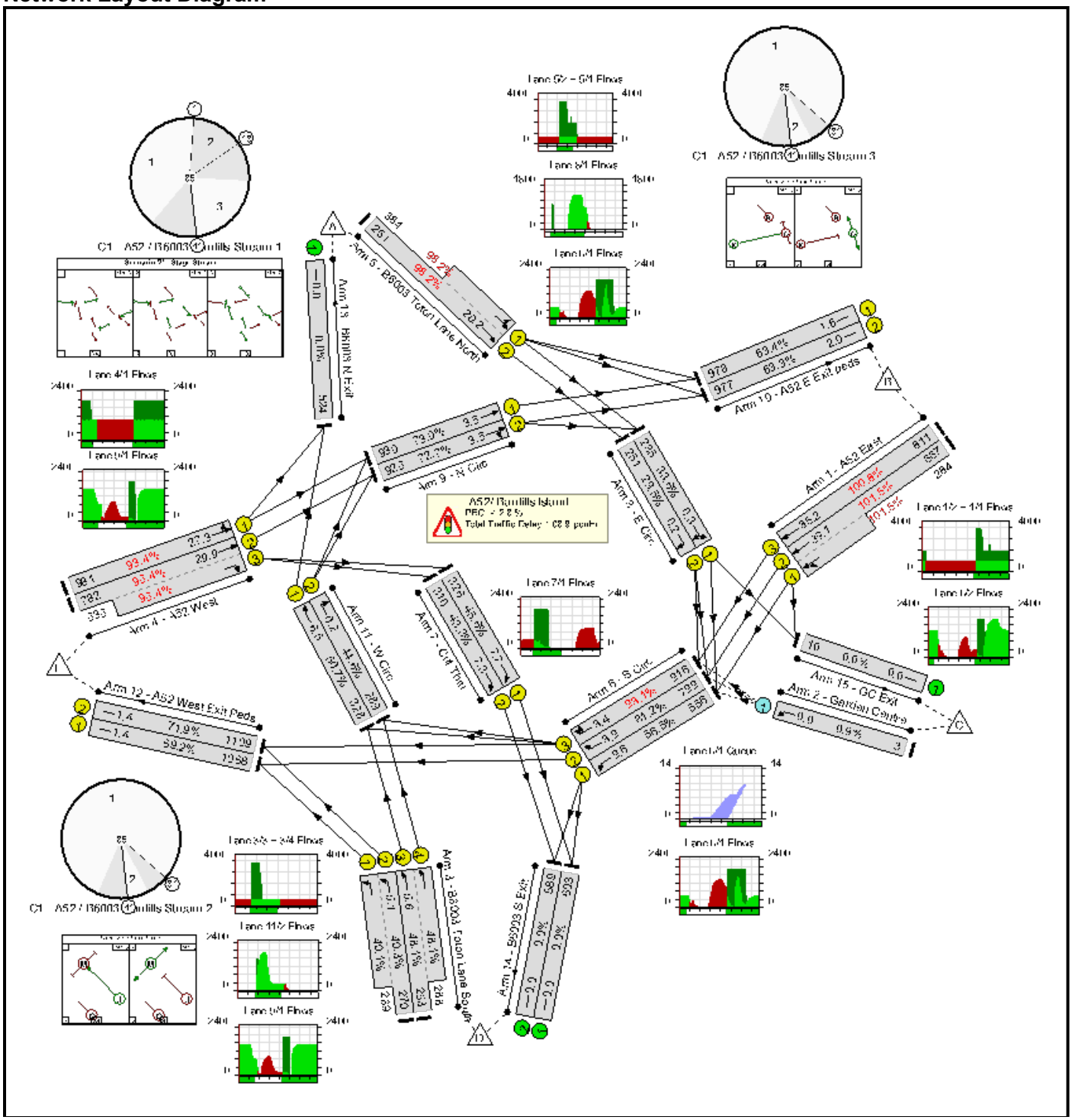
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.5%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.5%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	951	1900:1900	657+280	101.5 : 101.5%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	811	1900	805	100.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	539	1900:1900	671+671	40.3 : 40.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	541	1900:1900	526+599	48.1 : 48.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	981	1900	1051	93.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1418	1900:1900	811+660	96.4 : 96.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	635	1900:1900	256+391	98.2 : 98.2%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	560	1900	984	56.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	809	1900	984	81.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	922	1900	984	93.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	326	1900	715	45.6%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	310	1900	715	43.3%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	285	1900	849	33.6%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	251	1900	849	29.5%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	930	1900	1274	73.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	926	1900	1274	72.7%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	978	1900	1542	63.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	977	1900	1542	63.3%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	329	1900	648	50.7%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	289	1900	648	44.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1078	1900	1542	69.2%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1115	1900	1542	71.9%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	525	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	605	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	591	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**45.3**	**63.6**	**0.0**	**108.9**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**45.3**	**63.6**	**0.0**	**108.9**	**-**	**-**	**-**	**-**	
1/2+1/1	951	937	-	-	-	6.3	19.4	-	25.7	97.3	19.7	19.4	39.1	
1/3	811	805	-	-	-	5.8	15.9	-	21.7	96.5	19.3	15.9	35.2	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	539	539	-	-	-	3.1	0.3	-	3.4	23.0	4.8	0.3	5.1	
3/3+3/4	541	541	-	-	-	3.1	0.5	-	3.6	23.9	5.1	0.5	5.6	
4/1	981	981	-	-	-	4.8	6.0	-	10.8	39.6	21.3	6.0	27.3	
4/2+4/3	1418	1418	-	-	-	5.6	9.8	-	15.4	39.0	20.1	9.8	29.9	
5/2+5/1	635	635	-	-	-	5.4	10.0	-	15.4	87.3	10.2	10.0	20.2	
6/1	556	556	-	-	-	1.5	0.0	-	1.5	9.6	9.6	0.0	9.6	
6/2	799	799	-	-	-	0.8	0.0	-	0.8	3.8	3.9	0.0	3.9	
6/3	916	916	-	-	-	0.8	0.0	-	0.8	3.2	3.4	0.0	3.4	
7/1	326	326	-	-	-	2.5	0.0	-	2.5	27.4	7.7	0.0	7.7	
7/2	310	310	-	-	-	2.4	0.0	-	2.4	28.4	7.3	0.0	7.3	
8/1	285	285	-	-	-	0.1	0.0	-	0.1	1.5	0.3	0.0	0.3	
8/2	251	251	-	-	-	0.1	0.0	-	0.1	1.3	0.2	0.0	0.2	
9/1	930	930	-	-	-	0.7	0.0	-	0.7	2.9	3.5	0.0	3.5	
9/2	926	926	-	-	-	0.7	0.0	-	0.7	2.9	3.5	0.0	3.5	
10/1	978	978	-	-	-	0.1	0.9	-	1.0	3.5	0.7	0.9	1.6	
10/2	977	977	-	-	-	0.1	0.9	-	1.0	3.6	1.1	0.9	2.0	
11/1	328	328	-	-	-	0.7	0.0	-	0.7	8.1	6.5	0.0	6.5	

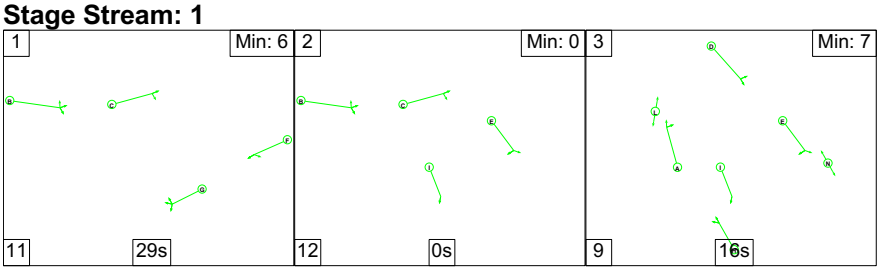
11/2	289	289	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1068	1068	-	-	-	0.1	0.0	-	0.1	0.5	1.4	0.0	1.4	
12/2	1109	1109	-	-	-	0.1	0.0	-	0.1	0.5	1.4	0.0	1.4	
13/1	524	524	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-12.8	Total Delay for Signalled Lanes (pcuHr):	106.64	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	25.1	Total Delay for Signalled Lanes (pcuHr):	0.29	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	41.9	Total Delay for Signalled Lanes (pcuHr):	1.93	Cycle Time (s): 85
	PRC Over All Lanes (%):	-12.8	Total Delay Over All Lanes(pcuHr):	108.88	

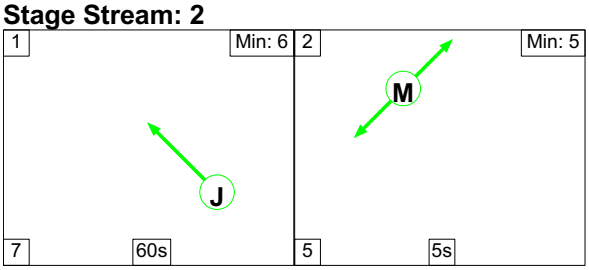
Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

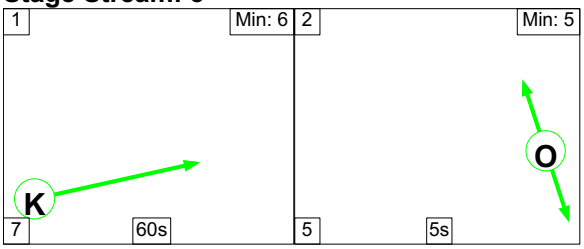
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

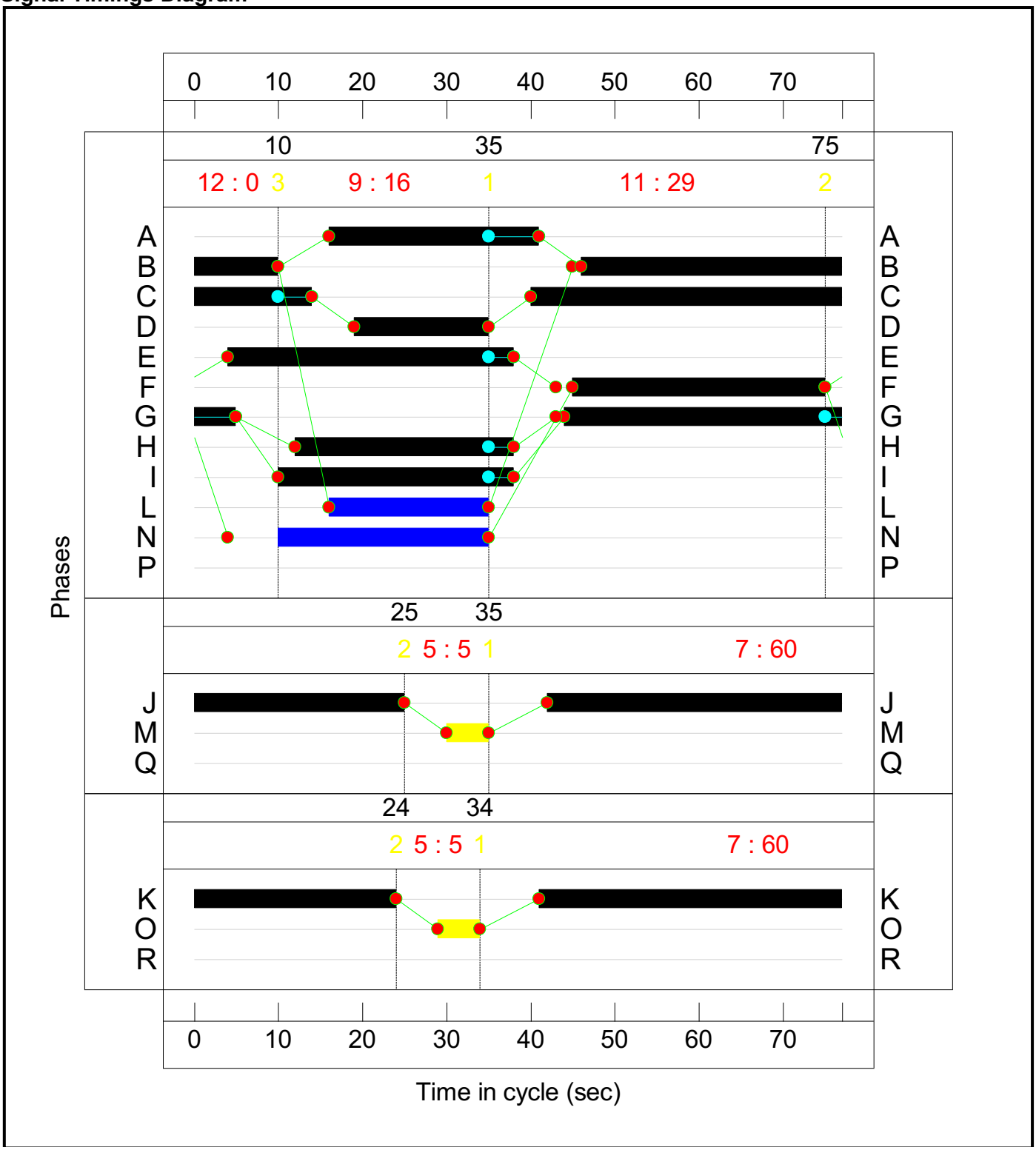
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

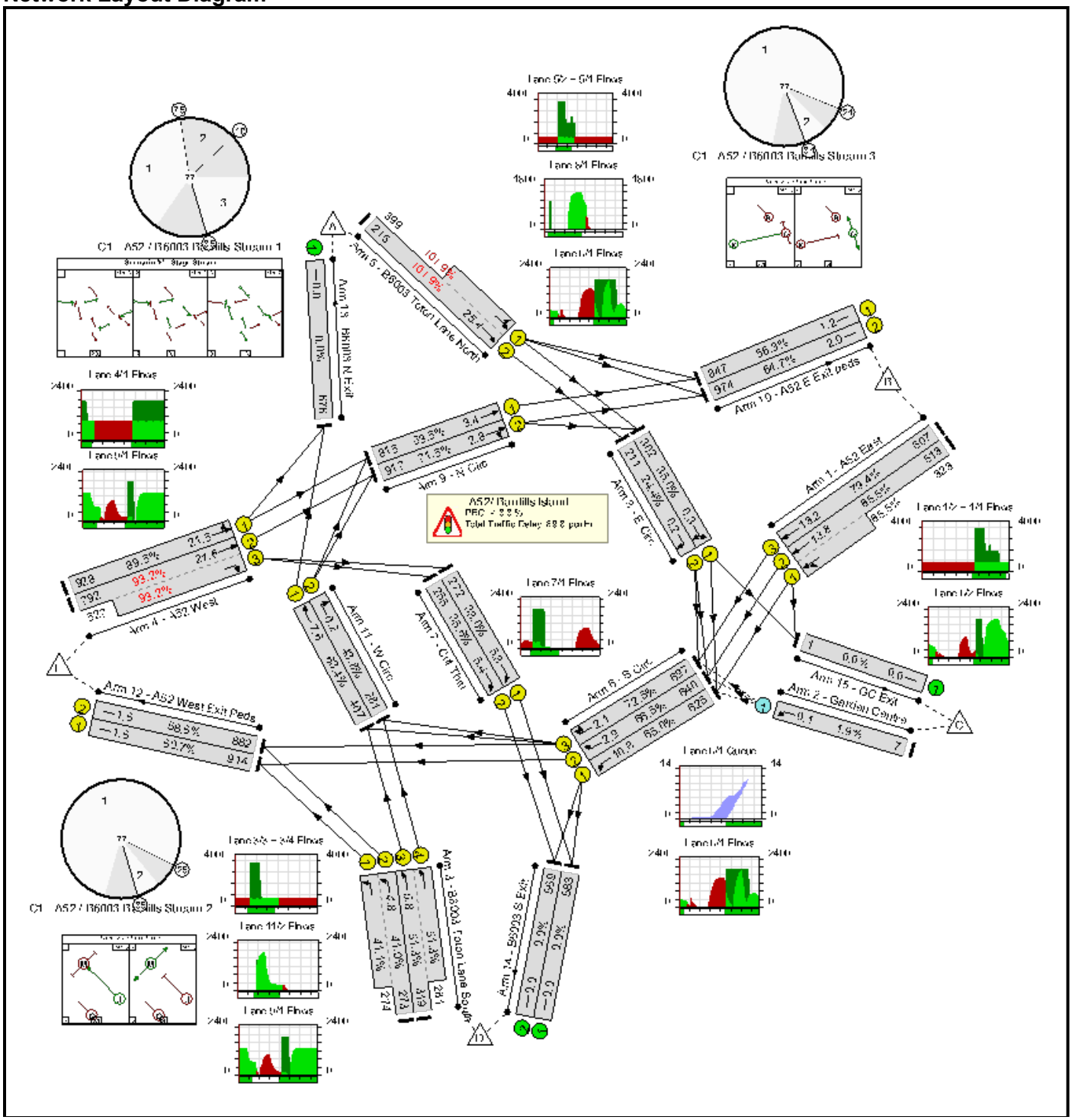
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.9%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.9%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	836	1900:1900	600+378	85.5 : 85.5%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	607	1900	765	79.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	547	1900:1900	666+666	41.0 : 41.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	600	1900:1900	621+547	51.3 : 51.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	928	1900	1036	89.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1319	1900:1900	850+566	93.2 : 93.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	614	1900:1900	211+391	101.9 : 101.9%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	631	1900	962	65.0%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	642	1900	962	66.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	699	1900	962	72.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	272	1900	716	38.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	255	1900	716	35.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	308	1900	864	35.0%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.4%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	815	1900	1283	63.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	917	1900	1283	71.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	848	1900	1505	56.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	975	1900	1505	64.7%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	407	1900	642	63.4%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	281	1900	642	43.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	916	1900	1505	60.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	884	1900	1505	58.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	676	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	586	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**36.9**	**32.9**	**0.0**	**69.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**36.9**	**32.9**	**0.0**	**69.8**	**-**	**-**	**-**	**-**	
1/2+1/1	836	836	-	-	-	4.3	2.8	-	7.1	30.7	10.9	2.8	13.8	
1/3	607	607	-	-	-	3.4	1.9	-	5.3	31.3	11.3	1.9	13.2	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	547	547	-	-	-	2.9	0.3	-	3.2	21.3	4.4	0.3	4.8	
3/3+3/4	600	600	-	-	-	3.2	0.5	-	3.7	22.5	5.3	0.5	5.8	
4/1	928	928	-	-	-	4.0	4.0	-	8.0	31.0	17.5	4.0	21.5	
4/2+4/3	1319	1319	-	-	-	4.7	6.1	-	10.7	29.3	15.5	6.1	21.6	
5/2+5/1	614	602	-	-	-	5.3	15.6	-	20.9	122.8	9.8	15.6	25.4	
6/1	625	625	-	-	-	1.5	0.0	-	1.5	8.4	10.8	0.0	10.8	
6/2	640	640	-	-	-	0.6	0.0	-	0.6	3.2	2.9	0.0	2.9	
6/3	697	697	-	-	-	0.4	0.0	-	0.4	2.3	2.1	0.0	2.1	
7/1	272	272	-	-	-	1.8	0.0	-	1.8	23.8	5.8	0.0	5.8	
7/2	255	255	-	-	-	1.8	0.0	-	1.8	24.8	5.4	0.0	5.4	
8/1	302	302	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	211	211	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
9/1	815	815	-	-	-	0.7	0.0	-	0.7	3.0	3.4	0.0	3.4	
9/2	917	917	-	-	-	0.5	0.0	-	0.5	2.1	2.8	0.0	2.8	
10/1	847	847	-	-	-	0.1	0.6	-	0.7	3.0	0.6	0.6	1.2	
10/2	974	974	-	-	-	0.1	0.9	-	1.1	3.9	1.1	0.9	2.0	
11/1	407	407	-	-	-	0.9	0.0	-	0.9	8.0	7.6	0.0	7.6	

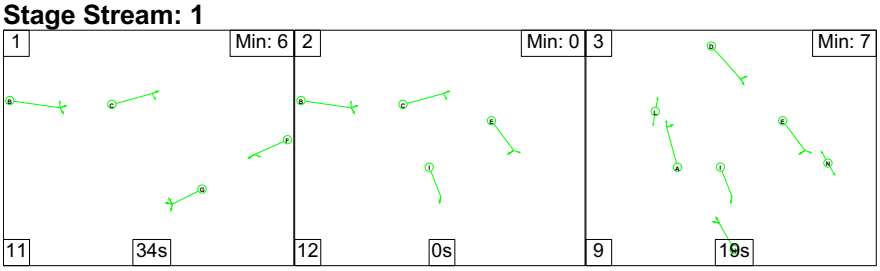
11/2	281	281	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	914	914	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	
12/2	882	882	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	
13/1	676	676	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	569	569	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-13.3	Total Delay for Signalled Lanes (pcuHr):	67.56	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	48.3	Total Delay for Signalled Lanes (pcuHr):	0.42	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	39.1	Total Delay for Signalled Lanes (pcuHr):	1.77	Cycle Time (s): 77
	PRC Over All Lanes (%):	-13.3	Total Delay Over All Lanes(pcuHr):	69.77	

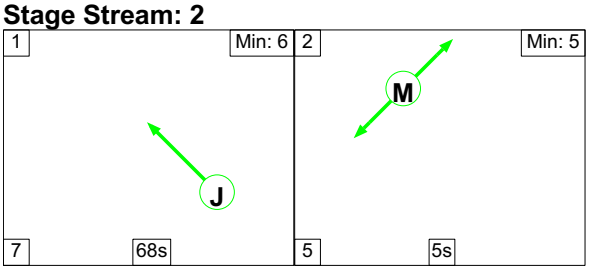
Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

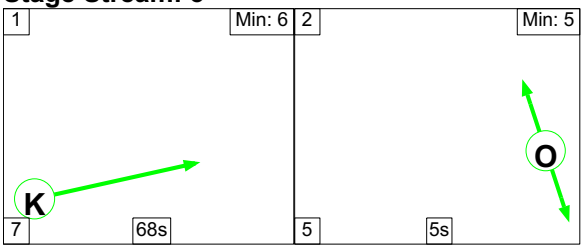
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

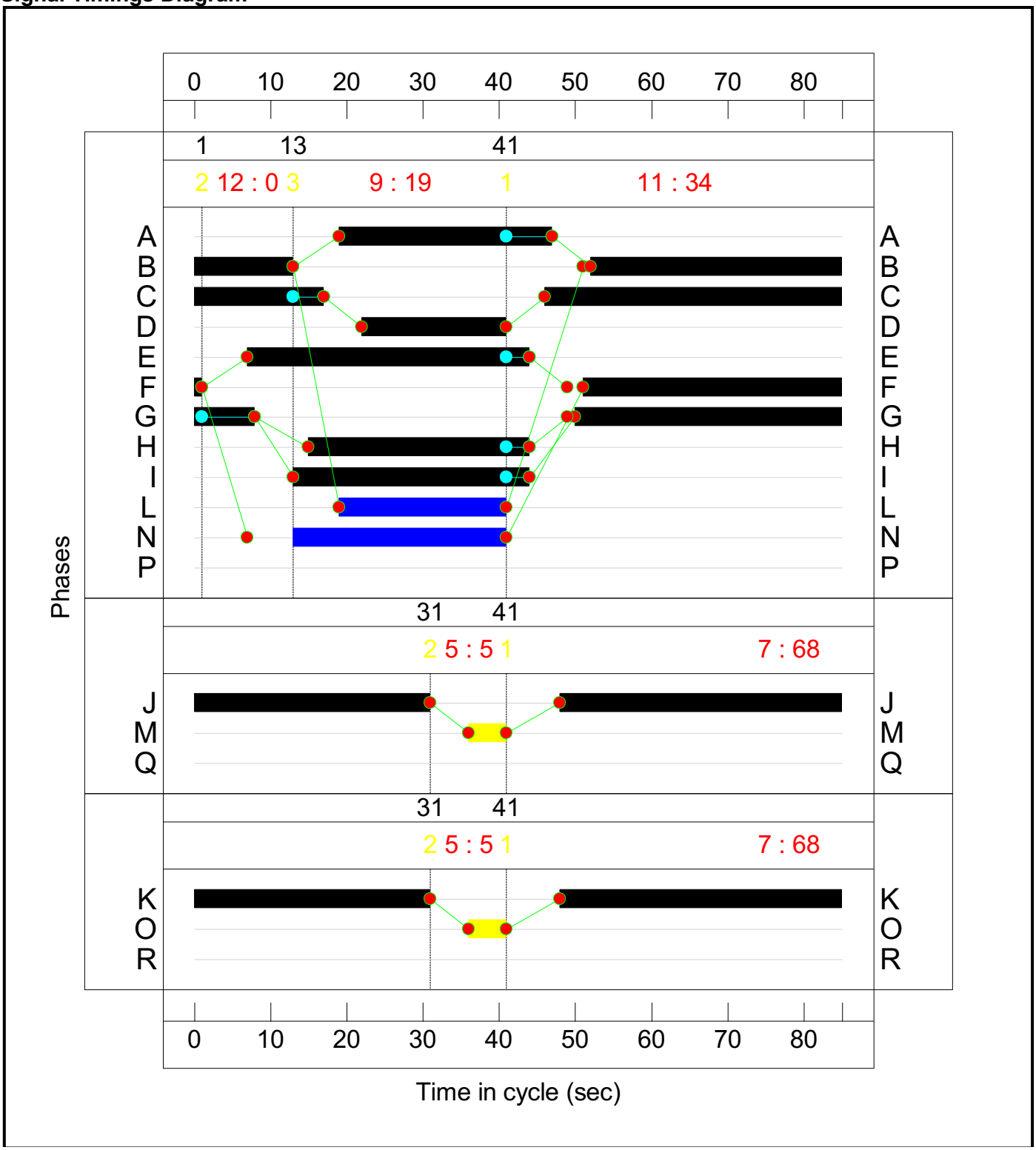
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

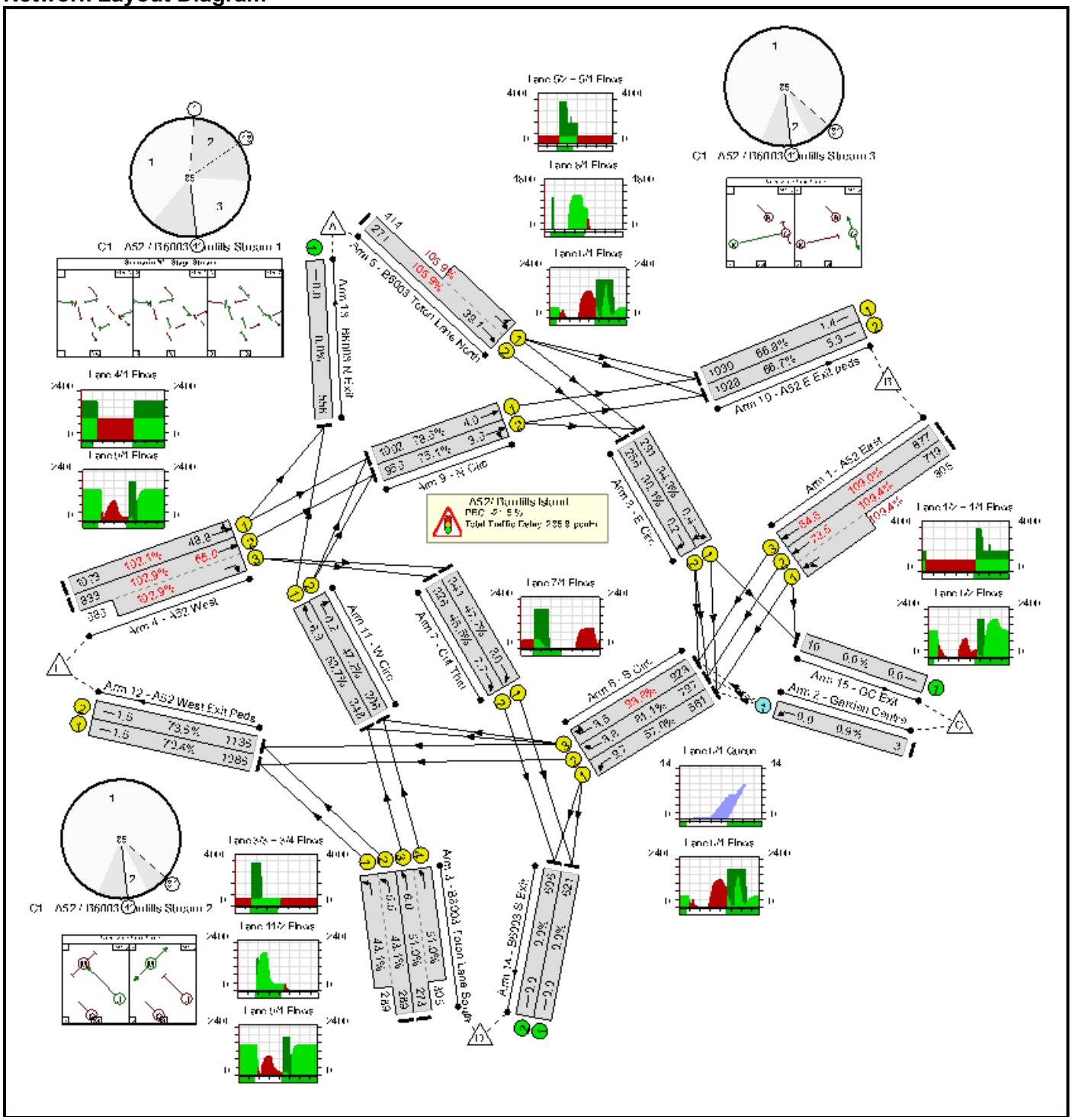
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.4%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1024	1900:1900	657+279	109.4 : 109.4%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	877	1900	805	109.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	578	1900:1900	671+671	43.1 : 43.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	578	1900:1900	535+598	51.0 : 51.0%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1073	1900	1051	102.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1519	1900:1900	809+667	102.9 : 102.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	685	1900:1900	256+391	105.9 : 105.9%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	603	1900	984	57.0%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	867	1900	984	81.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1002	1900	984	93.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	351	1900	715	47.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	335	1900	715	45.5%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	308	1900	849	34.3%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	30.1%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	1020	1900	1274	78.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	980	1900	1274	75.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1050	1900	1542	66.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1056	1900	1542	66.7%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	355	1900	648	53.7%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	306	1900	648	47.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1156	1900	1542	70.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1208	1900	1542	73.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**61.0**	**175.0**	**0.0**	**235.9**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**61.0**	**175.0**	**0.0**	**235.9**	**-**	**-**	**-**	**-**	
1/2+1/1	1024	936	-	-	-	10.4	49.0	-	59.4	208.8	24.4	49.0	73.5	
1/3	877	805	-	-	-	9.7	41.4	-	51.1	209.8	23.1	41.4	64.6	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	578	578	-	-	-	3.4	0.4	-	3.7	23.3	5.1	0.4	5.5	
3/3+3/4	578	578	-	-	-	3.4	0.5	-	3.9	24.2	5.5	0.5	6.0	
4/1	1073	1051	-	-	-	6.8	22.9	-	29.7	99.6	25.9	22.9	48.8	
4/2+4/3	1519	1476	-	-	-	8.5	33.0	-	41.5	98.3	32.0	33.0	65.0	
5/2+5/1	685	647	-	-	-	7.3	25.7	-	33.0	173.4	13.4	25.7	39.1	
6/1	561	561	-	-	-	1.5	0.0	-	1.5	9.9	9.7	0.0	9.7	
6/2	797	797	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	
6/3	923	923	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	
7/1	341	341	-	-	-	2.5	0.0	-	2.5	26.8	8.0	0.0	8.0	
7/2	326	326	-	-	-	2.5	0.0	-	2.5	27.8	7.7	0.0	7.7	
8/1	291	291	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	
8/2	256	256	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	1002	1002	-	-	-	0.9	0.0	-	0.9	3.1	4.0	0.0	4.0	
9/2	956	956	-	-	-	0.8	0.0	-	0.8	2.9	3.6	0.0	3.6	
10/1	1030	1030	-	-	-	0.1	1.0	-	1.1	3.7	0.4	1.0	1.4	
10/2	1028	1028	-	-	-	0.2	1.0	-	1.2	4.1	4.3	1.0	5.3	
11/1	348	348	-	-	-	0.8	0.0	-	0.8	7.8	6.9	0.0	6.9	

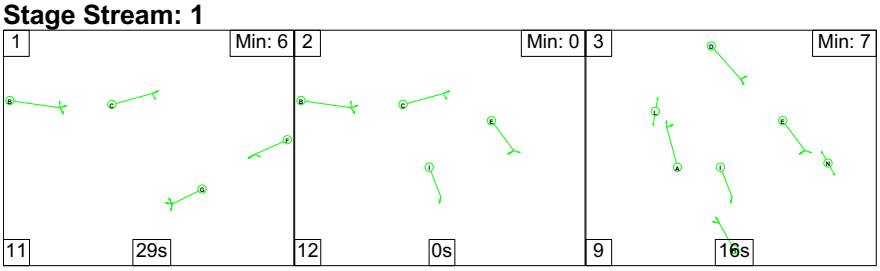
11/2	306	306	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1086	1086	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	
12/2	1136	1136	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	
13/1	556	556	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-21.5	Total Delay for Signalled Lanes (pcuHr):	233.38	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	22.2	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	34.7	Total Delay for Signalled Lanes (pcuHr):	2.22	Cycle Time (s): 85
	PRC Over All Lanes (%):	-21.5	Total Delay Over All Lanes(pcuHr):	235.94	

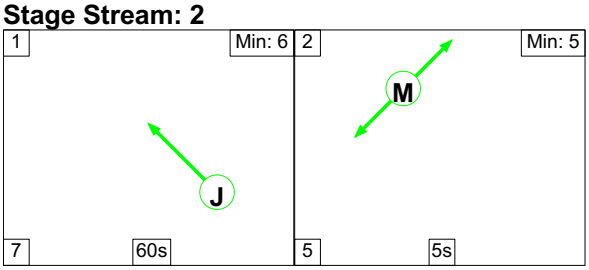
Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

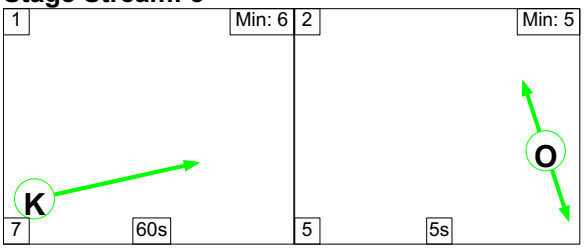
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

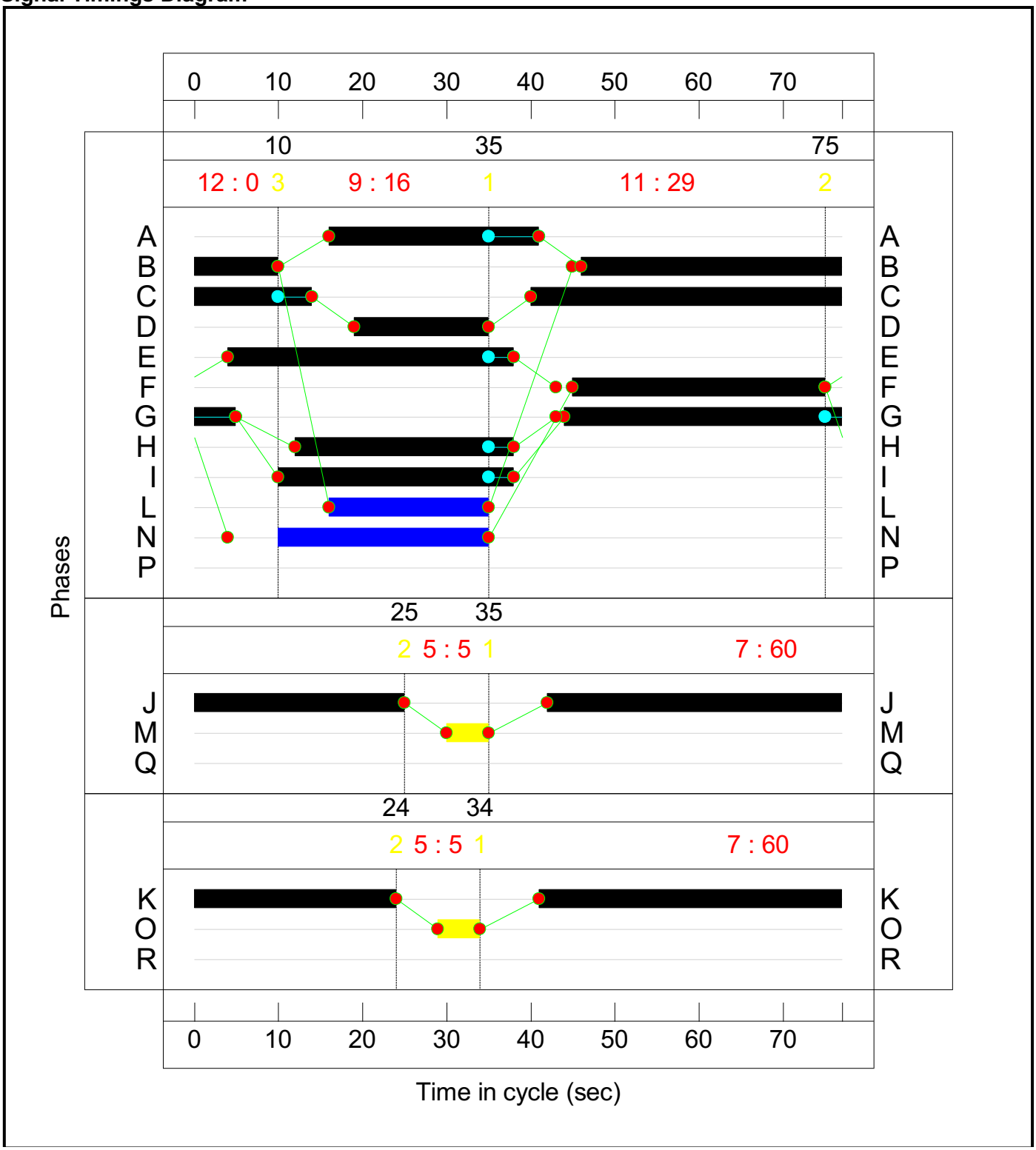
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

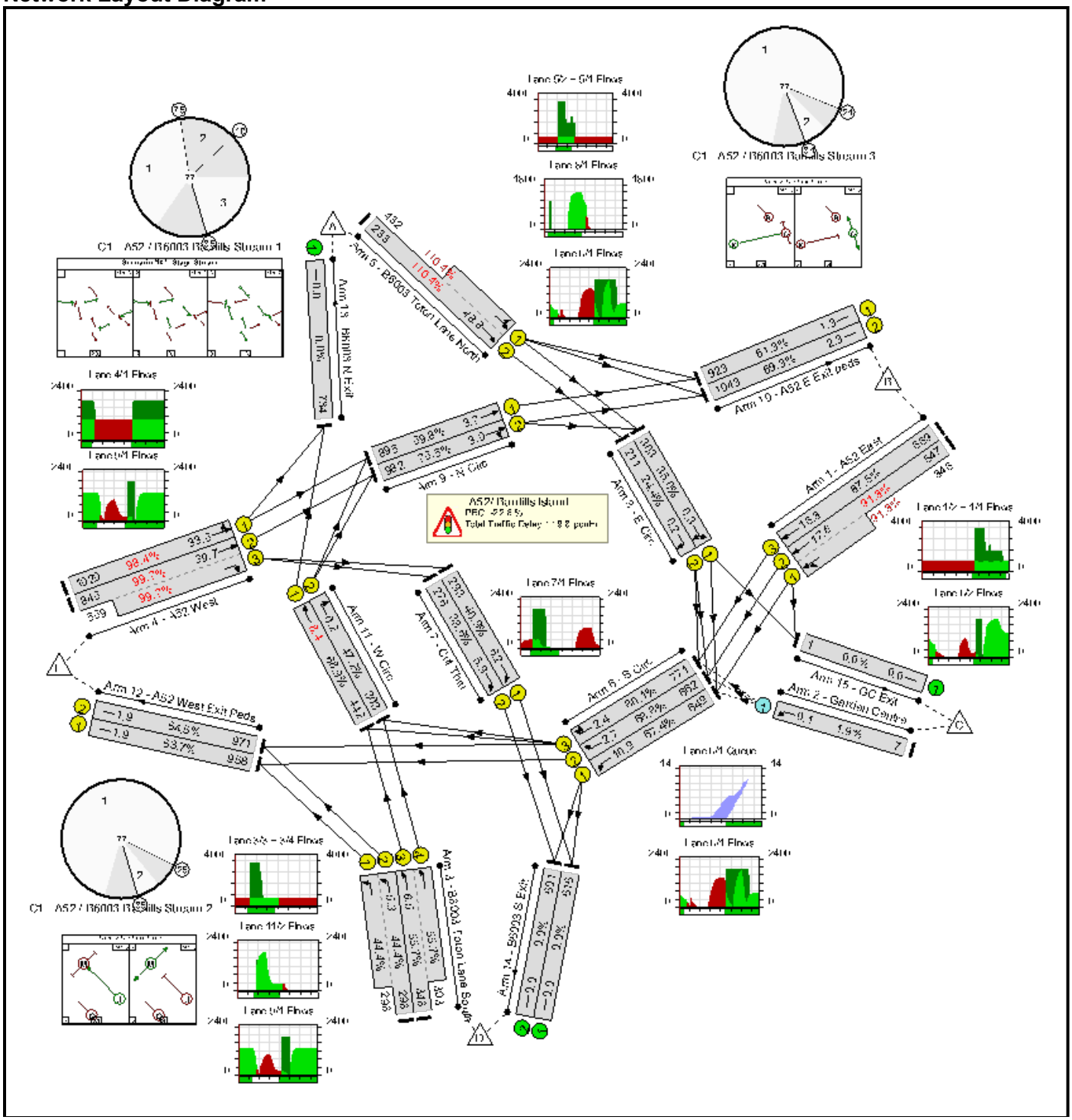
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.4%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**110.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	893	1900:1900	599+379	91.3 : 91.3%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	669	1900	765	87.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	592	1900:1900	666+666	44.4 : 44.4%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	649	1900:1900	621+544	55.7 : 55.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1020	1900	1036	98.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1415	1900:1900	849+571	99.7 : 99.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	665	1900:1900	211+391	110.4 : 110.4%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	680	1900	962	67.4%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	674	1900	962	68.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	781	1900	962	80.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	293	1900	716	40.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	276	1900	716	38.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	334	1900	864	35.0%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	24.4%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	895	1900	1283	69.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	982	1900	1283	76.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	926	1900	1505	61.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1049	1900	1505	69.3%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	442	1900	642	68.9%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	303	1900	642	47.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	970	1900	1505	63.7%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	981	1900	1505	64.5%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	734	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**42.9**	**76.9**	**0.0**	**119.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**42.9**	**76.9**	**0.0**	**119.8**	**-**	**-**	**-**	**-**	
1/2+1/1	893	893	-	-	-	4.8	4.7	-	9.5	38.2	12.9	4.7	17.6	
1/3	669	669	-	-	-	3.9	3.3	-	7.2	38.8	13.0	3.3	16.3	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	592	592	-	-	-	3.2	0.4	-	3.6	21.7	4.9	0.4	5.3	
3/3+3/4	649	649	-	-	-	3.5	0.6	-	4.2	23.1	5.9	0.6	6.5	
4/1	1020	1020	-	-	-	4.9	12.4	-	17.3	60.9	21.2	12.4	33.6	
4/2+4/3	1415	1415	-	-	-	5.4	17.7	-	23.1	58.8	22.0	17.7	39.7	
5/2+5/1	665	602	-	-	-	7.5	35.9	-	43.4	234.8	12.9	35.9	48.8	
6/1	649	649	-	-	-	1.5	0.0	-	1.5	8.2	10.9	0.0	10.9	
6/2	662	662	-	-	-	0.5	0.0	-	0.5	2.9	2.7	0.0	2.7	
6/3	771	771	-	-	-	0.5	0.0	-	0.5	2.4	2.4	0.0	2.4	
7/1	293	293	-	-	-	1.9	0.0	-	1.9	23.0	6.2	0.0	6.2	
7/2	276	276	-	-	-	1.8	0.0	-	1.8	24.0	5.9	0.0	5.9	
8/1	303	303	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	211	211	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
9/1	895	895	-	-	-	0.8	0.0	-	0.8	3.0	3.7	0.0	3.7	
9/2	982	982	-	-	-	0.6	0.0	-	0.6	2.2	3.0	0.0	3.0	
10/1	923	923	-	-	-	0.1	0.8	-	0.9	3.3	0.5	0.8	1.3	
10/2	1043	1043	-	-	-	0.1	1.1	-	1.3	4.4	1.1	1.1	2.3	
11/1	442	442	-	-	-	1.0	0.0	-	1.0	8.2	8.4	0.0	8.4	

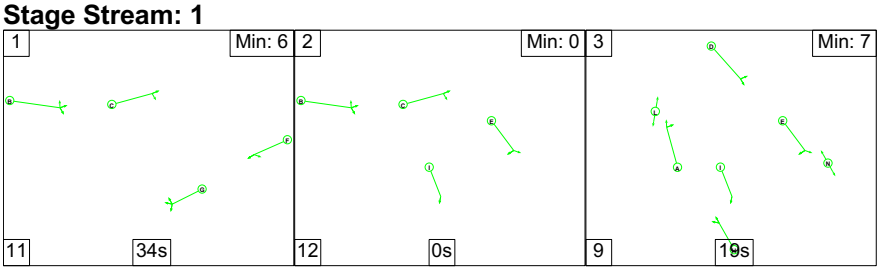
11/2	303	303	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	958	958	-	-	-	0.3	0.0	-	0.3	1.0	1.9	0.0	1.9	
12/2	971	971	-	-	-	0.3	0.0	-	0.3	1.0	1.9	0.0	1.9	
13/1	734	734	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-22.6	Total Delay for Signalled Lanes (pcuHr):	117.13	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	39.5	Total Delay for Signalled Lanes (pcuHr):	0.51	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	29.9	Total Delay for Signalled Lanes (pcuHr):	2.12	Cycle Time (s): 77
	PRC Over All Lanes (%):	-22.6	Total Delay Over All Lanes(pcuHr):	119.79	

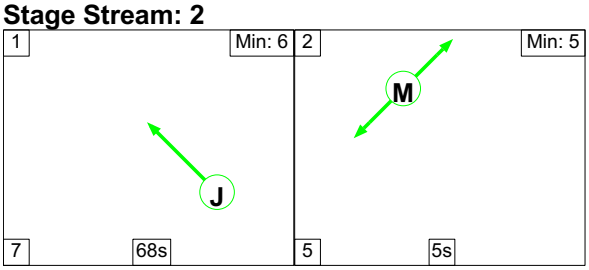
Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

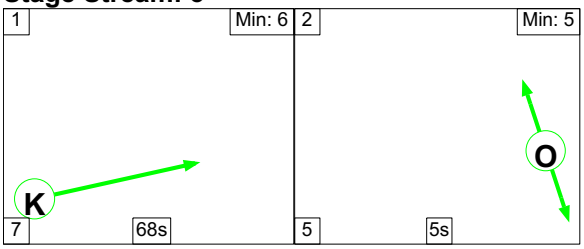
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

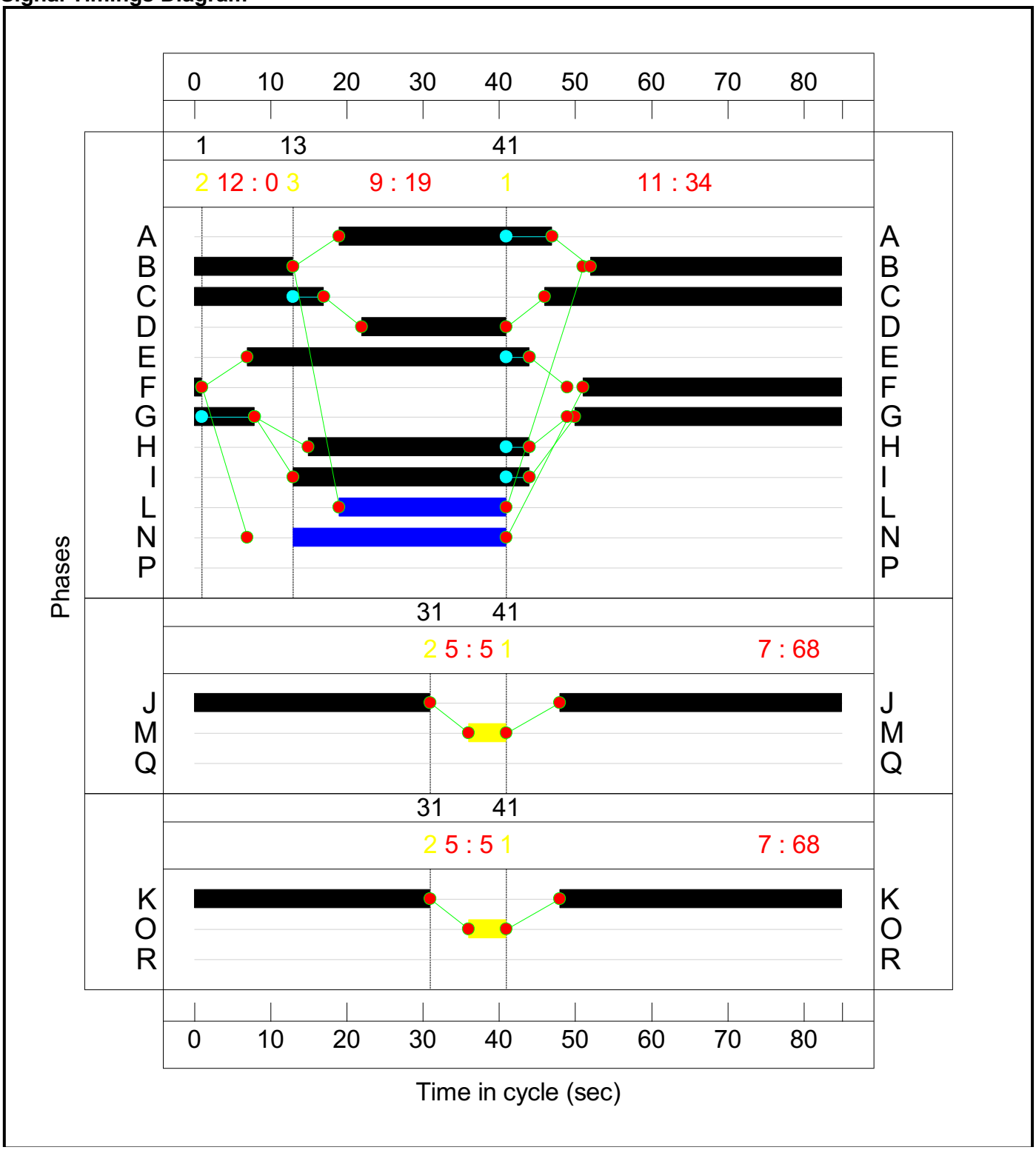
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

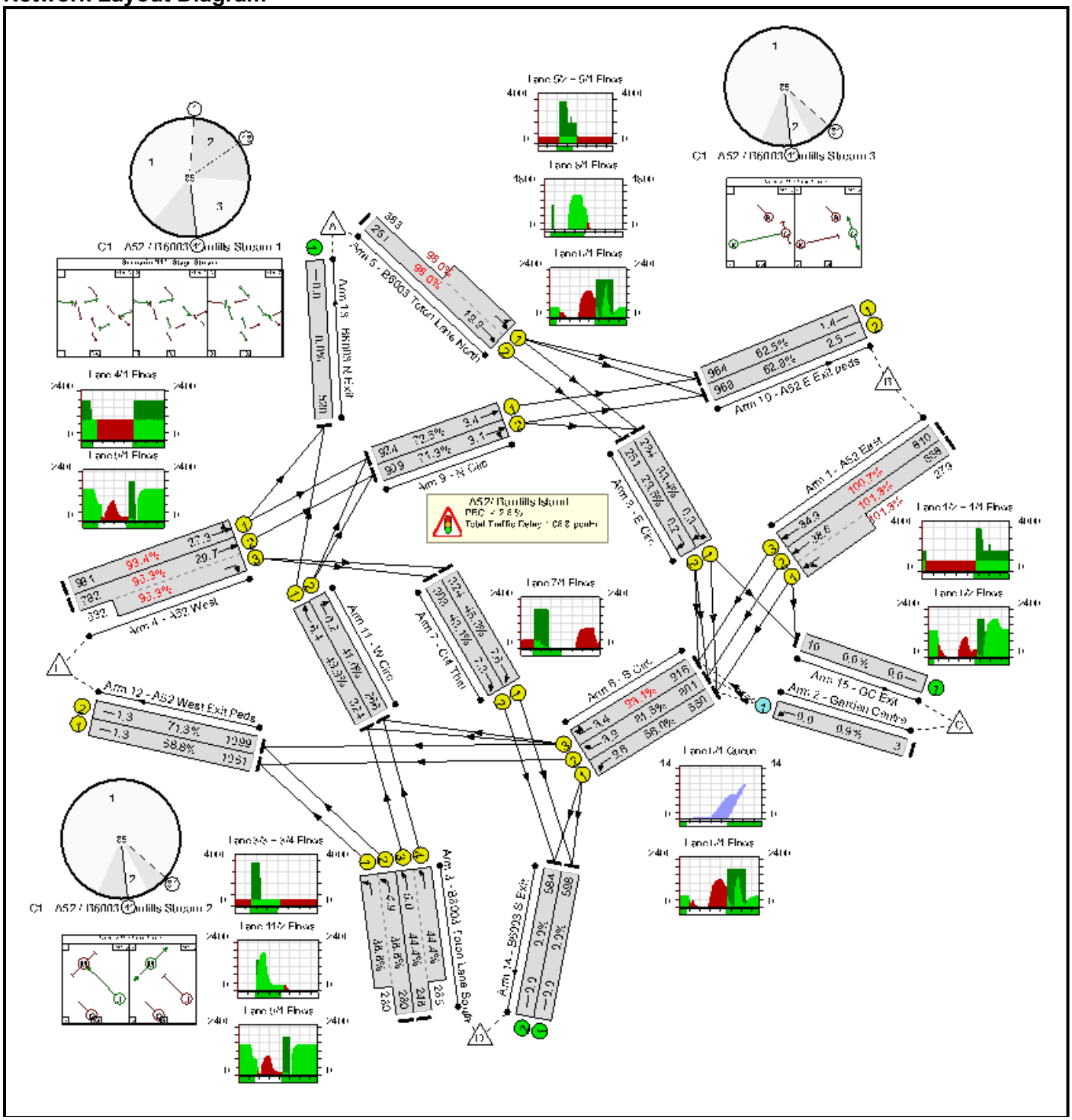
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.3%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	947	1900:1900	659+275	101.3 : 101.3%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	810	1900	805	100.7%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	520	1900:1900	671+671	38.8 : 38.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	513	1900:1900	558+596	44.4 : 44.4%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	981	1900	1051	93.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1414	1900:1900	812+656	96.3 : 96.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	634	1900:1900	256+391	98.0 : 98.0%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	554	1900	984	56.0%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	810	1900	984	81.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	921	1900	984	93.1%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	324	1900	715	45.3%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	308	1900	715	43.1%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	284	1900	849	33.4%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	251	1900	849	29.5%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	924	1900	1274	72.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	909	1900	1274	71.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	964	1900	1542	62.5%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	968	1900	1542	62.8%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	324	1900	648	49.9%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	266	1900	648	41.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1070	1900	1542	68.8%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1104	1900	1542	71.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	520	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	600	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	586	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**44.6**	**62.2**	**0.0**	**106.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**44.6**	**62.2**	**0.0**	**106.8**	**-**	**-**	**-**	**-**	
1/2+1/1	947	934	-	-	-	6.3	18.9	-	25.1	95.5	19.7	18.9	38.6	
1/3	810	805	-	-	-	5.8	15.6	-	21.4	95.1	19.2	15.6	34.9	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	520	520	-	-	-	3.0	0.3	-	3.3	22.8	4.5	0.3	4.9	
3/3+3/4	513	513	-	-	-	2.9	0.4	-	3.3	23.4	4.6	0.4	5.0	
4/1	981	981	-	-	-	4.8	6.0	-	10.8	39.6	21.3	6.0	27.3	
4/2+4/3	1414	1414	-	-	-	5.5	9.6	-	15.2	38.6	20.1	9.6	29.7	
5/2+5/1	634	634	-	-	-	5.4	9.7	-	15.1	85.7	10.2	9.7	19.9	
6/1	550	550	-	-	-	1.5	0.0	-	1.5	9.6	9.6	0.0	9.6	
6/2	801	801	-	-	-	0.9	0.0	-	0.9	3.8	3.9	0.0	3.9	
6/3	916	916	-	-	-	0.8	0.0	-	0.8	3.2	3.4	0.0	3.4	
7/1	324	324	-	-	-	2.5	0.0	-	2.5	27.4	7.6	0.0	7.6	
7/2	308	308	-	-	-	2.4	0.0	-	2.4	28.4	7.3	0.0	7.3	
8/1	284	284	-	-	-	0.1	0.0	-	0.1	1.5	0.3	0.0	0.3	
8/2	251	251	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	
9/1	924	924	-	-	-	0.7	0.0	-	0.7	2.8	3.4	0.0	3.4	
9/2	909	909	-	-	-	0.6	0.0	-	0.6	2.6	3.1	0.0	3.1	
10/1	964	964	-	-	-	0.1	0.8	-	0.9	3.4	0.6	0.8	1.4	
10/2	968	968	-	-	-	0.1	0.8	-	1.0	3.6	1.6	0.8	2.5	
11/1	324	324	-	-	-	0.7	0.0	-	0.7	8.1	6.4	0.0	6.4	

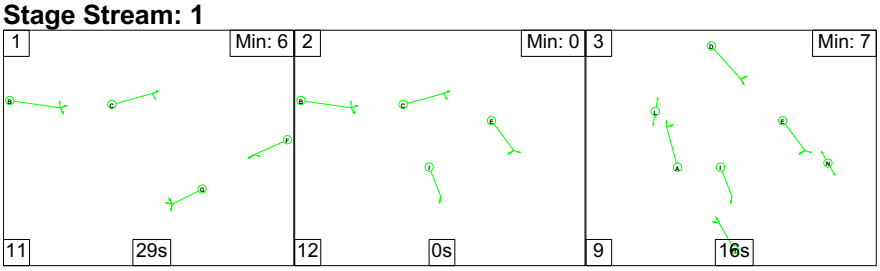
11/2	266	266	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1061	1061	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	
12/2	1099	1099	-	-	-	0.1	0.0	-	0.1	0.5	1.3	0.0	1.3	
13/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	584	584	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-12.6	Total Delay for Signalled Lanes (pcuHr):	104.65	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	26.3	Total Delay for Signalled Lanes (pcuHr):	0.28	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	43.4	Total Delay for Signalled Lanes (pcuHr):	1.88	Cycle Time (s): 85
	PRC Over All Lanes (%):	-12.6	Total Delay Over All Lanes(pcuHr):	106.82	

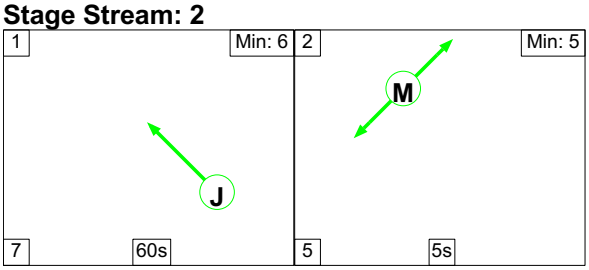
Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

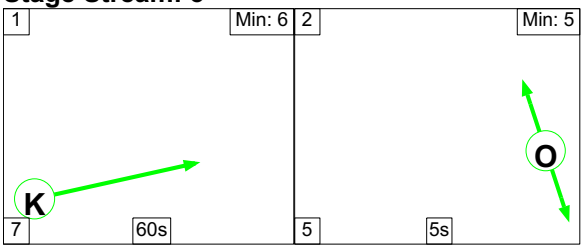
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

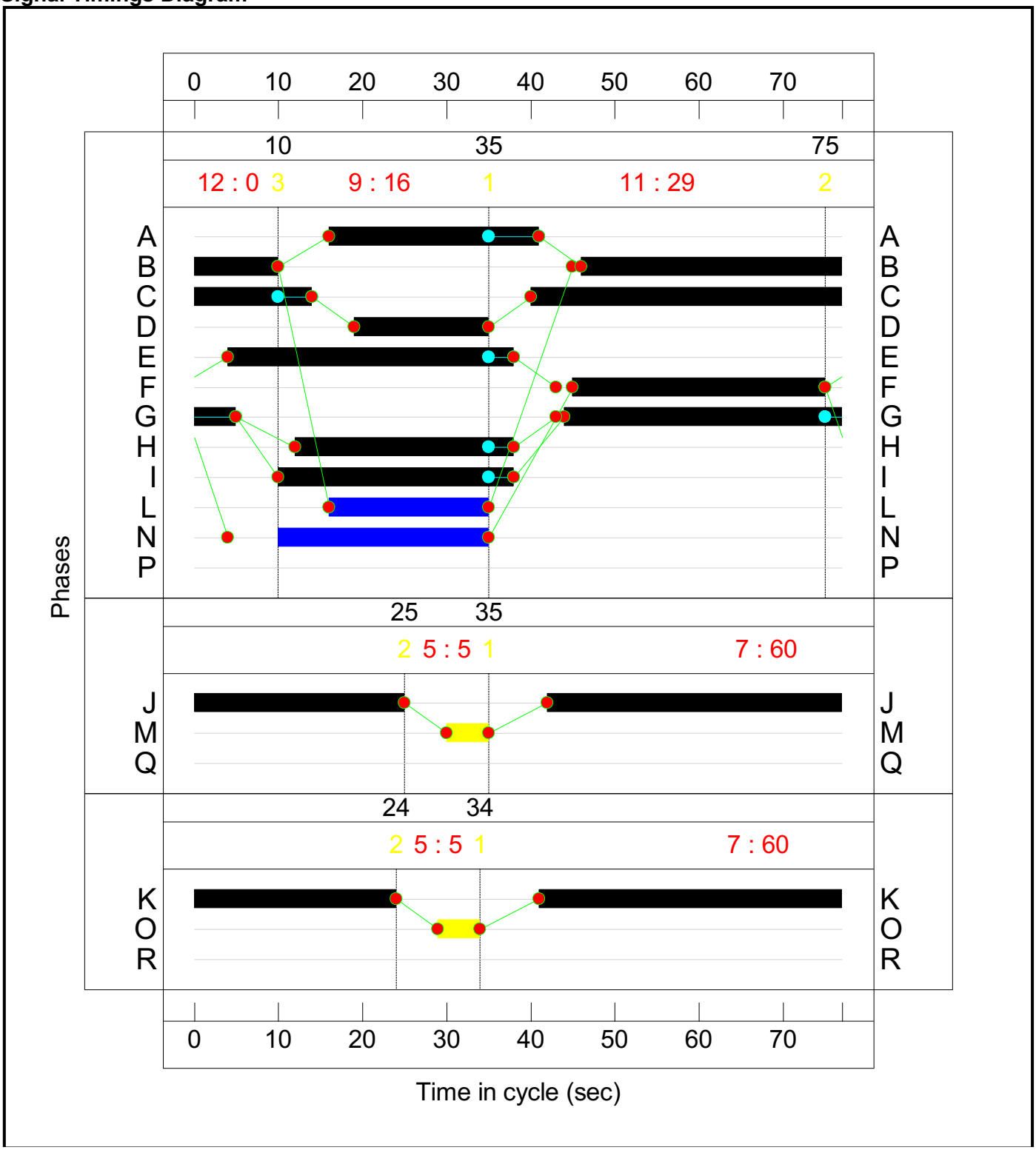
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

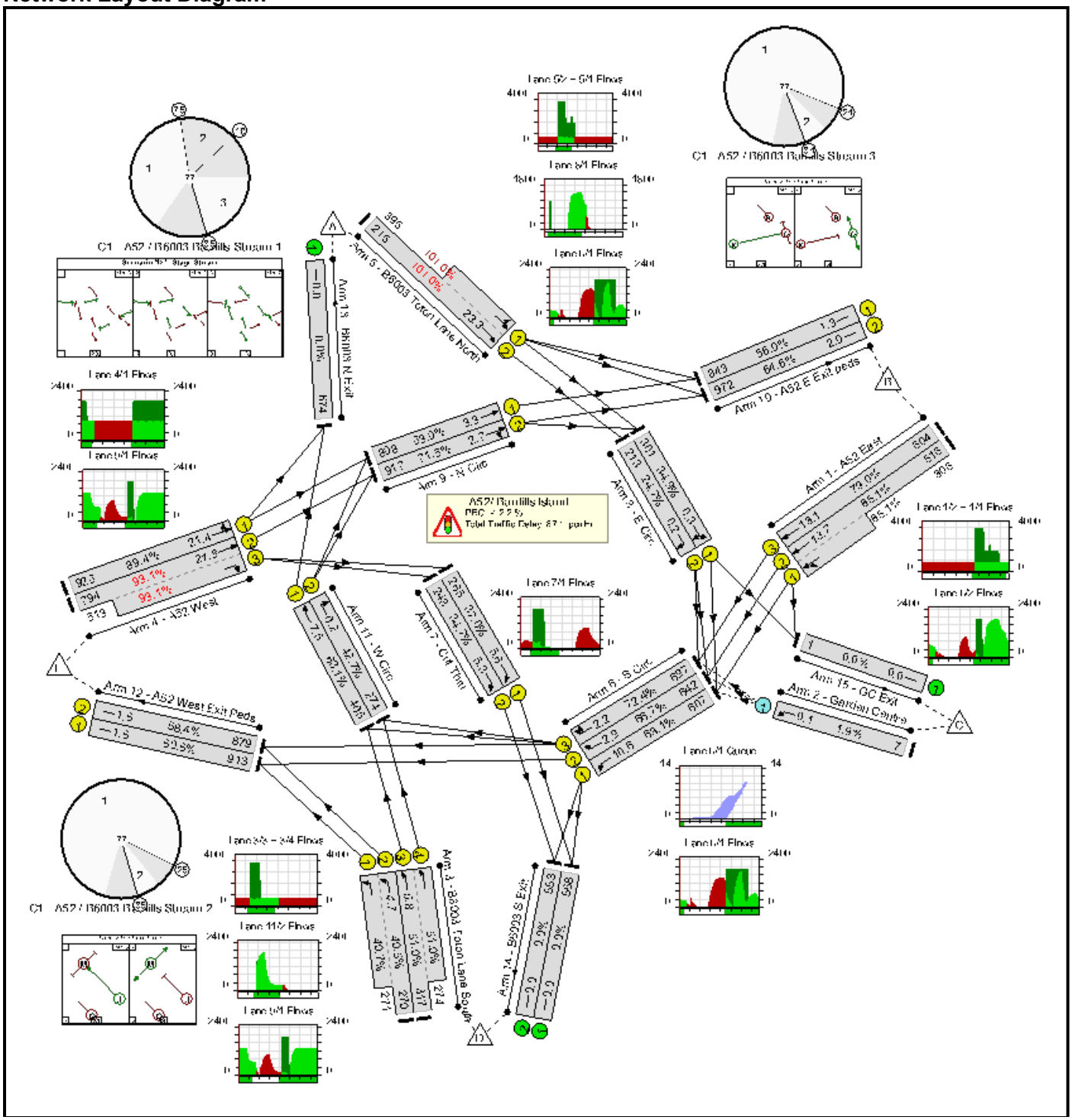
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.0%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.0%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	822	1900:1900	606+359	85.1 : 85.1%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	604	1900	765	79.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	541	1900:1900	666+666	40.5 : 40.7%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	591	1900:1900	622+537	51.0 : 51.0%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	926	1900	1036	89.4%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1307	1900:1900	853+551	93.1 : 93.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	610	1900:1900	213+391	101.0 : 101.0%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	610	1900	962	63.1%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	643	1900	962	66.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	698	1900	962	72.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	265	1900	716	37.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	248	1900	716	34.7%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	304	1900	864	34.9%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.7%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	808	1900	1283	63.0%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	917	1900	1283	71.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	843	1900	1505	56.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	973	1900	1505	64.6%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	405	1900	642	63.1%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	274	1900	642	42.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	914	1900	1505	60.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	880	1900	1505	58.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	674	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	569	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	554	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**36.3**	**30.8**	**0.0**	**67.1**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**36.3**	**30.8**	**0.0**	**67.1**	**-**	**-**	**-**	**-**	
1/2+1/1	822	822	-	-	-	4.2	2.8	-	7.0	30.5	10.9	2.8	13.7	
1/3	604	604	-	-	-	3.4	1.8	-	5.2	31.1	11.2	1.8	13.1	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	541	541	-	-	-	2.8	0.3	-	3.2	21.2	4.4	0.3	4.7	
3/3+3/4	591	591	-	-	-	3.2	0.5	-	3.7	22.4	5.3	0.5	5.8	
4/1	926	926	-	-	-	4.0	3.9	-	7.9	30.7	17.5	3.9	21.4	
4/2+4/3	1307	1307	-	-	-	4.6	6.0	-	10.6	29.1	15.8	6.0	21.8	
5/2+5/1	610	604	-	-	-	5.1	13.9	-	19.0	111.9	9.4	13.9	23.3	
6/1	607	607	-	-	-	1.4	0.0	-	1.4	8.5	10.6	0.0	10.6	
6/2	642	642	-	-	-	0.6	0.0	-	0.6	3.1	2.9	0.0	2.9	
6/3	697	697	-	-	-	0.4	0.0	-	0.4	2.3	2.2	0.0	2.2	
7/1	265	265	-	-	-	1.7	0.0	-	1.7	23.7	5.6	0.0	5.6	
7/2	248	248	-	-	-	1.7	0.0	-	1.7	24.7	5.3	0.0	5.3	
8/1	301	301	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	213	213	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
9/1	808	808	-	-	-	0.7	0.0	-	0.7	3.0	3.3	0.0	3.3	
9/2	917	917	-	-	-	0.5	0.0	-	0.5	2.1	2.7	0.0	2.7	
10/1	843	843	-	-	-	0.1	0.6	-	0.7	3.1	0.6	0.6	1.3	
10/2	972	972	-	-	-	0.1	0.9	-	1.0	3.9	1.0	0.9	2.0	
11/1	405	405	-	-	-	0.9	0.0	-	0.9	8.1	7.5	0.0	7.5	

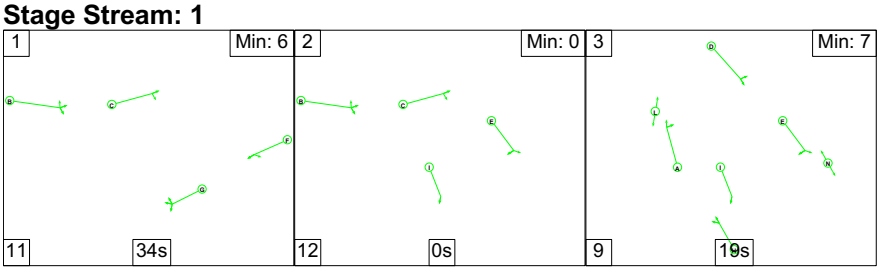
11/2	274	274	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	913	913	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	
12/2	879	879	-	-	-	0.2	0.0	-	0.2	0.8	1.6	0.0	1.6	
13/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	568	568	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	553	553	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-12.2	Total Delay for Signalled Lanes (pcuHr):	64.88	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	48.4	Total Delay for Signalled Lanes (pcuHr):	0.40	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	39.3	Total Delay for Signalled Lanes (pcuHr):	1.76	Cycle Time (s): 77
	PRC Over All Lanes (%):	-12.2	Total Delay Over All Lanes(pcuHr):	67.07	

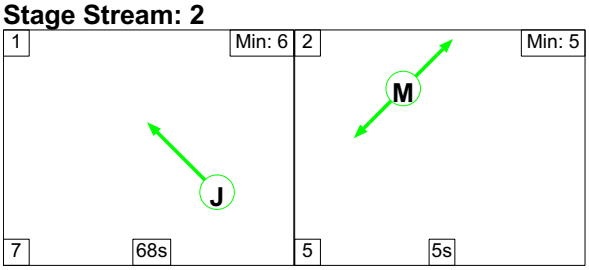
Scenario 13: '14' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

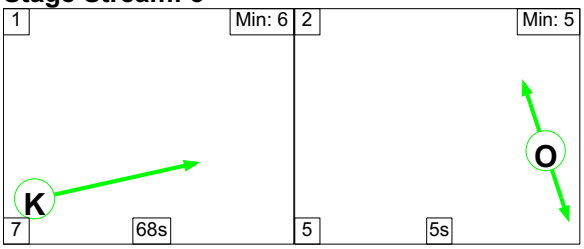
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

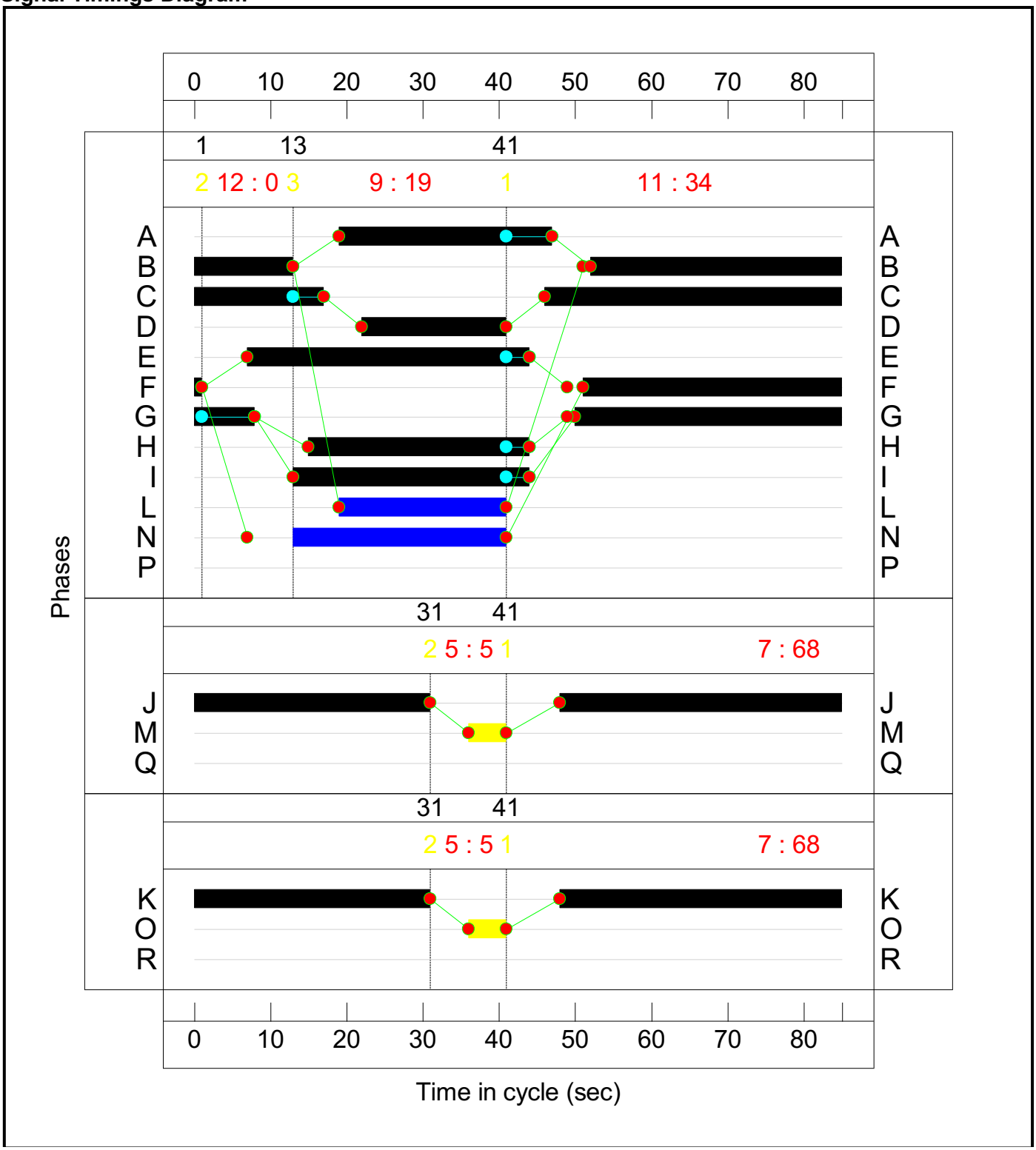
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

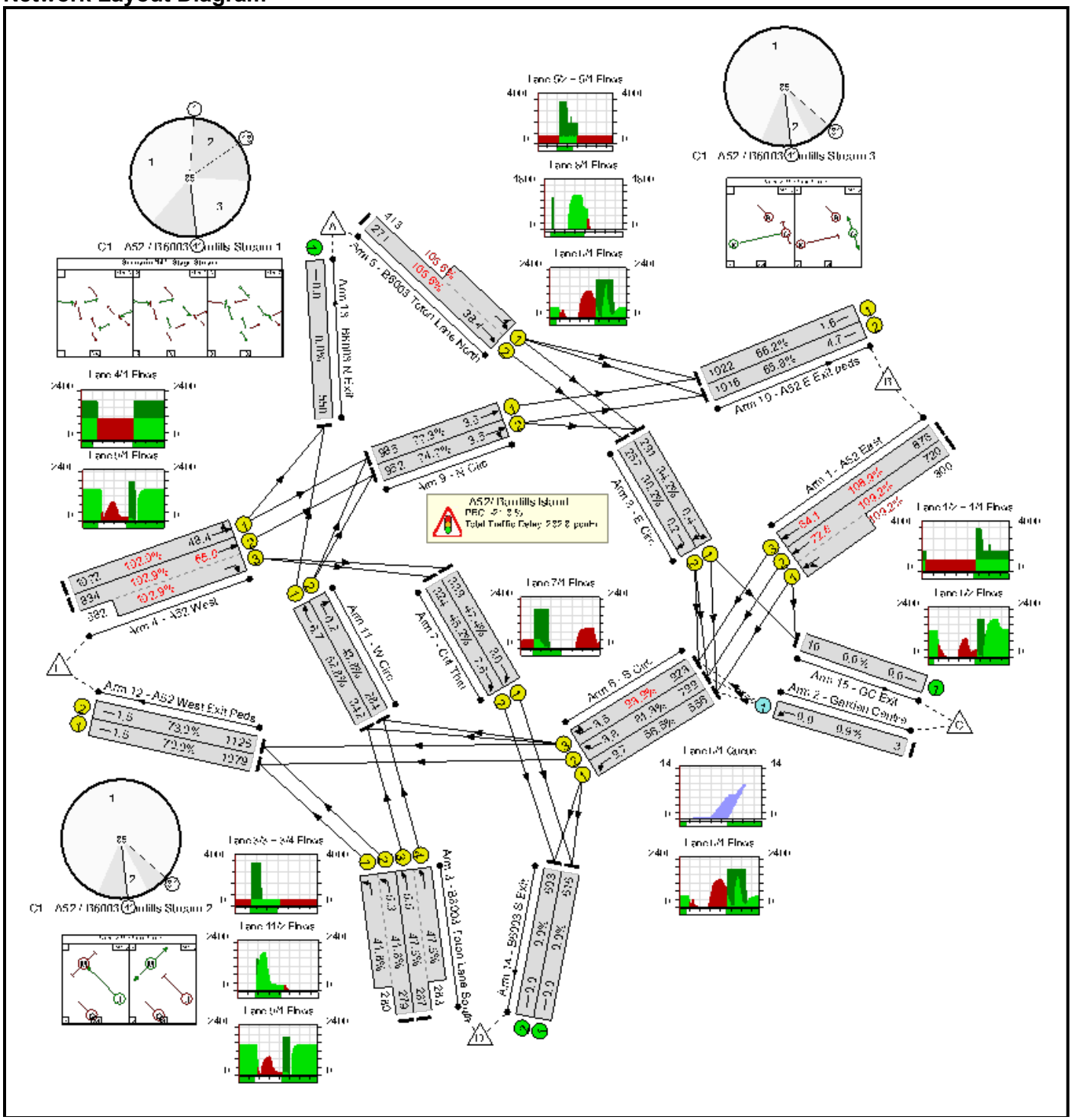
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.2%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.2%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1020	1900:1900	659+275	109.2 : 109.2%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	876	1900	805	108.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	559	1900:1900	671+671	41.6 : 41.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	550	1900:1900	562+596	47.5 : 47.5%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1072	1900	1051	102.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1516	1900:1900	810+663	102.9 : 102.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	684	1900:1900	257+391	105.6 : 105.6%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	597	1900	984	56.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	868	1900	984	81.3%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1001	1900	984	93.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	349	1900	715	47.4%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	333	1900	715	45.2%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	307	1900	849	34.2%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	30.2%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	1002	1900	1274	77.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	976	1900	1274	74.7%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1041	1900	1542	66.2%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1043	1900	1542	65.8%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	349	1900	648	52.8%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	284	1900	648	43.8%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1148	1900	1542	70.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1197	1900	1542	73.0%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	561	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	646	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	633	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**60.2**	**172.6**	**0.0**	**232.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**60.2**	**172.6**	**0.0**	**232.8**	**-**	**-**	**-**	**-**	
1/2+1/1	1020	934	-	-	-	10.2	48.2	-	58.5	206.4	24.3	48.2	72.6	
1/3	876	805	-	-	-	9.6	41.0	-	50.6	208.0	23.1	41.0	64.1	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	559	559	-	-	-	3.2	0.4	-	3.6	23.2	5.0	0.4	5.3	
3/3+3/4	550	550	-	-	-	3.2	0.5	-	3.6	23.8	5.0	0.5	5.5	
4/1	1072	1051	-	-	-	6.7	22.6	-	29.3	98.4	25.8	22.6	48.4	
4/2+4/3	1516	1473	-	-	-	8.5	33.0	-	41.4	98.4	32.0	33.0	65.0	
5/2+5/1	684	647	-	-	-	7.3	25.1	-	32.3	170.2	13.4	25.1	38.4	
6/1	556	556	-	-	-	1.5	0.0	-	1.5	9.9	9.7	0.0	9.7	
6/2	799	799	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	
6/3	923	923	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	
7/1	339	339	-	-	-	2.5	0.0	-	2.5	26.8	8.0	0.0	8.0	
7/2	324	324	-	-	-	2.5	0.0	-	2.5	27.8	7.6	0.0	7.6	
8/1	291	291	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	
8/2	257	257	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	985	985	-	-	-	0.8	0.0	-	0.8	2.8	3.6	0.0	3.6	
9/2	952	952	-	-	-	0.7	0.0	-	0.7	2.8	3.5	0.0	3.5	
10/1	1022	1022	-	-	-	0.1	1.0	-	1.0	3.7	0.6	1.0	1.6	
10/2	1016	1016	-	-	-	0.1	1.0	-	1.1	3.9	3.7	1.0	4.7	
11/1	342	342	-	-	-	0.8	0.0	-	0.8	7.9	6.7	0.0	6.7	

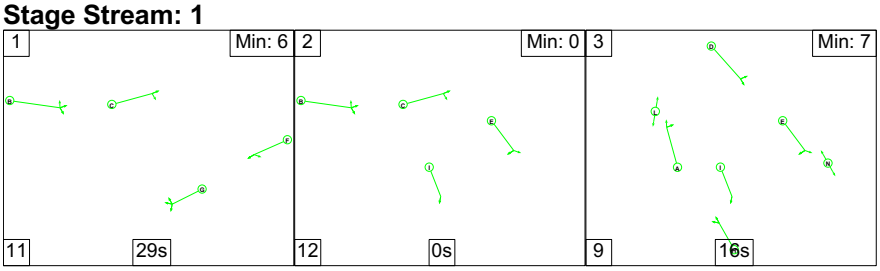
11/2	284	284	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
12/1	1079	1079	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	
12/2	1126	1126	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	
13/1	550	550	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	603	603	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-21.3	Total Delay for Signalled Lanes (pcuHr):	230.30	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	23.3	Total Delay for Signalled Lanes (pcuHr):	0.31	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	35.9	Total Delay for Signalled Lanes (pcuHr):	2.15	Cycle Time (s): 85
	PRC Over All Lanes (%):	-21.3	Total Delay Over All Lanes(pcuHr):	232.77	

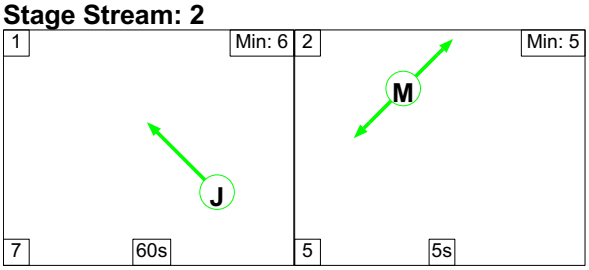
Scenario 14: '15' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

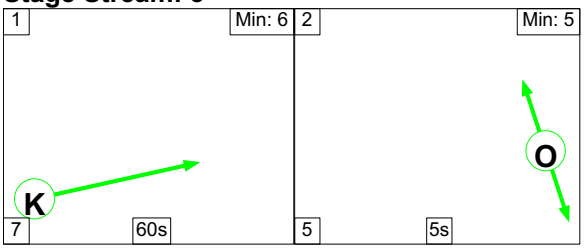
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

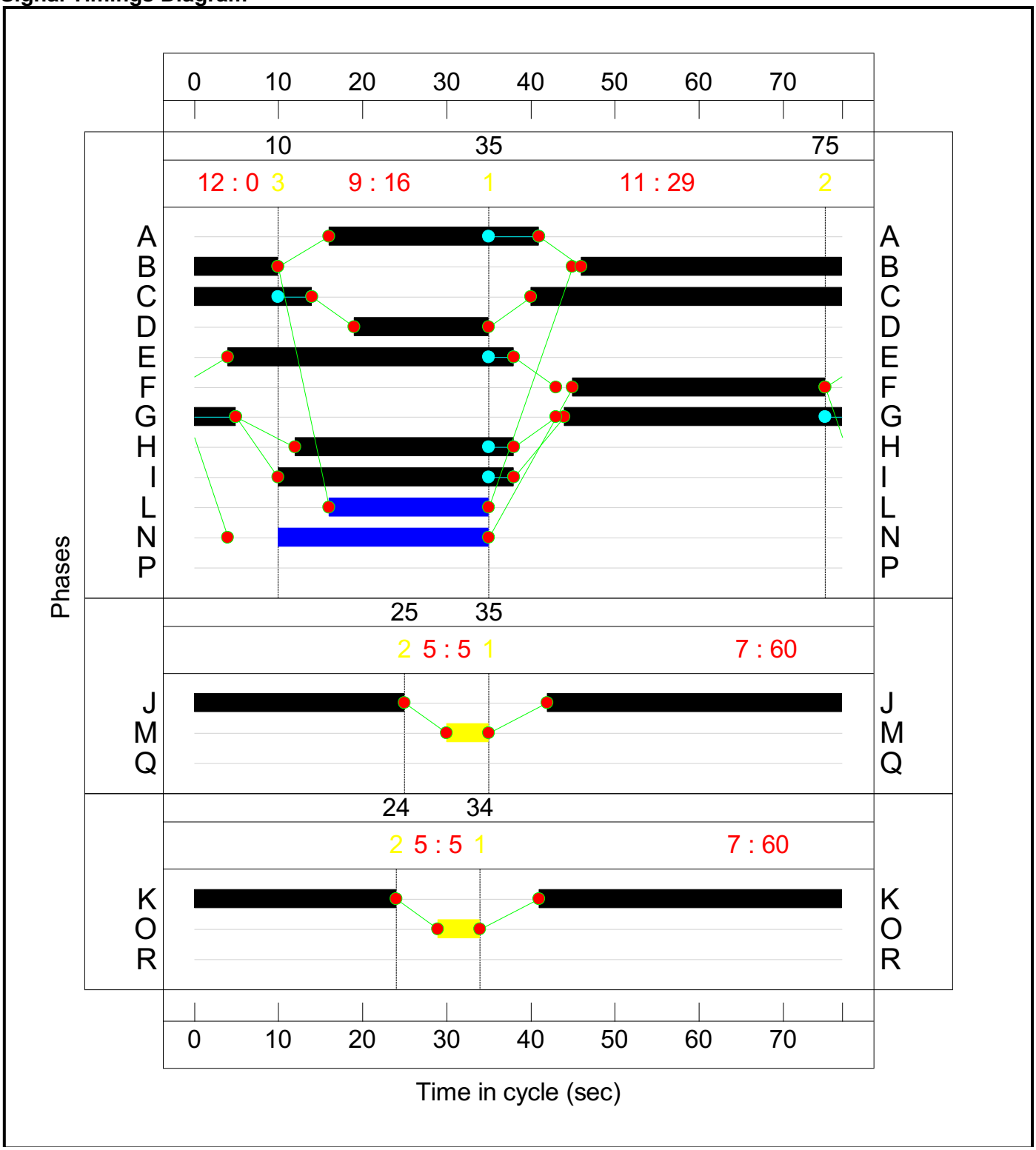
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

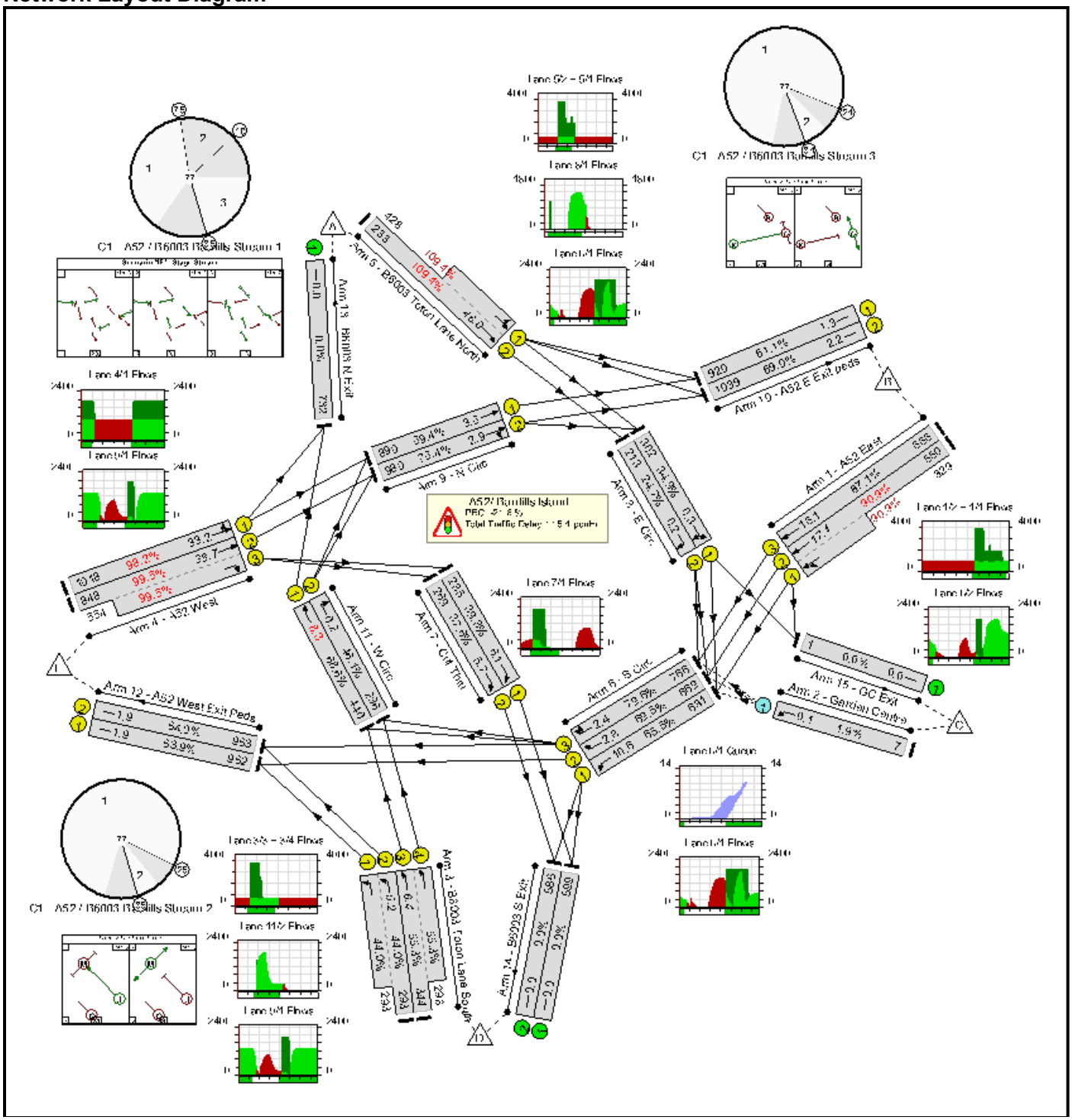
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.4%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.4%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	879	1900:1900	605+362	90.9 : 90.9%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	666	1900	765	87.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	586	1900:1900	666+666	44.0 : 44.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	640	1900:1900	622+535	55.3 : 55.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1018	1900	1036	98.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1402	1900:1900	852+557	99.5 : 99.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	661	1900:1900	213+391	109.4 : 109.4%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	659	1900	962	65.5%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	680	1900	962	69.5%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	775	1900	962	79.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	285	1900	716	39.8%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	269	1900	716	37.6%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	330	1900	864	34.9%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	24.7%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	890	1900	1283	69.4%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	980	1900	1283	76.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	923	1900	1505	61.1%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1045	1900	1505	69.0%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	440	1900	642	68.6%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	296	1900	642	46.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	973	1900	1505	63.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	972	1900	1505	64.0%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	600	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**42.2**	**73.1**	**0.0**	**115.4**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**42.2**	**73.1**	**0.0**	**115.4**	**-**	**-**	**-**	**-**	
1/2+1/1	879	879	-	-	-	4.7	4.5	-	9.2	37.7	12.9	4.5	17.4	
1/3	666	666	-	-	-	3.9	3.2	-	7.1	38.3	12.9	3.2	16.1	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	586	586	-	-	-	3.1	0.4	-	3.5	21.6	4.8	0.4	5.2	
3/3+3/4	640	640	-	-	-	3.5	0.6	-	4.1	23.0	5.8	0.6	6.4	
4/1	1018	1018	-	-	-	4.8	12.0	-	16.9	59.6	21.2	12.0	33.2	
4/2+4/3	1402	1402	-	-	-	5.4	17.1	-	22.5	57.9	21.5	17.1	38.7	
5/2+5/1	661	604	-	-	-	7.3	33.4	-	40.6	221.3	12.6	33.4	46.0	
6/1	631	631	-	-	-	1.4	0.0	-	1.4	8.3	10.6	0.0	10.6	
6/2	669	669	-	-	-	0.5	0.0	-	0.5	2.9	2.8	0.0	2.8	
6/3	766	766	-	-	-	0.5	0.0	-	0.5	2.4	2.4	0.0	2.4	
7/1	285	285	-	-	-	1.8	0.0	-	1.8	23.0	6.1	0.0	6.1	
7/2	269	269	-	-	-	1.8	0.0	-	1.8	24.0	5.7	0.0	5.7	
8/1	302	302	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	213	213	-	-	-	0.1	0.0	-	0.1	1.6	0.2	0.0	0.2	
9/1	890	890	-	-	-	0.7	0.0	-	0.7	3.0	3.6	0.0	3.6	
9/2	980	980	-	-	-	0.6	0.0	-	0.6	2.1	2.9	0.0	2.9	
10/1	920	920	-	-	-	0.1	0.8	-	0.9	3.3	0.6	0.8	1.3	
10/2	1039	1039	-	-	-	0.1	1.1	-	1.3	4.3	1.1	1.1	2.2	
11/1	440	440	-	-	-	1.0	0.0	-	1.0	8.2	8.3	0.0	8.3	

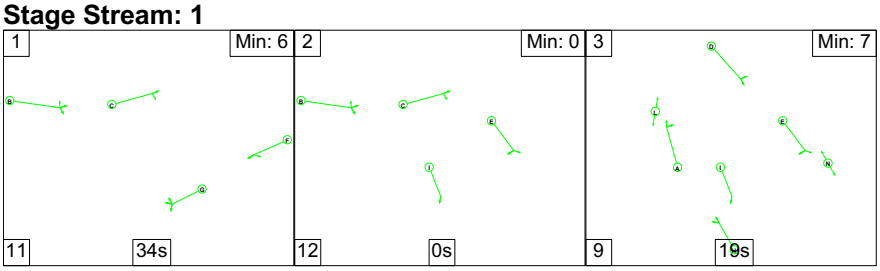
11/2	296	296	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	962	962	-	-	-	0.2	0.0	-	0.2	0.9	1.9	0.0	1.9	
12/2	963	963	-	-	-	0.2	0.0	-	0.2	0.9	1.9	0.0	1.9	
13/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	586	586	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-21.6	Total Delay for Signalled Lanes (pcuHr):	112.73	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	40.7	Total Delay for Signalled Lanes (pcuHr):	0.50	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	30.3	Total Delay for Signalled Lanes (pcuHr):	2.11	Cycle Time (s): 77
	PRC Over All Lanes (%):	-21.6	Total Delay Over All Lanes(pcuHr):	115.36	

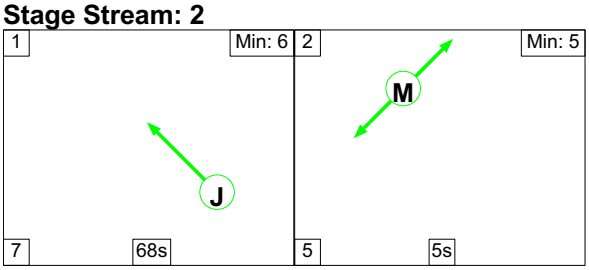
Scenario 15: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

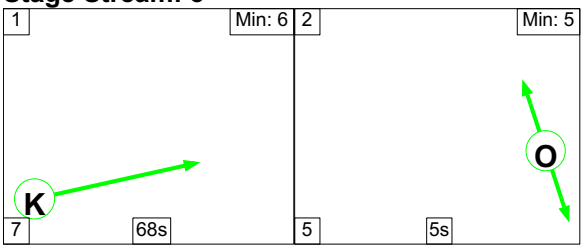
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

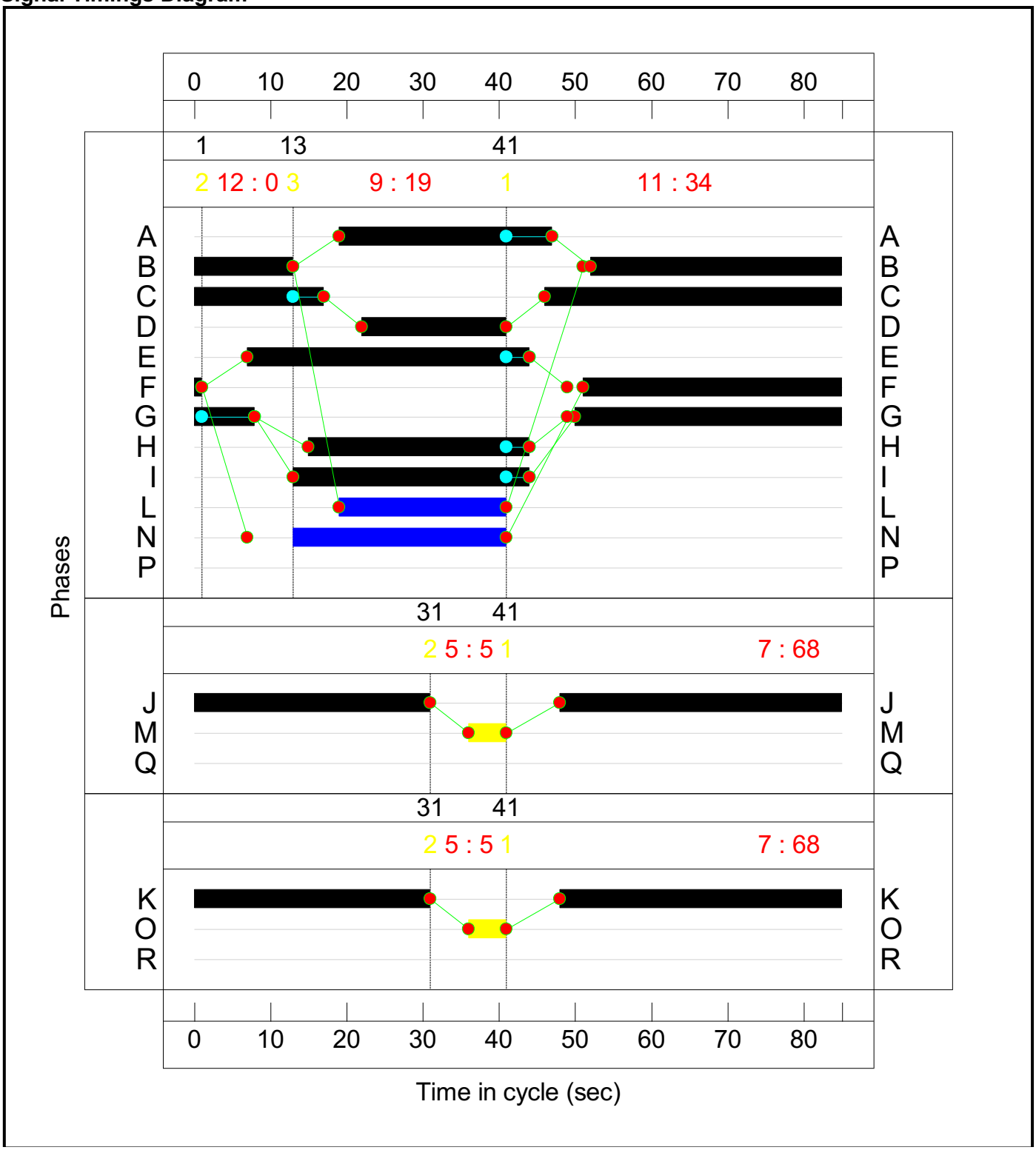
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

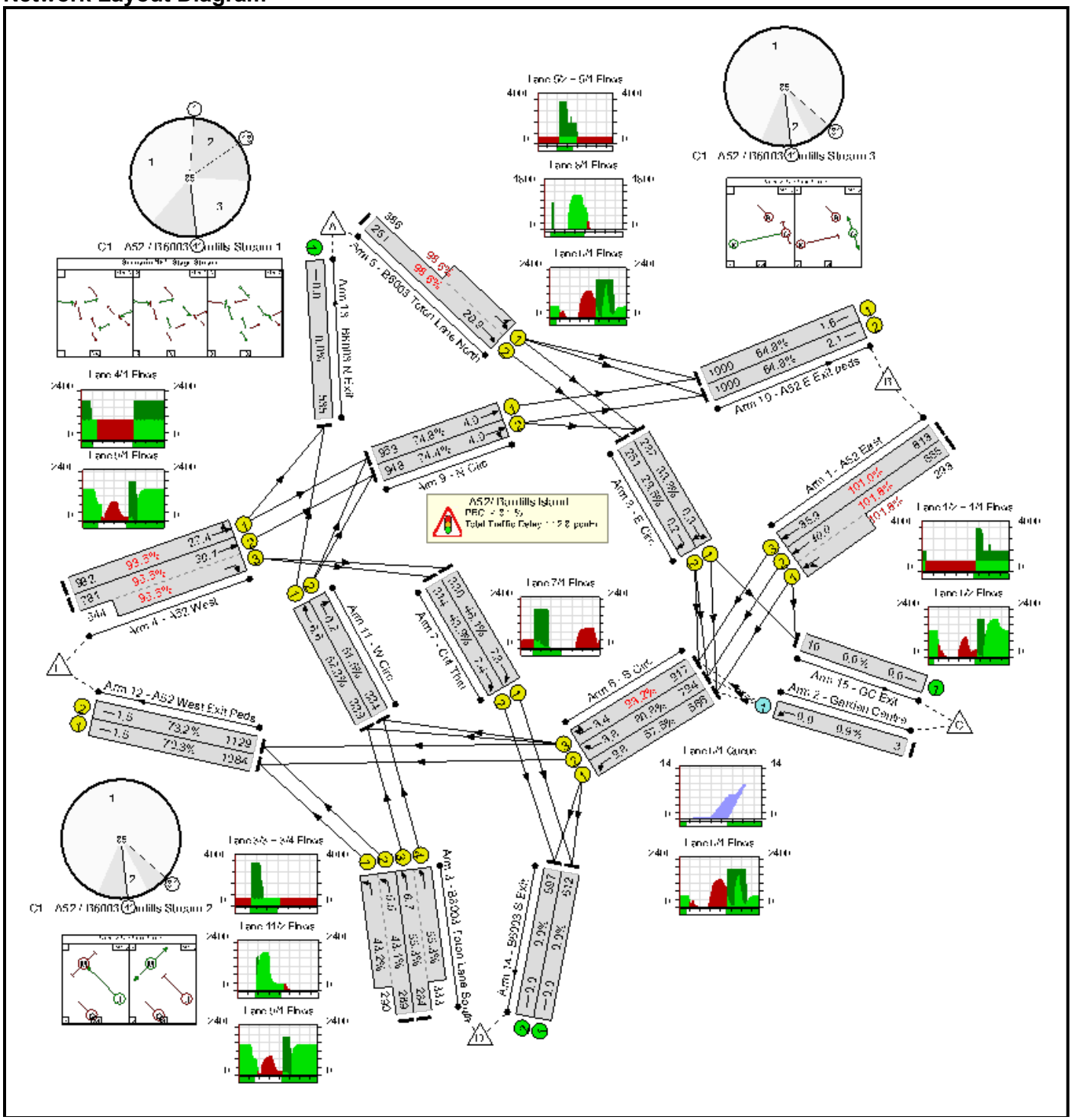
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.8%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**101.8%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	958	1900:1900	653+288	101.8 : 101.8%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	813	1900	805	101.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	579	1900:1900	671+671	43.1 : 43.2%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	597	1900:1900	478+602	55.3 : 55.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	982	1900	1051	93.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1425	1900:1900	809+667	96.5 : 96.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	637	1900:1900	254+391	98.6 : 98.6%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	571	1900	984	57.5%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	806	1900	984	80.8%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	925	1900	984	93.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	330	1900	715	46.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	314	1900	715	43.9%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	287	1900	849	33.8%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	251	1900	849	29.5%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	953	1900	1274	74.8%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	948	1900	1274	74.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1000	1900	1542	64.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1000	1900	1542	64.8%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	340	1900	648	52.3%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	334	1900	648	51.5%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1096	1900	1542	70.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1137	1900	1542	73.2%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	536	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	615	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	600	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**46.6**	**66.2**	**0.0**	**112.8**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**46.6**	**66.2**	**0.0**	**112.8**	**-**	**-**	**-**	**-**	
1/2+1/1	958	941	-	-	-	6.4	20.2	-	26.7	100.2	19.8	20.2	40.0	
1/3	813	805	-	-	-	6.0	16.5	-	22.4	99.4	19.4	16.5	35.9	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	579	579	-	-	-	3.4	0.4	-	3.8	23.4	5.2	0.4	5.5	
3/3+3/4	597	597	-	-	-	3.5	0.6	-	4.1	24.9	6.1	0.6	6.7	
4/1	982	982	-	-	-	4.8	6.1	-	10.9	39.9	21.3	6.1	27.4	
4/2+4/3	1425	1425	-	-	-	5.6	10.0	-	15.6	39.3	20.1	10.0	30.1	
5/2+5/1	637	637	-	-	-	5.4	10.6	-	16.1	90.7	10.3	10.6	20.9	
6/1	566	566	-	-	-	1.5	0.0	-	1.5	9.6	9.8	0.0	9.8	
6/2	794	794	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	
6/3	917	917	-	-	-	0.8	0.0	-	0.8	3.2	3.4	0.0	3.4	
7/1	330	330	-	-	-	2.5	0.0	-	2.5	27.4	7.8	0.0	7.8	
7/2	314	314	-	-	-	2.5	0.0	-	2.5	28.4	7.4	0.0	7.4	
8/1	287	287	-	-	-	0.1	0.0	-	0.1	1.6	0.3	0.0	0.3	
8/2	251	251	-	-	-	0.1	0.0	-	0.1	1.4	0.2	0.0	0.2	
9/1	953	953	-	-	-	0.8	0.0	-	0.8	3.2	4.0	0.0	4.0	
9/2	948	948	-	-	-	0.8	0.0	-	0.8	3.2	4.0	0.0	4.0	
10/1	1000	1000	-	-	-	0.1	0.9	-	1.0	3.6	0.7	0.9	1.6	
10/2	1000	1000	-	-	-	0.1	0.9	-	1.0	3.7	1.1	0.9	2.1	
11/1	339	339	-	-	-	0.7	0.0	-	0.7	7.9	6.6	0.0	6.6	

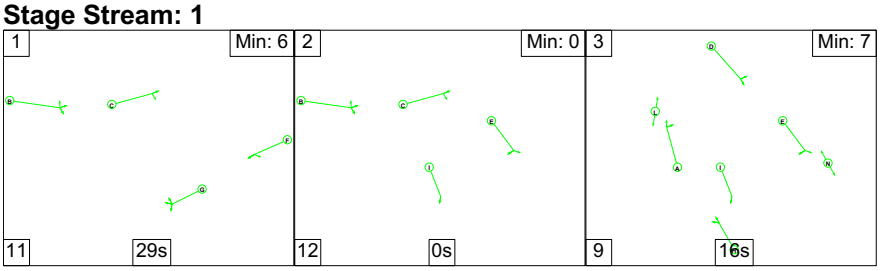
11/2	334	334	-	-	-	0.2	0.0	-	0.2	1.6	0.2	0.0	0.2	
12/1	1084	1084	-	-	-	0.2	0.0	-	0.2	0.6	1.5	0.0	1.5	
12/2	1129	1129	-	-	-	0.2	0.0	-	0.2	0.5	1.5	0.0	1.5	
13/1	535	535	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-13.1	Total Delay for Signalled Lanes (pcuHr):	110.44	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	22.9	Total Delay for Signalled Lanes (pcuHr):	0.33	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	38.8	Total Delay for Signalled Lanes (pcuHr):	2.04	Cycle Time (s): 85
	PRC Over All Lanes (%):	-13.1	Total Delay Over All Lanes(pcuHr):	112.83	

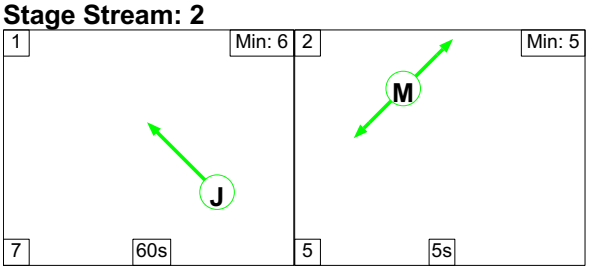
Scenario 16: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

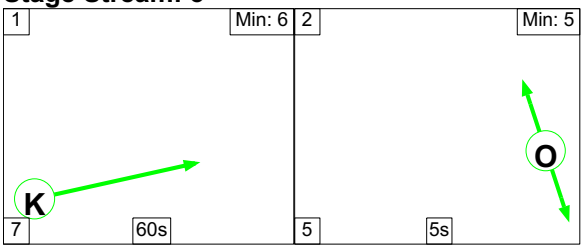
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

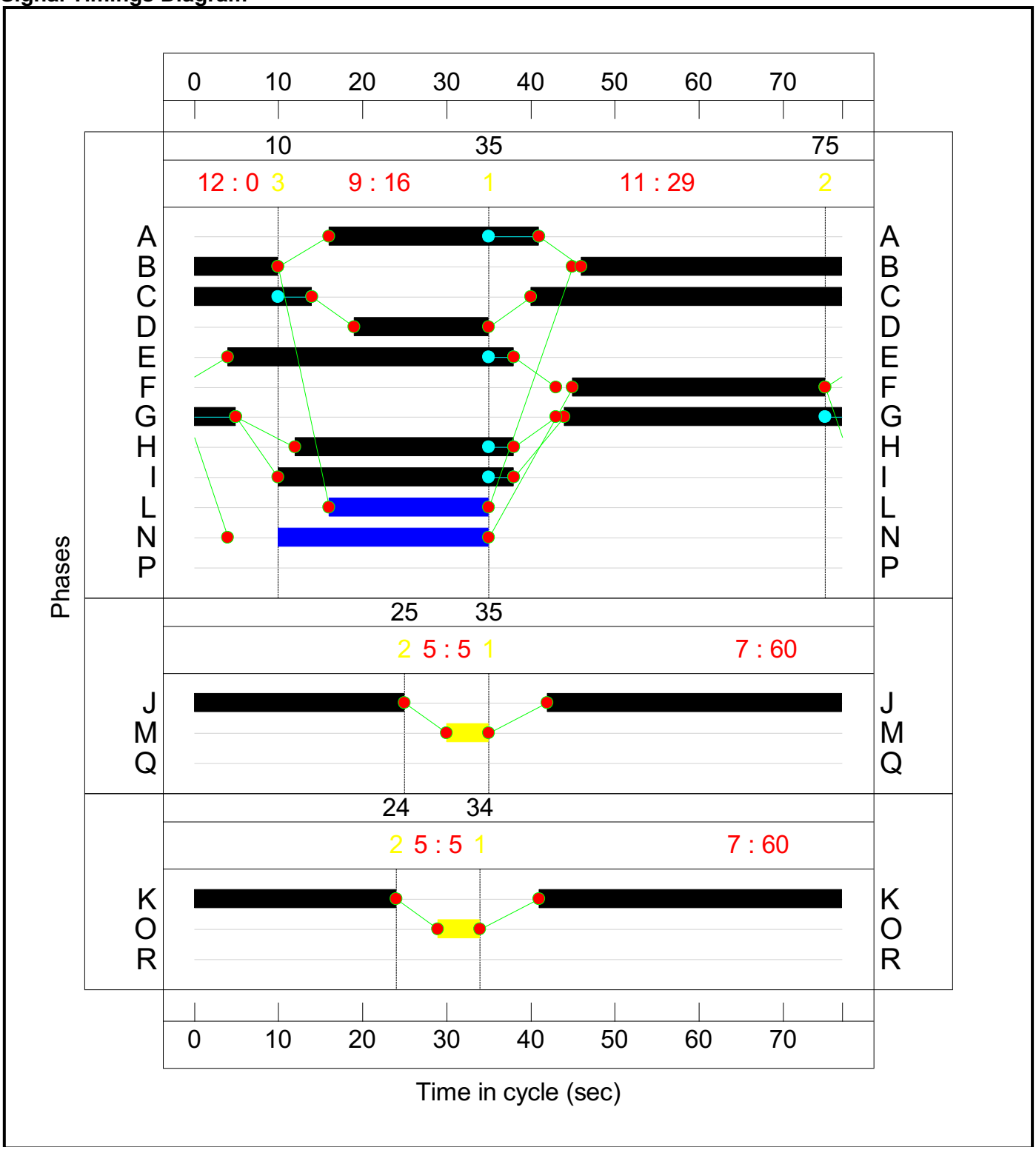
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

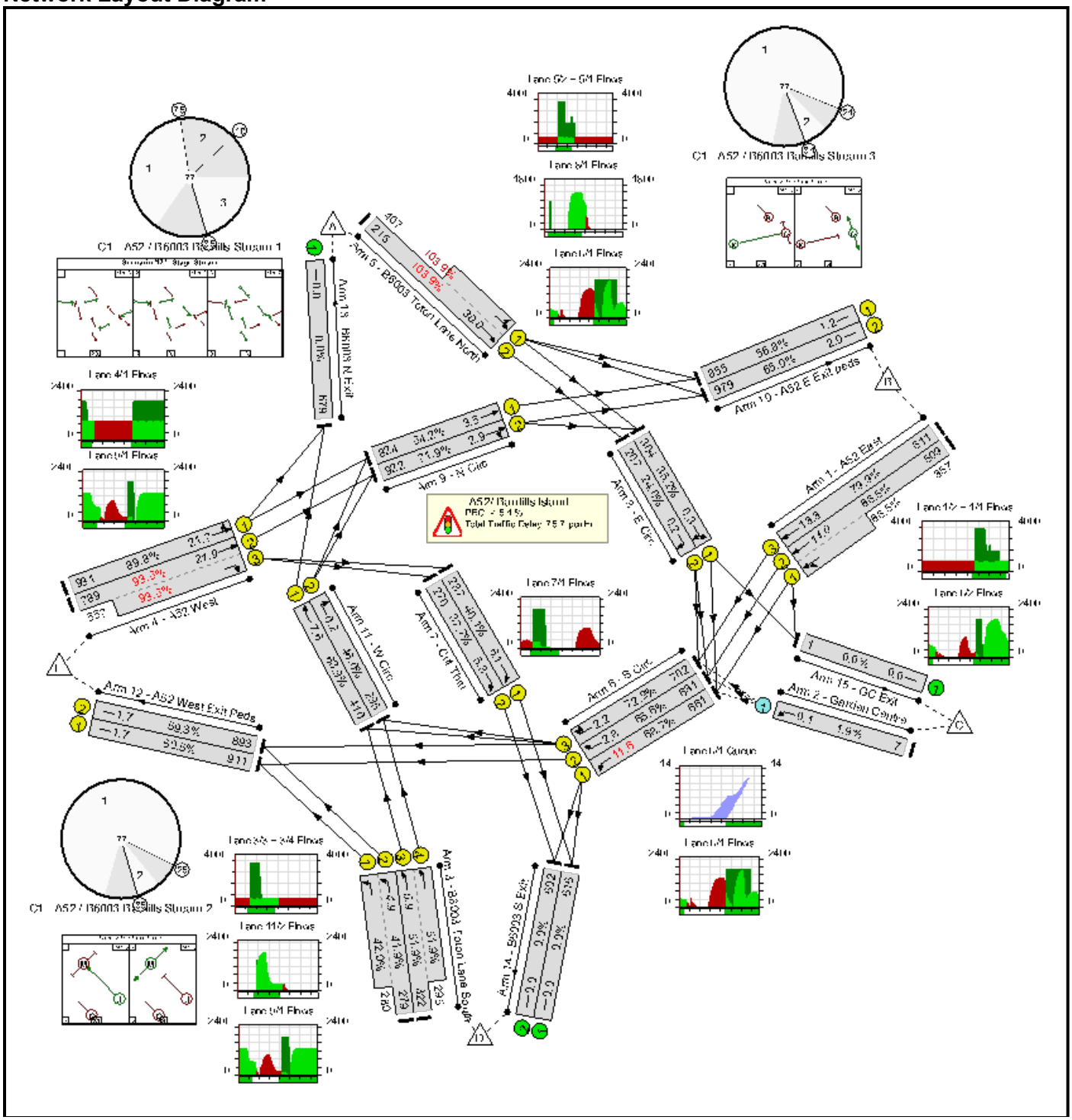
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.9%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**103.9%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	866	1900:1900	588+413	86.5 : 86.5%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	611	1900	765	79.9%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	559	1900:1900	666+666	41.9 : 42.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	617	1900:1900	620+568	51.9 : 51.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	931	1900	1036	89.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1346	1900:1900	843+595	93.6 : 93.6%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	622	1900:1900	207+392	103.9 : 103.9%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	673	1900	962	68.7%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	636	1900	962	65.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	705	1900	962	72.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	287	1900	716	40.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	270	1900	716	37.7%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	316	1900	864	35.2%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	215	1900	864	24.0%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	824	1900	1283	64.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	922	1900	1283	71.9%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	856	1900	1505	56.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	981	1900	1505	65.0%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	410	1900	642	63.9%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	295	1900	642	46.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	916	1900	1505	60.5%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	896	1900	1505	59.3%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	622	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	608	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**38.2**	**37.5**	**0.0**	**75.7**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**38.2**	**37.5**	**0.0**	**75.7**	**-**	**-**	**-**	**-**	
1/2+1/1	866	866	-	-	-	4.4	3.1	-	7.5	31.2	11.0	3.1	14.0	
1/3	611	611	-	-	-	3.4	1.9	-	5.4	31.7	11.4	1.9	13.3	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	559	559	-	-	-	3.0	0.4	-	3.3	21.4	4.5	0.4	4.9	
3/3+3/4	617	617	-	-	-	3.3	0.5	-	3.9	22.5	5.4	0.5	5.9	
4/1	931	931	-	-	-	4.0	4.1	-	8.1	31.4	17.6	4.1	21.7	
4/2+4/3	1346	1346	-	-	-	4.8	6.4	-	11.1	29.8	15.6	6.4	21.9	
5/2+5/1	622	599	-	-	-	5.8	19.5	-	25.3	146.4	10.4	19.5	30.0	
6/1	661	661	-	-	-	1.5	0.0	-	1.5	8.2	11.6	0.0	11.6	
6/2	631	631	-	-	-	0.5	0.0	-	0.5	3.1	2.8	0.0	2.8	
6/3	702	702	-	-	-	0.4	0.0	-	0.4	2.3	2.2	0.0	2.2	
7/1	287	287	-	-	-	1.9	0.0	-	1.9	23.8	6.1	0.0	6.1	
7/2	270	270	-	-	-	1.9	0.0	-	1.9	24.8	5.8	0.0	5.8	
8/1	304	304	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	207	207	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	824	824	-	-	-	0.7	0.0	-	0.7	3.1	3.5	0.0	3.5	
9/2	922	922	-	-	-	0.6	0.0	-	0.6	2.3	2.9	0.0	2.9	
10/1	855	855	-	-	-	0.1	0.7	-	0.7	3.1	0.6	0.7	1.2	
10/2	979	979	-	-	-	0.1	0.9	-	1.1	3.9	1.1	0.9	2.0	
11/1	410	410	-	-	-	0.9	0.0	-	0.9	8.0	7.6	0.0	7.6	

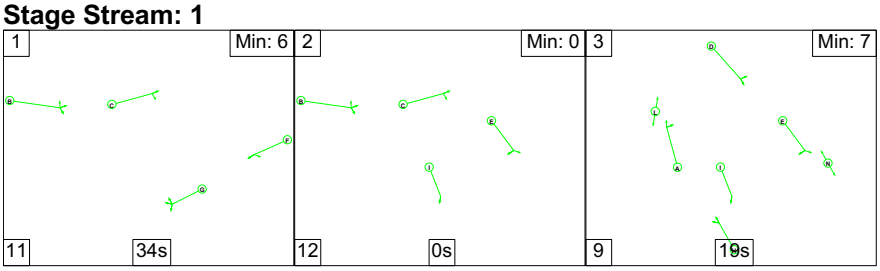
11/2	295	295	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	911	911	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	
12/2	893	893	-	-	-	0.2	0.0	-	0.2	0.9	1.7	0.0	1.7	
13/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	616	616	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-15.4	Total Delay for Signalled Lanes (pcuHr):	73.47	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	48.7	Total Delay for Signalled Lanes (pcuHr):	0.44	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	38.4	Total Delay for Signalled Lanes (pcuHr):	1.79	Cycle Time (s): 77
	PRC Over All Lanes (%):	-15.4	Total Delay Over All Lanes(pcuHr):	75.73	

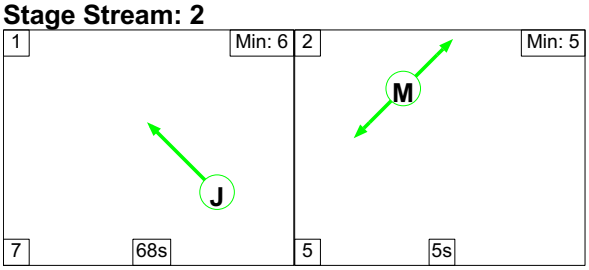
Scenario 17: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

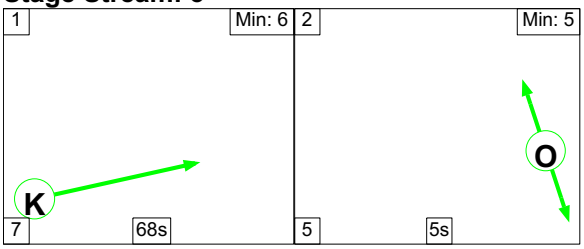
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	34	0	19
Change Point	41	1	13

Stage Stream: 2

Stage	1	2
Duration	68	5
Change Point	41	31

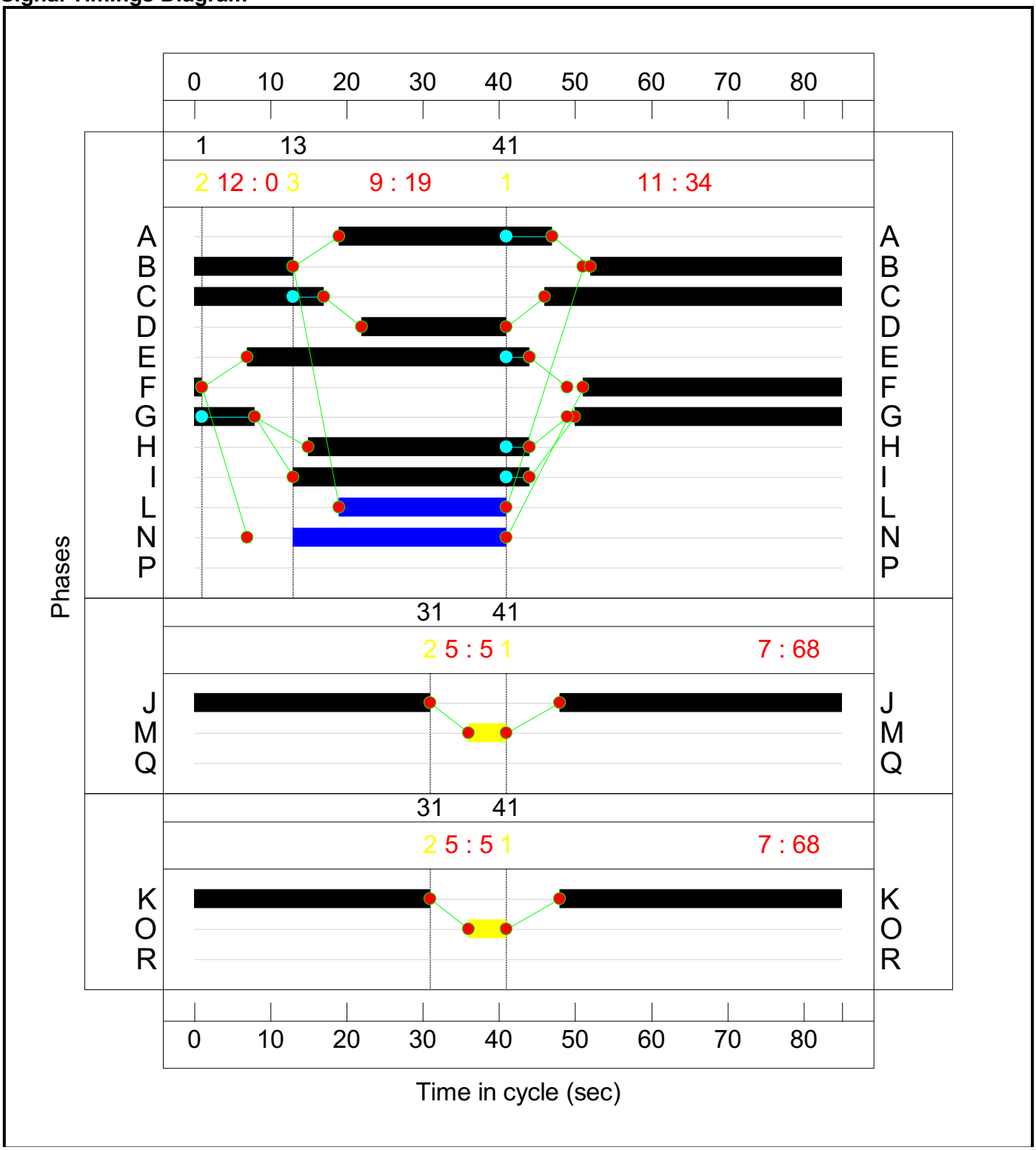
Stage Stream: 3

Stage	1	2
Duration	68	5
Change Point	41	31

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	28	19	47
B	A52 West Right Ahead Left	Traffic	1	46	52	13
C	N Circ Right Ahead	Traffic	1	56	46	17
D	B6003 Toton Lane North Ahead Left	Traffic	1	19	22	41
E	E Circ Right Ahead	Traffic	1	37	7	44
F	A52 East Ahead Left	Traffic	1	35	51	1
G	S Circ Right Ahead Left (25)	Traffic	1	43	50	8
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	29	15	44
I	Cut Thru Ahead (29)	Traffic	1	31	13	44
J	A52 West Exit Peds	Traffic	2	68	48	31
K	A52 E Exit peds	Traffic	3	68	48	31
L	Pedestrians across	Pedestrian	1	22	19	41
M	Pedestrians across	Pedestrian	2	5	36	41
N	Pedestrians across	Pedestrian	1	28	13	41
O	Pedestrians across	Pedestrian	3	5	36	41
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

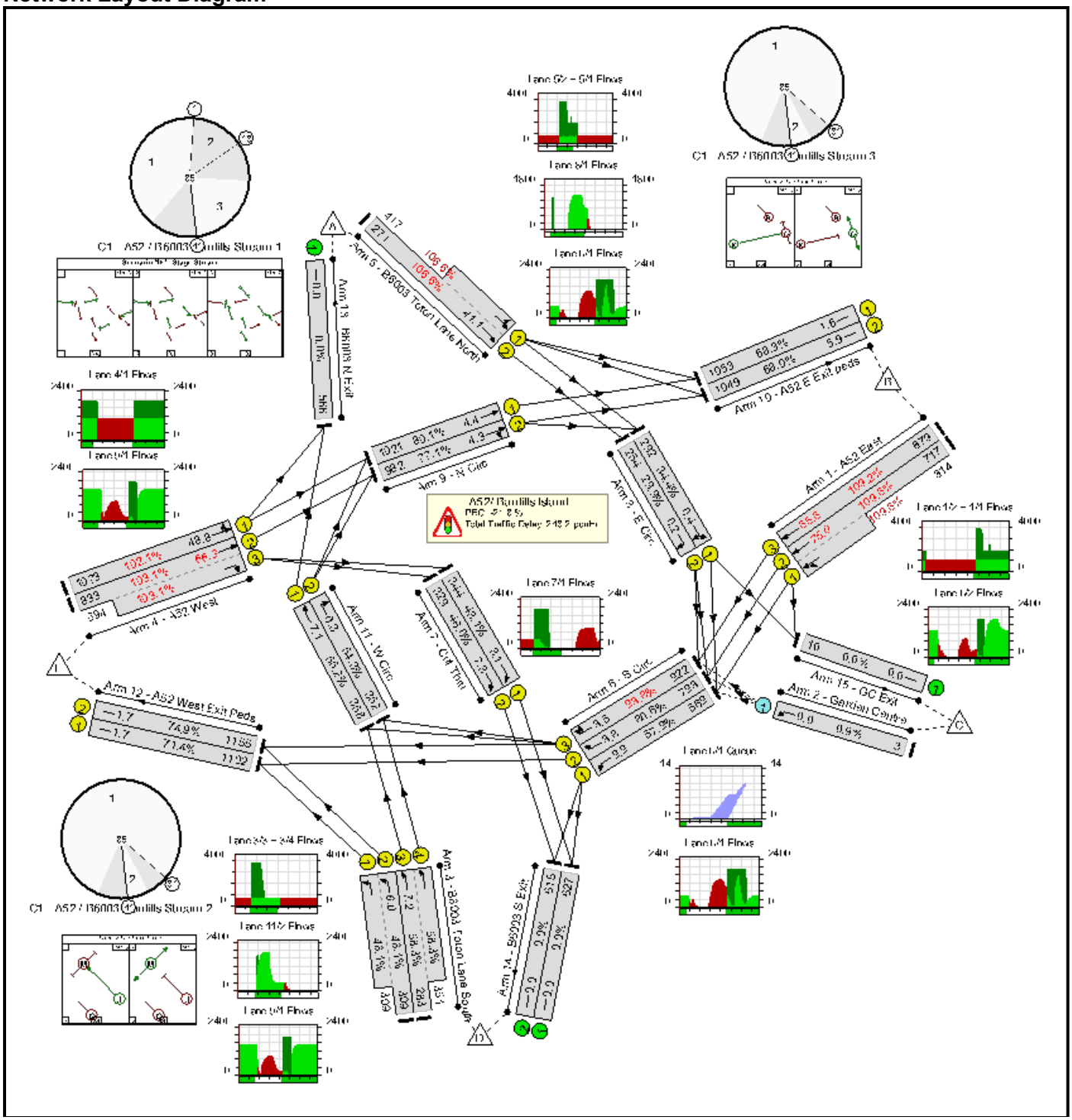
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	1
1/2	A52 East Ahead	U	F	51	1
1/3	A52 East Ahead	U	F	51	1
3/1	B6003 Toton Lane South Left	U	H	15	44
3/2	B6003 Toton Lane South Left	U	H	15	44
3/3	B6003 Toton Lane South Ahead	U	H	15	44
3/4	B6003 Toton Lane South Ahead	U	H	15	44
4/1	A52 West Ahead Left	U	B	52	13
4/2	A52 West Ahead	U	B	52	13
4/3	A52 West Right	U	B	52	13
5/1	B6003 Toton Lane North Ahead Left	U	D	22	41
5/2	B6003 Toton Lane North Ahead	U	D	22	41
6/1	S Circ Left	U	G	50	8
6/2	S Circ Ahead	U	G	50	8
6/3	S Circ Right Ahead	U	G	50	8
7/1	Cut Thru Ahead	U	I	13	44
7/2	Cut Thru Ahead	U	I	13	44
8/1	E Circ Right Ahead	U	E	7	44
8/2	E Circ Right	U	E	7	44
9/1	N Circ Ahead	U	C	46	17
9/2	N Circ Right Ahead	U	C	46	17
10/1	A52 E Exit peds	U	K	48	31
10/2	A52 E Exit peds	U	K	48	31
11/1	W Circ Ahead	U	A	19	47
11/2	W Circ Right	U	A	19	47
12/1	A52 West Exit Peds	U	J	48	31
12/2	A52 West Exit Peds	U	J	48	31

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**109.6%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**109.6%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	35	-	-	1031	1900:1900	654+286	109.6 : 109.6%
1/3	A52 East Ahead	U	1	N/A	F		1	35	-	-	879	1900	805	109.2%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	328	0.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	29	-	-	618	1900:1900	671+671	46.1 : 46.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	29	-	-	634	1900:1900	485+602	58.3 : 58.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	46	-	-	1073	1900	1051	102.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	46	-	-	1527	1900:1900	808+673	103.1 : 103.1%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	19	-	-	688	1900:1900	254+391	106.6 : 106.6%
6/1	S Circ Left	U	1	N/A	G		1	43	-	-	615	1900	984	57.9%
6/2	S Circ Ahead	U	1	N/A	G		1	43	-	-	865	1900	984	80.6%
6/3	S Circ Right Ahead	U	1	N/A	G		1	43	-	-	1004	1900	984	93.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	355	1900	715	48.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	31	-	-	339	1900	715	46.0%
8/1	E Circ Right Ahead	U	1	N/A	E		1	37	-	-	311	1900	849	34.4%
8/2	E Circ Right	U	1	N/A	E		1	37	-	-	271	1900	849	29.9%

9/1	N Circ Ahead	U	1	N/A	C		1	56	-	-	1039	1900	1274	80.1%
9/2	N Circ Right Ahead	U	1	N/A	C		1	56	-	-	1007	1900	1274	77.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1073	1900	1542	68.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	68	-	-	1079	1900	1542	68.0%
11/1	W Circ Ahead	U	1	N/A	A		1	28	-	-	365	1900	648	55.2%
11/2	W Circ Right	U	1	N/A	A		1	28	-	-	352	1900	648	54.3%
12/1	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1174	1900	1542	71.4%
12/2	A52 West Exit Peds	U	2	N/A	J		1	68	-	-	1230	1900	1542	74.9%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	661	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	648	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**62.7**	**180.6**	**0.0**	**243.2**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**62.7**	**180.6**	**0.0**	**243.2**	**-**	**-**	**-**	**-**	
1/2+1/1	1031	940	-	-	-	10.5	50.4	-	60.9	212.8	24.6	50.4	75.0	
1/3	879	805	-	-	-	9.8	42.3	-	52.1	213.5	23.3	42.3	65.6	
2/1	3	3	1	2	0	0.0	0.0	-	0.0	15.9	0.0	0.0	0.0	
3/2+3/1	618	618	-	-	-	3.6	0.4	-	4.1	23.7	5.6	0.4	6.0	
3/3+3/4	634	634	-	-	-	3.8	0.7	-	4.5	25.4	6.5	0.7	7.2	
4/1	1073	1051	-	-	-	6.8	22.9	-	29.7	99.6	25.9	22.9	48.8	
4/2+4/3	1527	1481	-	-	-	8.6	34.2	-	42.8	101.0	32.1	34.2	66.3	
5/2+5/1	688	646	-	-	-	7.5	27.5	-	35.0	183.0	13.7	27.5	41.1	
6/1	569	569	-	-	-	1.6	0.0	-	1.6	9.8	9.9	0.0	9.9	
6/2	793	793	-	-	-	0.8	0.0	-	0.8	3.8	3.8	0.0	3.8	
6/3	922	922	-	-	-	0.9	0.0	-	0.9	3.3	3.5	0.0	3.5	
7/1	344	344	-	-	-	2.6	0.0	-	2.6	26.8	8.1	0.0	8.1	
7/2	329	329	-	-	-	2.5	0.0	-	2.5	27.8	7.8	0.0	7.8	
8/1	292	292	-	-	-	0.2	0.0	-	0.2	1.9	0.4	0.0	0.4	
8/2	254	254	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	1021	1021	-	-	-	0.9	0.0	-	0.9	3.3	4.4	0.0	4.4	
9/2	982	982	-	-	-	0.9	0.0	-	0.9	3.2	4.3	0.0	4.3	
10/1	1053	1053	-	-	-	0.1	1.1	-	1.1	3.9	0.5	1.1	1.6	
10/2	1049	1049	-	-	-	0.2	1.1	-	1.2	4.2	4.8	1.1	5.9	
11/1	358	358	-	-	-	0.8	0.0	-	0.8	7.7	7.1	0.0	7.1	

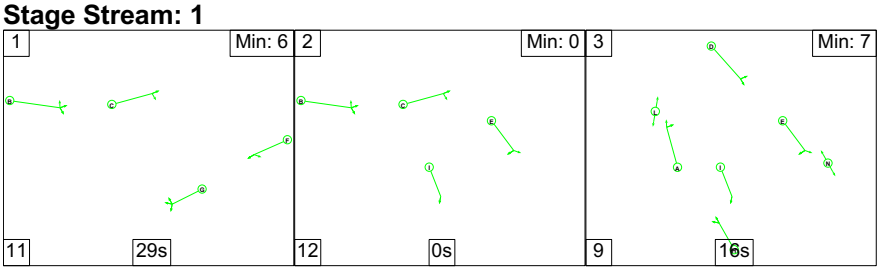
11/2	352	352	-	-	-	0.2	0.0	-	0.2	1.6	0.3	0.0	0.3	
12/1	1102	1102	-	-	-	0.2	0.0	-	0.2	0.6	1.7	0.0	1.7	
12/2	1155	1155	-	-	-	0.2	0.0	-	0.2	0.6	1.7	0.0	1.7	
13/1	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-21.8	Total Delay for Signalled Lanes (pcuHr):	240.46	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	20.2	Total Delay for Signalled Lanes (pcuHr):	0.38	Cycle Time (s): 85
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	31.8	Total Delay for Signalled Lanes (pcuHr):	2.35	Cycle Time (s): 85
	PRC Over All Lanes (%):	-21.8	Total Delay Over All Lanes(pcuHr):	243.20	

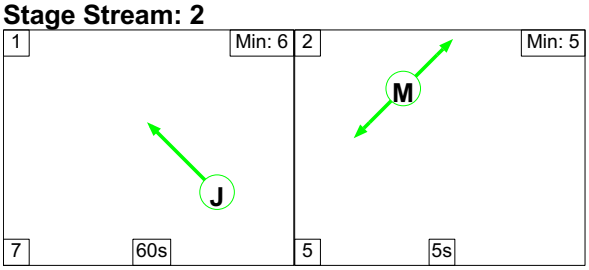
Scenario 18: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

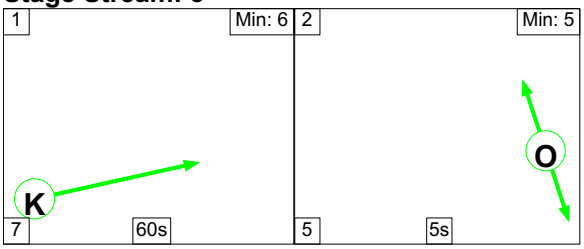
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	29	0	16
Change Point	35	75	10

Stage Stream: 2

Stage	1	2
Duration	60	5
Change Point	35	25

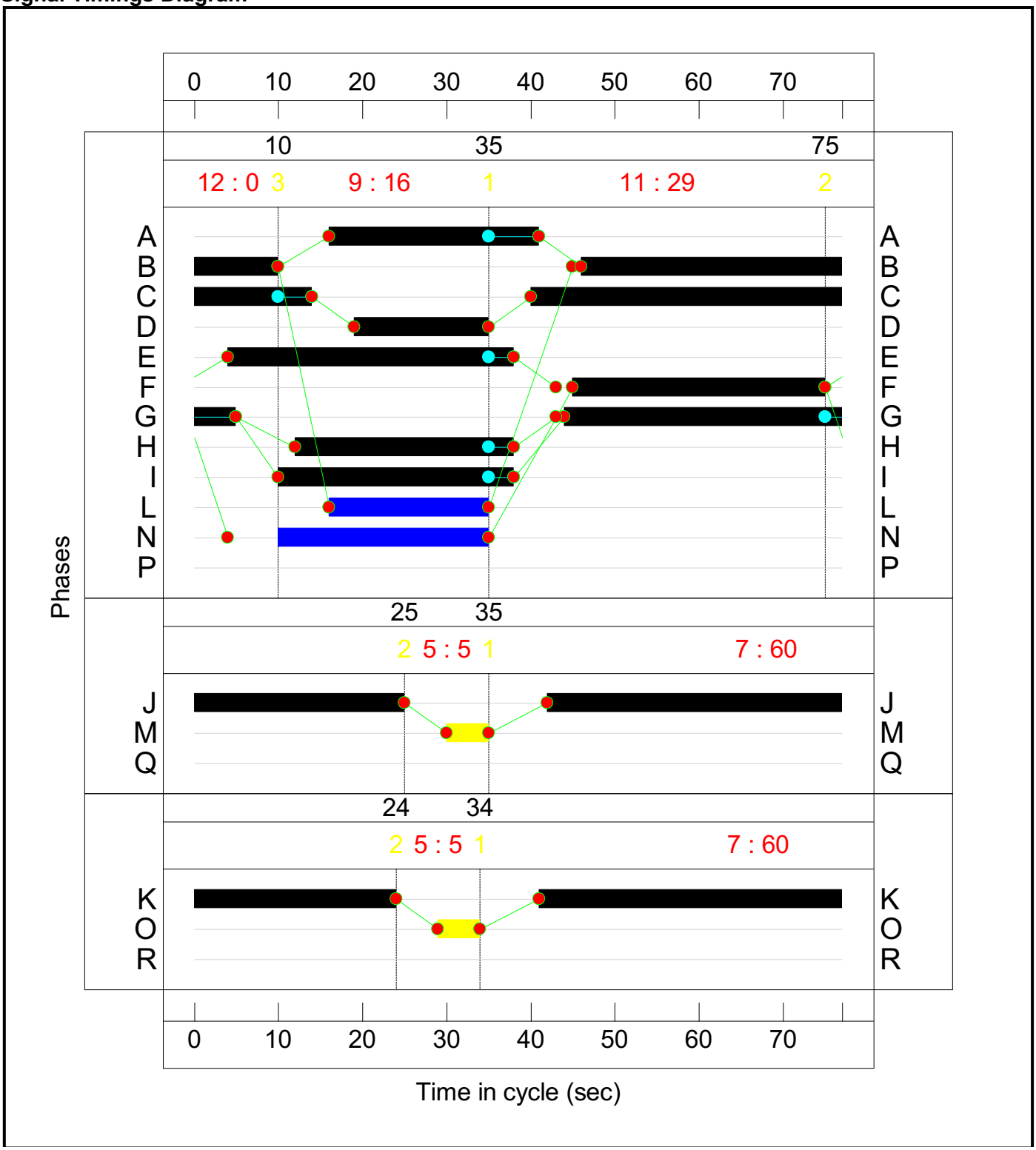
Stage Stream: 3

Stage	1	2
Duration	60	5
Change Point	34	24

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	25	16	41
B	A52 West Right Ahead Left	Traffic	1	41	46	10
C	N Circ Right Ahead	Traffic	1	51	40	14
D	B6003 Toton Lane North Ahead Left	Traffic	1	16	19	35
E	E Circ Right Ahead	Traffic	1	34	4	38
F	A52 East Ahead Left	Traffic	1	30	45	75
G	S Circ Right Ahead Left (25)	Traffic	1	38	44	5
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	26	12	38
I	Cut Thru Ahead (29)	Traffic	1	28	10	38
J	A52 West Exit Peds	Traffic	2	60	42	25
K	A52 E Exit peds	Traffic	3	60	41	24
L	Pedestrians across	Pedestrian	1	19	16	35
M	Pedestrians across	Pedestrian	2	5	30	35
N	Pedestrians across	Pedestrian	1	25	10	35
O	Pedestrians across	Pedestrian	3	5	29	34
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

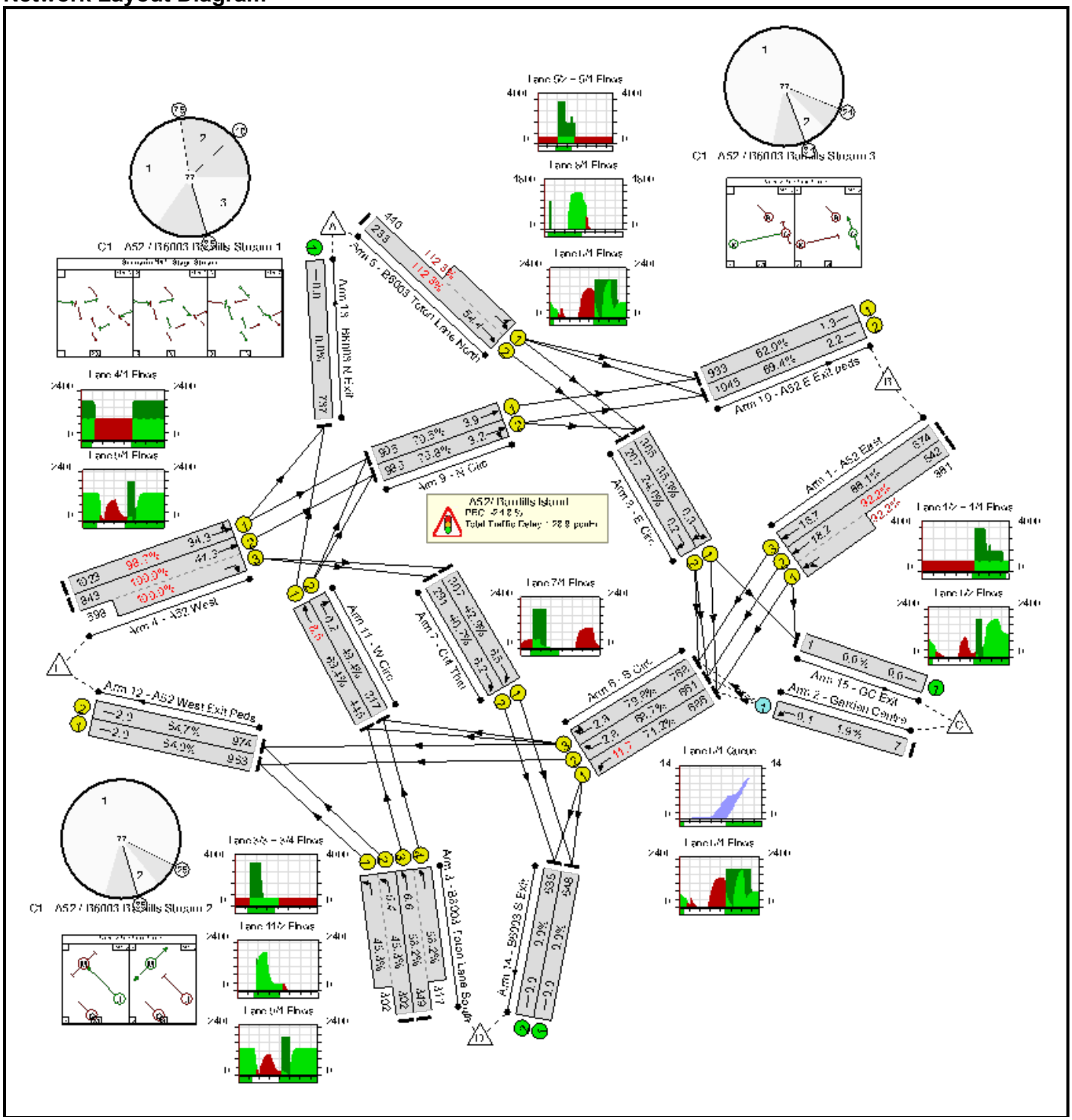
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	75
1/2	A52 East Ahead	U	F	45	75
1/3	A52 East Ahead	U	F	45	75
3/1	B6003 Toton Lane South Left	U	H	12	38
3/2	B6003 Toton Lane South Left	U	H	12	38
3/3	B6003 Toton Lane South Ahead	U	H	12	38
3/4	B6003 Toton Lane South Ahead	U	H	12	38
4/1	A52 West Ahead Left	U	B	46	10
4/2	A52 West Ahead	U	B	46	10
4/3	A52 West Right	U	B	46	10
5/1	B6003 Toton Lane North Ahead Left	U	D	19	35
5/2	B6003 Toton Lane North Ahead	U	D	19	35
6/1	S Circ Left	U	G	44	5
6/2	S Circ Ahead	U	G	44	5
6/3	S Circ Right Ahead	U	G	44	5
7/1	Cut Thru Ahead	U	I	10	38
7/2	Cut Thru Ahead	U	I	10	38
8/1	E Circ Right Ahead	U	E	4	38
8/2	E Circ Right	U	E	4	38
9/1	N Circ Ahead	U	C	40	14
9/2	N Circ Right Ahead	U	C	40	14
10/1	A52 E Exit peds	U	K	41	24
10/2	A52 E Exit peds	U	K	41	24
11/1	W Circ Ahead	U	A	16	41
11/2	W Circ Right	U	A	16	41
12/1	A52 West Exit Peds	U	J	42	25
12/2	A52 West Exit Peds	U	J	42	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**112.3%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**112.3%**
1/2+1/1	A52 East Ahead Left	U	1	N/A	F		1	30	-	-	923	1900:1900	588+413	92.2 : 92.2%
1/3	A52 East Ahead	U	1	N/A	F		1	30	-	-	674	1900	765	88.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	364	1.9%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	26	-	-	604	1900:1900	666+666	45.3 : 45.3%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	26	-	-	666	1900:1900	621+564	56.2 : 56.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	41	-	-	1023	1900	1036	98.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	41	-	-	1441	1900:1900	843+598	100.0 : 100.0%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	16	-	-	673	1900:1900	207+392	112.3 : 112.3%
6/1	S Circ Left	U	1	N/A	G		1	38	-	-	723	1900	962	71.2%
6/2	S Circ Ahead	U	1	N/A	G		1	38	-	-	676	1900	962	68.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	38	-	-	779	1900	962	79.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	307	1900	716	42.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	28	-	-	291	1900	716	40.7%
8/1	E Circ Right Ahead	U	1	N/A	E		1	34	-	-	342	1900	864	35.3%
8/2	E Circ Right	U	1	N/A	E		1	34	-	-	233	1900	864	24.0%

9/1	N Circ Ahead	U	1	N/A	C		1	51	-	-	905	1900	1283	70.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	51	-	-	986	1900	1283	76.8%
10/1	A52 E Exit peds	U	3	N/A	K		1	60	-	-	937	1900	1505	62.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	60	-	-	1052	1900	1505	69.4%
11/1	W Circ Ahead	U	1	N/A	A		1	25	-	-	445	1900	642	69.4%
11/2	W Circ Right	U	1	N/A	A		1	25	-	-	317	1900	642	49.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	978	1900	1505	64.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	60	-	-	985	1900	1505	64.7%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	667	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**44.3**	**84.7**	**0.0**	**128.9**	**-**	**-**	**-**	**-**	
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**44.3**	**84.7**	**0.0**	**128.9**	**-**	**-**	**-**	**-**	
1/2+1/1	923	923	-	-	-	4.9	5.2	-	10.1	39.5	13.0	5.2	18.2	
1/3	674	674	-	-	-	4.0	3.4	-	7.4	39.7	13.3	3.4	16.7	
2/1	7	7	2	5	0	0.0	0.0	-	0.0	13.5	0.1	0.0	0.1	
3/2+3/1	604	604	-	-	-	3.2	0.4	-	3.7	21.8	4.9	0.4	5.4	
3/3+3/4	666	666	-	-	-	3.6	0.6	-	4.3	23.2	5.9	0.6	6.6	
4/1	1023	1023	-	-	-	4.9	13.0	-	17.9	63.0	21.3	13.0	34.3	
4/2+4/3	1441	1441	-	-	-	5.6	19.1	-	24.6	61.5	22.2	19.1	41.3	
5/2+5/1	673	599	-	-	-	7.9	41.0	-	48.9	261.6	13.4	41.0	54.4	
6/1	686	686	-	-	-	1.5	0.0	-	1.5	8.0	11.7	0.0	11.7	
6/2	661	661	-	-	-	0.5	0.0	-	0.5	3.0	2.8	0.0	2.8	
6/3	768	768	-	-	-	0.5	0.0	-	0.5	2.3	2.3	0.0	2.3	
7/1	307	307	-	-	-	2.0	0.0	-	2.0	23.1	6.5	0.0	6.5	
7/2	291	291	-	-	-	1.9	0.0	-	1.9	24.1	6.2	0.0	6.2	
8/1	305	305	-	-	-	0.2	0.0	-	0.2	2.0	0.3	0.0	0.3	
8/2	207	207	-	-	-	0.1	0.0	-	0.1	1.7	0.2	0.0	0.2	
9/1	905	905	-	-	-	0.8	0.0	-	0.8	3.1	3.9	0.0	3.9	
9/2	986	986	-	-	-	0.6	0.0	-	0.6	2.3	3.2	0.0	3.2	
10/1	933	933	-	-	-	0.1	0.8	-	0.9	3.4	0.5	0.8	1.3	
10/2	1045	1045	-	-	-	0.1	1.1	-	1.3	4.4	1.1	1.1	2.2	
11/1	445	445	-	-	-	1.0	0.0	-	1.0	8.1	8.5	0.0	8.5	

11/2	317	317	-	-	-	0.1	0.0	-	0.1	1.5	0.2	0.0	0.2	
12/1	963	963	-	-	-	0.3	0.0	-	0.3	1.0	2.0	0.0	2.0	
12/2	974	974	-	-	-	0.3	0.0	-	0.3	1.0	2.0	0.0	2.0	
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/2	635	635	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

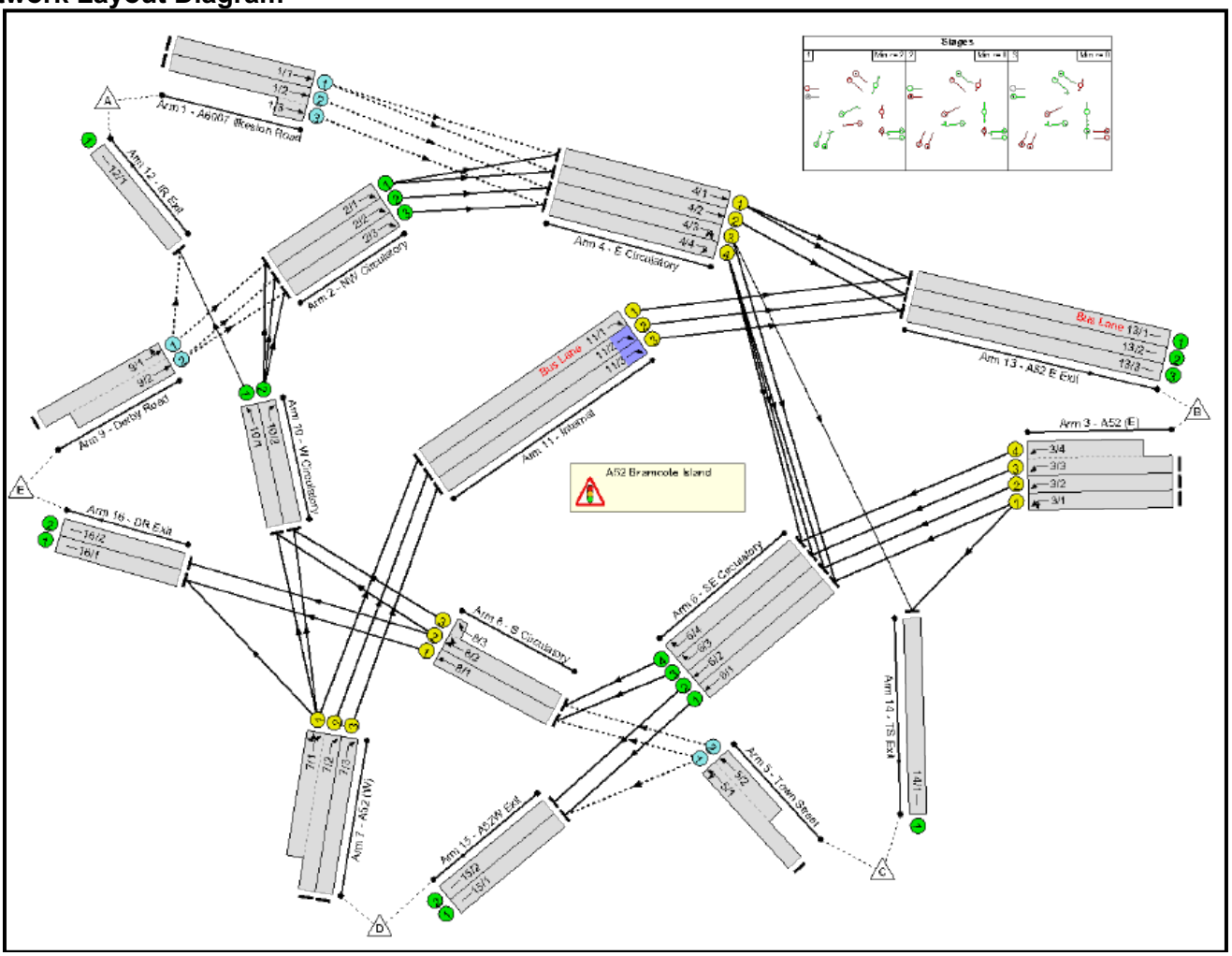
C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-24.8	Total Delay for Signalled Lanes (pcuHr):	126.20	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	39.1	Total Delay for Signalled Lanes (pcuHr):	0.55	Cycle Time (s): 77
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	29.7	Total Delay for Signalled Lanes (pcuHr):	2.15	Cycle Time (s): 77
	PRC Over All Lanes (%):	-24.8	Total Delay Over All Lanes(pcuHr):	128.93	

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**A52 Bramcote Island**
Location:	
Additional detail:	
File name:	A52 Bramcote Island.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



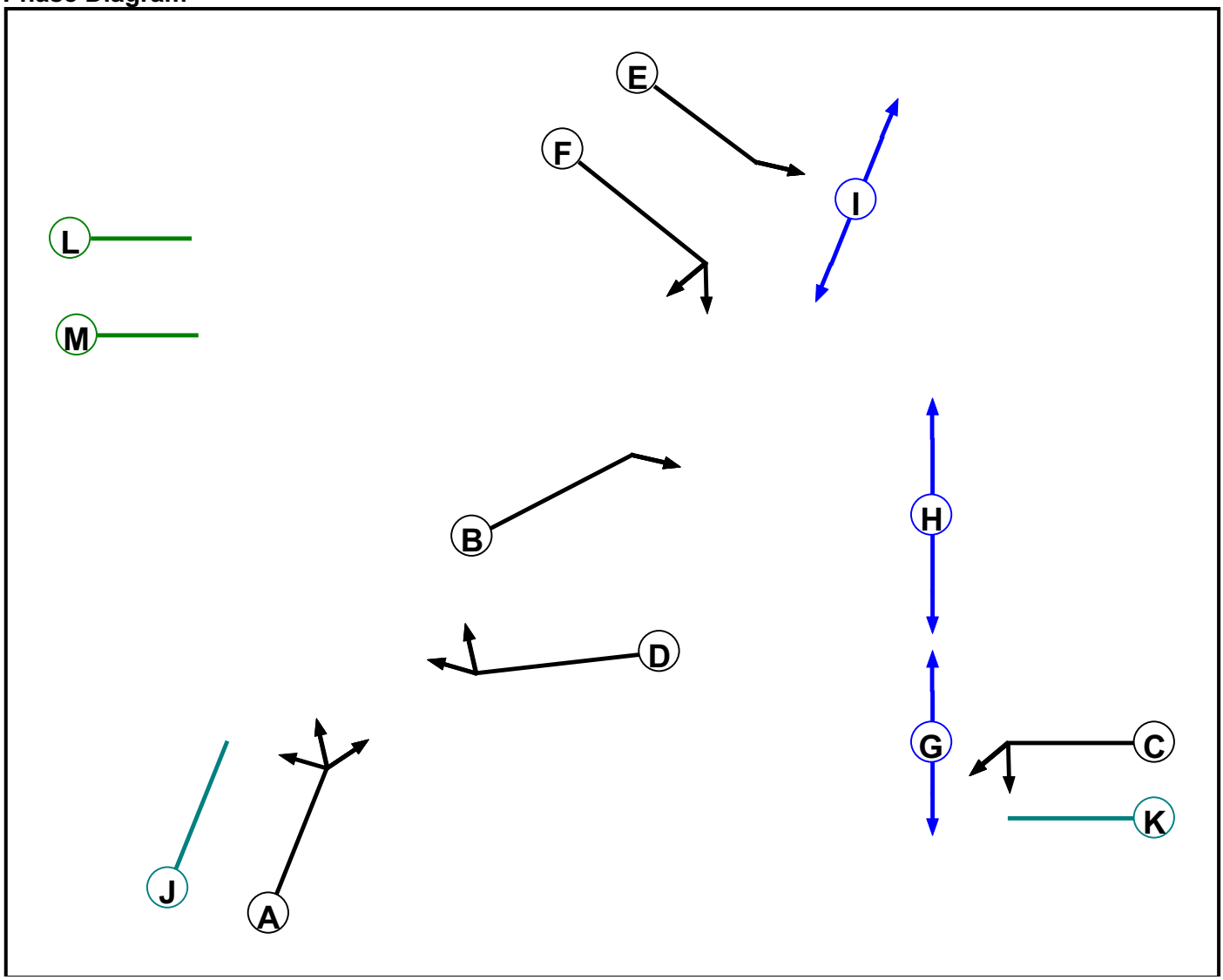
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Base	Network Control Plan 1	08:00 - 09:00	70	11.0	36.23
2	2	2025 PM Base	Network Control Plan 1	17:00 - 18:00	70	13.2	32.47
3	3	2028 AM Base	Network Control Plan 1	08:00 - 09:00	75	5.6	39.82
4	4	2028 PM Base	Network Control Plan 1	17:00 - 18:00	75	8.7	35.77
5	5	2041 AM Base	Network Control Plan 1	08:00 - 09:00	75	-9.9	54.78
6	6	2041 PM Base	Network Control Plan 1	17:00 - 18:00	75	2.0	43.87
7	7	2028 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	75	1.9	42.17
8	8	2028 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	75	7.9	36.78
9	9	2041 AM Base + Dev	Network Control Plan 1	08:00 - 09:00	75	-10.6	57.95
10	10	2041 PM Base + Dev	Network Control Plan 1	17:00 - 18:00	75	0.7	45.25
11	11	2028 AM Base SENS	Network Control Plan 1	08:00 - 09:00	75	2.8	41.32
12	12	2028 PM Base SENS	Network Control Plan 1	17:00 - 18:00	75	8.4	36.43
13	13	2041 AM Base SENS	Network Control Plan 1	08:00 - 09:00	75	-10.9	57.64
14	14	2041 PM Base SENS	Network Control Plan 1	17:00 - 18:00	75	1.3	44.77
15	15	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	75	-0.5	43.99
16	16	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	75	6.4	37.47
17	17	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	75	-10.9	60.69
18	18	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	75	-1.0	46.34

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - A52 Bramcote Island	Sms	J20821	Stage Stream 1	13	3	A52 Bramcote Island	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min (s)	Cont Min (s)
A	Traffic		13	13
B	Traffic		4	4
C	Traffic		2	2
D	Traffic		6	6
E	Traffic		2	2
F	Traffic		2	2
G	Pedestrian		2	2
H	Pedestrian		2	2
I	Pedestrian		5	5
J	Dummy		13	13
K	Dummy		2	2
L	Dummy R/A		2	2
M	Dummy R/A		2	2

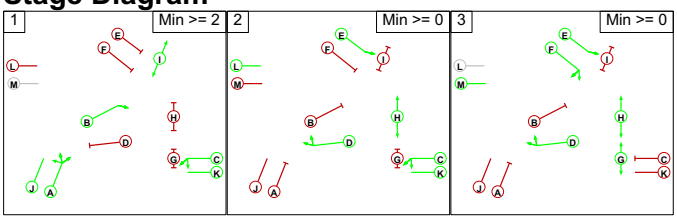
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M
A		-	-	9	-	-	-	-	-	-	-	-	-
B	-		-	-	6	6	-	6	-	-	-	-	-
C	-	-		-	-	7	7	-	-	-	-	-	-
D	5	-	-		-	-	-	-	-	5	-	-	-
E	-	6	-	-		-	-	-	5	-	-	-	-
F	-	6	8	-	-		-	-	-	-	8	-	-
G	-	-	13	-	-	-		-	-	-	13	-	-
H	-	11	-	-	-	-	-		-	-	-	-	-
I	-	-	-	-	8	-	-	-		-	-	-	-
J	-	-	-	5	-	-	-	-	-		-	-	-
K	-	-	-	-	-	7	7	-	-	-		-	-
L	-	-	-	-	-	-	-	-	-	-	-		-
M	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B C I J K
2	C D E H K L
3	D E F G H M

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
1	2	B	Losing	7	7
1	2	I	Losing	5	5
1	2	L	Gaining relative	13	13
2	3	M	Gaining relative	7	7
3	1	E	Losing	8	8
3	1	F	Losing	8	8
3	1	G	Losing	3	3
3	1	H	Losing	3	3

Prohibited Stage Change

		To Stage		
		1	2	3
From Stage	1		15	9
	2	11		9
	3	16	13	

Lane Input Data

Junction: A52 Bramcote Island

Lane	Lane Type	Phases	Start Disp. (s)	End Disp. (s)	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient (%)	Nearside Lane	Turns	Turning Radius (m)
1/1 (A6007 Ilkeston Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
1/2 (A6007 Ilkeston Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
1/3 (A6007 Ilkeston Road)	O		2	3	2.6	Inf	-	-	-	-	-	-
2/1 (NW Circulatory)	U		2	3	4.9	Inf	-	-	-	-	-	-
2/2 (NW Circulatory)	U		2	3	4.9	Inf	-	-	-	-	-	-
2/3 (NW Circulatory)	U		2	3	4.9	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	9.2	User	1900	-	-	-	-	-
4/4 (E Circulatory)	U	F	2	3	9.2	User	1900	-	-	-	-	-
5/1 (Town Street)	O		2	3	60.0	Inf	-	-	-	-	-	-
5/2 (Town Street)	O		2	3	7.0	Inf	-	-	-	-	-	-
6/1 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/2 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
6/3 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-

6/4 (SE Circulatory)	U		2	3	7.0	Inf	-	-	-	-	-	-
7/1 (A52 (W))	U	A	2	3	20.9	User	1900	-	-	-	-	-
7/2 (A52 (W))	U	A	2	3	60.0	User	1900	-	-	-	-	-
7/3 (A52 (W))	U	A	2	3	60.0	User	1900	-	-	-	-	-
8/1 (S Circulatory)	U	D	2	3	4.3	User	1900	-	-	-	-	-
8/2 (S Circulatory)	U	D	2	3	4.3	User	1900	-	-	-	-	-
8/3 (S Circulatory)	U	D	2	3	1.0	User	1900	-	-	-	-	-
9/1 (Derby Road)	O		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (Derby Road)	O		2	3	10.4	Inf	-	-	-	-	-	-
10/1 (W Circulatory)	U		2	3	9.2	Inf	-	-	-	-	-	-
10/2 (W Circulatory)	U		2	3	9.2	Inf	-	-	-	-	-	-
11/1 (Internal)	U	B	0	3	12.7	User	1900	-	-	-	-	-
11/2 (Internal)	U	B	0	3	12.2	User	1900	-	-	-	-	-
11/3 (Internal)	U	B	0	3	11.7	User	1900	-	-	-	-	-
12/1 (IR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/1 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/3 (A52 E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (TS Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/1 (A52W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
15/2 (A52W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/1 (DR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
16/2 (DR Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52 Bramcote Island

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (A6007 Ilkeston Road)	4/1 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
	4/2 (Ahead)	639	0	2/1	0.49	All					
1/2 (A6007 Ilkeston Road)	4/3 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
				2/2	0.49	All					
1/3 (A6007 Ilkeston Road)	4/4 (Ahead)	639	0	2/1	0.49	All	-	-	-	-	-
				2/2	0.49	All					
				2/3	0.49	All					
5/1 (Town Street)	8/1 (Ahead)	716	0	6/1	0.41	All	-	-	-	-	-
				6/2	0.41	All					
				6/3	0.41	All					
	15/1 (Left)	716	0	6/1	0.41	All					
5/2 (Town Street)	8/2 (Ahead)	716	0	6/1	0.41	All	-	-	-	-	-
				6/2	0.41	All					
				6/3	0.41	All					
				6/4	0.41	All					
9/1 (Derby Road)	2/1 (Ahead)	1034	0	10/1	0.52	All	-	-	-	-	-
				10/2	0.52	All					
	12/1 (Left)	1034	0	10/1	0.52	All					
9/2 (Derby Road)	2/2 (Ahead)	1034	0	10/1	0.52	All	-	-	-	-	-
				10/2	0.52	All					
	2/3 (Ahead)	1034	0	10/1	0.52	All					
				10/2	0.52	All					

Lane Connector Input Data

Junction: A52 Bramcote Island				
Org Lane	Dest Lane	Junction	Modelled Mean Cruise Time (s)	Platoon Dispersion
1/1	4/1	Internal	6	35
1/1	4/2	Internal	6	35
1/2	4/3	Internal	6	35
1/3	4/4	Internal	6	35
2/1	4/1	Internal	6	35
2/1	4/2	Internal	6	35
2/2	4/3	Internal	6	35
2/3	4/4	Internal	6	35
3/1	6/1	Internal	4	35
3/1	14/1	Internal	30	35
3/2	6/2	Internal	4	35
3/3	6/3	Internal	4	35
3/4	6/4	Internal	4	35
4/1	13/1	Internal	30	35
4/1	13/2	Internal	30	35
4/2	13/3	Internal	30	35
4/3	6/1	Internal	5	35
4/3	14/1	Internal	30	35
4/4	6/2	Internal	5	35
4/4	6/3	Internal	5	35
4/4	6/4	Internal	5	35
5/1	8/1	Internal	3	35
5/1	15/1	Internal	30	35
5/2	8/2	Internal	3	35
6/1	15/1	Internal	30	35
6/2	15/2	Internal	30	35
6/3	8/1	Internal	2	35
6/4	8/2	Internal	2	35
7/1	10/1	Internal	5	35
7/1	10/2	Internal	5	35
7/1	11/1	Internal	7	35
7/1	16/1	Internal	30	35
7/2	11/2	Internal	6	35
7/3	11/3	Internal	6	35
8/1	16/1	Internal	30	35
8/2	10/1	Internal	6	35
8/2	16/2	Internal	30	35

8/3	10/2	Internal	6	35
9/1	2/1	Internal	3	35
9/1	12/1	Internal	30	35
9/2	2/2	Internal	3	35
9/2	2/3	Internal	3	35
10/1	12/1	Internal	30	35
10/2	2/1	Internal	3	35
10/2	2/2	Internal	3	35
10/2	2/3	Internal	3	35
11/1	13/1	Internal	30	35
11/2	13/2	Internal	30	35
11/3	13/3	Internal	30	35

Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: 'Network Control Plan 1')
Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 1

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 2

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 3

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 4

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 5

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 6

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 7

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 8

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 9

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 10

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 11

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 12

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 13

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 14

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 15

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 16

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 17

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

Lane Saturation Flows

Junction: A52 Bramcote Island								
Lane	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (A6007 Ilkeston Road Lane 1)	Infinite Saturation Flow						Inf	Inf
1/2 (A6007 Ilkeston Road Lane 2)	Infinite Saturation Flow						Inf	Inf
1/3 (A6007 Ilkeston Road Lane 3)	Infinite Saturation Flow						Inf	Inf
2/1 (NW Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (NW Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
2/3 (NW Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
3/1 (A52 (E) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
3/2 (A52 (E) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
3/3 (A52 (E) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
3/4 (A52 (E) Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
4/1 (E Circulatory Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
4/2 (E Circulatory Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
4/3 (E Circulatory Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900
4/4 (E Circulatory Lane 4)	This lane uses a directly entered Saturation Flow						1900	1900
5/1 (Town Street Lane 1)	Infinite Saturation Flow						Inf	Inf
5/2 (Town Street Lane 2)	Infinite Saturation Flow						Inf	Inf
6/1 (SE Circulatory Lane 1)	Infinite Saturation Flow						Inf	Inf
6/2 (SE Circulatory Lane 2)	Infinite Saturation Flow						Inf	Inf
6/3 (SE Circulatory Lane 3)	Infinite Saturation Flow						Inf	Inf
6/4 (SE Circulatory Lane 4)	Infinite Saturation Flow						Inf	Inf
7/1 (A52 (W) Lane 1)	This lane uses a directly entered Saturation Flow						1900	1900
7/2 (A52 (W) Lane 2)	This lane uses a directly entered Saturation Flow						1900	1900
7/3 (A52 (W) Lane 3)	This lane uses a directly entered Saturation Flow						1900	1900

8/1 (S Circulatory Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
8/2 (S Circulatory Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
8/3 (S Circulatory Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
9/1 (Derby Road Lane 1)	Infinite Saturation Flow	Inf	Inf
9/2 (Derby Road Lane 2)	Infinite Saturation Flow	Inf	Inf
10/1 (W Circulatory Lane 1)	Infinite Saturation Flow	Inf	Inf
10/2 (W Circulatory Lane 2)	Infinite Saturation Flow	Inf	Inf
11/1 (Internal Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (Internal Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/3 (Internal Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (IR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/1 (A52 E Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
13/2 (A52 E Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
13/3 (A52 E Exit Lane 3)	Infinite Saturation Flow	Inf	Inf
14/1 (TS Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/1 (A52W Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
15/2 (A52W Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
16/1 (DR Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
16/2 (DR Exit Lane 2)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Greens are defined For Scenario 18

Traffic Flow Groups

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

Traffic Flows, Desired

FG1: '2025 AM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	247	92	191	2	532
	B	199	41	10	1081	203	1534
	C	136	36	0	194	60	426
	D	248	1383	121	0	29	1781
	E	26	432	203	0	0	661
	Tot.	609	2139	426	1466	294	4934

FG2: '2025 PM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	250	168	271	13	702
	B	251	58	11	888	287	1495
	C	141	42	0	130	81	394
	D	343	1175	169	0	59	1746
	E	33	223	93	0	0	349
	Tot.	768	1748	441	1289	440	4686

FG3: '2028 AM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	256	96	198	2	552
	B	207	43	10	1122	211	1593
	C	141	37	0	201	62	441
	D	257	1436	126	0	30	1849
	E	27	449	211	0	0	687
	Tot.	632	2221	443	1521	305	5122

FG4: '2028 PM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	279	13	722
	B	258	60	11	914	295	1538
	C	145	43	0	134	83	405
	D	353	1210	174	0	61	1798
	E	34	230	96	0	0	360
	Tot.	790	1800	454	1327	452	4823

FG5: '2041 AM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	214	2	596
	B	223	46	11	1213	228	1721
	C	153	40	0	218	67	478
	D	278	1551	136	0	33	1998
	E	29	485	228	0	0	742
	Tot.	683	2399	478	1645	330	5535

FG6: '2041 PM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	303	15	785
	B	280	65	12	992	321	1670
	C	158	47	0	145	90	440
	D	383	1313	189	0	66	1951
	E	37	249	104	0	0	390
	Tot.	858	1953	493	1440	492	5236

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	256	96	199	2	553
	B	207	43	10	1135	211	1606
	C	141	37	0	202	62	442
	D	263	1496	128	0	30	1917
	E	27	449	211	0	0	687
	Tot.	638	2281	445	1536	305	5205

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	283	13	726
	B	258	60	11	960	295	1584
	C	145	43	0	135	83	406
	D	355	1228	175	0	61	1819
	E	34	230	96	0	0	360
	Tot.	792	1818	455	1378	452	4895

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	215	2	597
	B	223	46	11	1225	228	1733
	C	153	40	0	218	67	478
	D	284	1611	138	0	33	2066
	E	29	485	228	0	0	742
	Tot.	689	2459	480	1658	330	5616

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	307	15	789
	B	280	65	12	1038	321	1716
	C	158	47	0	147	90	442
	D	385	1331	189	0	66	1971
	E	37	249	104	0	0	390
	Tot.	860	1971	493	1492	492	5308

FG11: '2028 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	256	96	199	2	553
	B	207	43	10	1130	211	1601
	C	141	37	0	202	62	442
	D	261	1476	127	0	30	1894
	E	27	449	211	0	0	687
	Tot.	636	2261	444	1531	305	5177

FG12: '2028 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	282	13	725
	B	258	60	11	945	295	1569
	C	145	43	0	135	83	406
	D	354	1222	174	0	61	1811
	E	34	230	96	0	0	360
	Tot.	791	1812	454	1362	452	4871

FG13: '2041 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	215	2	597
	B	223	46	11	1221	228	1729
	C	153	40	0	218	67	478
	D	282	1591	137	0	33	2043
	E	29	485	228	0	0	742
	Tot.	687	2439	479	1654	330	5589

FG14: '2041 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	306	15	788
	B	280	65	12	1023	321	1701
	C	158	47	0	146	90	441
	D	384	1325	189	0	66	1964
	E	37	249	104	0	0	390
	Tot.	859	1965	493	1475	492	5284

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	256	96	200	2	554
	B	207	43	10	1143	211	1614
	C	141	37	0	202	62	442
	D	267	1536	129	0	30	1962
	E	27	449	211	0	0	687
	Tot.	642	2321	446	1545	305	5259

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	286	13	729
	B	258	60	11	990	295	1614
	C	145	43	0	137	83	408
	D	356	1240	175	0	61	1832
	E	34	230	96	0	0	360
	Tot.	793	1830	455	1413	452	4943

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	216	2	598
	B	223	46	11	1233	228	1741
	C	153	40	0	218	67	478
	D	287	1651	139	0	33	2110
	E	29	485	228	0	0	742
	Tot.	692	2499	481	1667	330	5669

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	310	15	792
	B	280	65	12	1068	321	1746
	C	158	47	0	148	90	443
	D	386	1343	190	0	66	1985
	E	37	249	104	0	0	390
	Tot.	861	1983	494	1526	492	5356

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	247	92	191	2	532
	B	199	41	10	1081	203	1534
	C	136	36	0	194	60	426
	D	248	1383	121	0	29	1781
	E	26	432	203	0	0	661
	Tot.	609	2139	426	1466	294	4934

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	250	168	271	13	702
	B	251	58	11	888	287	1495
	C	141	42	0	130	81	394
	D	343	1175	169	0	59	1746
	E	33	223	93	0	0	349
	Tot.	768	1748	441	1289	440	4686

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	256	96	198	2	552
	B	207	43	10	1122	211	1593
	C	141	37	0	201	62	441
	D	257	1436	126	0	30	1849
	E	27	449	211	0	0	687
	Tot.	632	2221	443	1521	305	5122

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	279	13	722
	B	258	60	11	914	295	1538
	C	145	43	0	134	83	405
	D	353	1210	174	0	61	1798
	E	34	230	96	0	0	360
	Tot.	790	1800	454	1327	452	4823

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	214	2	596
	B	223	46	11	1213	228	1721
	C	153	40	0	218	67	478
	D	278	1551	136	0	33	1998
	E	29	485	228	0	0	742
	Tot.	683	2399	478	1645	330	5535

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	303	15	785
	B	280	65	12	992	321	1670
	C	158	47	0	145	90	440
	D	383	1313	189	0	66	1951
	E	37	249	104	0	0	390
	Tot.	858	1953	493	1440	492	5236

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	256	96	199	2	553
	B	207	43	10	1135	211	1606
	C	141	37	0	202	62	442
	D	263	1496	128	0	30	1917
	E	27	449	211	0	0	687
	Tot.	638	2281	445	1536	305	5205

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	283	13	726
	B	258	60	11	960	295	1584
	C	145	43	0	135	83	406
	D	355	1228	175	0	61	1819
	E	34	230	96	0	0	360
	Tot.	792	1818	455	1378	452	4895

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	215	2	597
	B	223	46	11	1225	228	1733
	C	153	40	0	218	67	478
	D	284	1611	138	0	33	2066
	E	29	485	228	0	0	742
	Tot.	689	2459	480	1658	330	5616

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	307	15	789
	B	280	65	12	1038	321	1716
	C	158	47	0	147	90	442
	D	385	1331	189	0	66	1971
	E	37	249	104	0	0	390
	Tot.	860	1971	493	1492	492	5308

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	256	96	199	2	553
	B	207	43	10	1130	211	1601
	C	141	37	0	202	62	442
	D	261	1476	127	0	30	1894
	E	27	449	211	0	0	687
	Tot.	636	2261	444	1531	305	5177

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	282	13	725
	B	258	60	11	945	295	1569
	C	145	43	0	135	83	406
	D	354	1222	174	0	61	1811
	E	34	230	96	0	0	360
	Tot.	791	1812	454	1362	452	4871

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	215	2	597
	B	223	46	11	1221	228	1729
	C	153	40	0	218	67	478
	D	282	1591	137	0	33	2043
	E	29	485	228	0	0	742
	Tot.	687	2439	479	1654	330	5589

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	306	15	788
	B	280	65	12	1023	321	1701
	C	158	47	0	146	90	441
	D	384	1325	189	0	66	1964
	E	37	249	104	0	0	390
	Tot.	859	1965	493	1475	492	5284

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	256	96	200	2	554
	B	207	43	10	1143	211	1614
	C	141	37	0	202	62	442
	D	267	1536	129	0	30	1962
	E	27	449	211	0	0	687
	Tot.	642	2321	446	1545	305	5259

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	257	173	286	13	729
	B	258	60	11	990	295	1614
	C	145	43	0	137	83	408
	D	356	1240	175	0	61	1832
	E	34	230	96	0	0	360
	Tot.	793	1830	455	1413	452	4943

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	277	103	216	2	598
	B	223	46	11	1233	228	1741
	C	153	40	0	218	67	478
	D	287	1651	139	0	33	2110
	E	29	485	228	0	0	742
	Tot.	692	2499	481	1667	330	5669

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	279	188	310	15	792
	B	280	65	12	1068	321	1746
	C	158	47	0	148	90	443
	D	386	1343	190	0	66	1985
	E	37	249	104	0	0	390
	Tot.	861	1983	494	1526	492	5356

Traffic Flows, Difference

Difference :

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

Traffic Lane Flows

Lane	Scenario 1: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: A52 Bramcote Island						
1/1	247	250	256	257	277	279
1/2 (with short)	285(In) 98(Out)	452(In) 200(Out)	296(In) 138(Out)	465(In) 236(Out)	319(In) 139(Out)	506(In) 239(Out)
1/3 (short)	187	252	158	229	180	267
2/1	509	323	529	333	571	361
2/2	324	262	337	270	364	293
2/3	0	0	0	0	0	0
3/1	546	450	566	463	612	502
3/2	545	449	566	462	612	502
3/3 (with short)	443(In) 197(Out)	596(In) 259(Out)	461(In) 188(Out)	613(In) 258(Out)	497(In) 228(Out)	666(In) 311(Out)
3/4 (short)	246	337	273	355	269	355
4/1	374	278	391	287	426	309
4/2	382	295	394	303	422	331
4/3	422	462	475	506	503	532
4/4	187	252	158	229	180	267
5/1 (with short)	426(In) 225(Out)	394(In) 211(Out)	441(In) 263(Out)	405(In) 217(Out)	478(In) 285(Out)	440(In) 235(Out)
5/2 (short)	201	183	178	188	193	205
6/1	542	471	598	515	637	541
6/2	730	688	722	678	790	754
6/3	197	260	188	258	229	311
6/4	248	349	275	368	270	370
7/1 (short)	418	591	433	608	467	658
7/2 (with short)	1099(In) 681(Out)	1217(In) 626(Out)	1167(In) 734(Out)	1258(In) 650(Out)	1253(In) 786(Out)	1351(In) 693(Out)
7/3	682	529	682	540	745	600
8/1	228	341	250	341	296	401
8/2 (with short)	449(In) 372(Out)	532(In) 432(Out)	453(In) 373(Out)	556(In) 453(Out)	463(In) 377(Out)	575(In) 463(Out)
8/3 (short)	77	100	80	103	86	112
9/1 (with short)	661(In) 458(Out)	349(In) 256(Out)	687(In) 476(Out)	360(In) 264(Out)	742(In) 514(Out)	390(In) 286(Out)
9/2 (short)	203	93	211	96	228	104
10/1	583	735	605	756	654	821
10/2	198	269	206	277	222	301
11/1	20	20	20	20	20	20
11/2	681	626	734	650	786	693
11/3	682	529	682	540	745	600
12/1	609	768	632	790	683	858

13/1	27	29	29	29	32	30
13/2	1048	895	1116	928	1200	992
13/3	1064	824	1076	843	1167	931
14/1	426	441	443	454	478	493
15/1	736	601	799	649	855	686
15/2	730	688	722	678	790	754
16/1	257	400	280	402	329	467
16/2	37	40	25	50	1	25

Lane	Scenario 7: 7	Scenario 8: 8	Scenario 9: 9	Scenario 10: 10	Scenario 11: 11	Scenario 12: 12
Junction: A52 Bramcote Island						
1/1	256	257	277	279	256	257
1/2 (with short)	297(In) 134(Out)	469(In) 225(Out)	320(In) 140(Out)	510(In) 242(Out)	297(In) 135(Out)	468(In) 224(Out)
1/3 (short)	163	244	180	268	162	244
2/1	529	333	571	361	529	333
2/2	339	271	366	293	338	270
2/3	0	0	0	0	0	0
3/1	573	486	618	525	570	478
3/2	572	485	618	525	570	478
3/3 (with short)	461(In) 198(Out)	613(In) 274(Out)	497(In) 226(Out)	666(In) 314(Out)	461(In) 198(Out)	613(In) 273(Out)
3/4 (short)	263	339	271	352	263	340
4/1	390	286	425	309	390	285
4/2	395	304	423	331	395	305
4/3	473	496	506	535	473	494
4/4	163	244	180	268	162	244
5/1 (with short)	442(In) 264(Out)	406(In) 218(Out)	478(In) 285(Out)	442(In) 237(Out)	442(In) 264(Out)	406(In) 218(Out)
5/2 (short)	178	188	193	205	178	188
6/1	601	527	644	567	599	518
6/2	733	716	796	778	730	709
6/3	198	274	227	314	198	273
6/4	265	352	272	367	265	353
7/1 (short)	441	611	475	660	438	609
7/2 (with short)	1202(In) 761(Out)	1266(In) 655(Out)	1290(In) 815(Out)	1361(In) 701(Out)	1192(In) 754(Out)	1261(In) 652(Out)
7/3	715	553	776	610	702	550
8/1	260	357	294	404	260	356
8/2 (with short)	443(In) 363(Out)	540(In) 437(Out)	465(In) 379(Out)	572(In) 460(Out)	443(In) 363(Out)	541(In) 438(Out)
8/3 (short)	80	103	86	112	80	103
9/1 (with short)	687(In) 476(Out)	360(In) 264(Out)	742(In) 514(Out)	390(In) 286(Out)	687(In) 476(Out)	360(In) 264(Out)
9/2 (short)	211	96	228	104	211	96
10/1	611	758	660	823	609	757
10/2	208	278	224	301	207	277
11/1	20	20	20	20	20	20
11/2	761	655	815	701	754	652
11/3	715	553	776	610	702	550

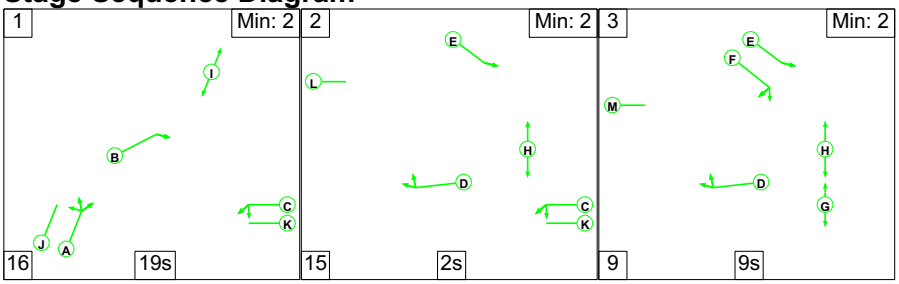
12/1	638	792	689	860	636	791
13/1	29	29	32	30	29	29
13/2	1142	932	1228	1000	1135	928
13/3	1110	857	1199	941	1097	855
14/1	445	455	480	493	444	454
15/1	803	662	862	714	801	653
15/2	733	716	796	778	730	709
16/1	290	418	327	470	290	417
16/2	15	34	3	22	15	35

Lane	Scenario 13: 13	Scenario 14: 14	Scenario 15: 15	Scenario 16: 16	Scenario 17: 17	Scenario 18: 18
Junction: A52 Bramcote Island						
1/1	277	279	256	257	277	279
1/2 (with short)	320(In) 139(Out)	509(In) 241(Out)	298(In) 135(Out)	472(In) 229(Out)	321(In) 141(Out)	513(In) 243(Out)
1/3 (short)	181	268	163	243	180	270
2/1	571	361	529	333	571	361
2/2	365	293	340	271	367	294
2/3	0	0	0	0	0	0
3/1	616	518	577	501	622	540
3/2	616	517	576	500	622	540
3/3 (with short)	497(In) 226(Out)	666(In) 314(Out)	461(In) 198(Out)	613(In) 276(Out)	497(In) 226(Out)	666(In) 315(Out)
3/4 (short)	271	352	263	337	271	351
4/1	426	309	390	285	426	309
4/2	422	331	395	305	422	331
4/3	504	534	475	500	508	537
4/4	181	268	163	243	180	270
5/1 (with short)	478(In) 285(Out)	441(In) 236(Out)	442(In) 264(Out)	408(In) 220(Out)	478(In) 285(Out)	443(In) 238(Out)
5/2 (short)	193	205	178	188	193	205
6/1	641	559	606	546	649	583
6/2	795	770	737	730	800	795
6/3	227	314	198	278	226	315
6/4	272	367	265	348	273	366
7/1 (short)	472	659	446	612	479	662
7/2 (with short)	1279(In) 807(Out)	1357(In) 698(Out)	1225(In) 779(Out)	1276(In) 664(Out)	1311(In) 832(Out)	1370(In) 708(Out)
7/3	764	607	737	556	799	615
8/1	294	404	260	361	293	405
8/2 (with short)	465(In) 379(Out)	572(In) 460(Out)	443(In) 363(Out)	536(In) 433(Out)	466(In) 380(Out)	571(In) 459(Out)
8/3 (short)	86	112	80	103	86	112
9/1 (with short)	742(In) 514(Out)	390(In) 286(Out)	687(In) 476(Out)	360(In) 264(Out)	742(In) 514(Out)	390(In) 286(Out)
9/2 (short)	228	104	211	96	228	104
10/1	658	822	615	759	663	824
10/2	223	301	209	278	225	302
11/1	20	20	20	20	20	20
11/2	807	698	779	664	832	708
11/3	764	607	737	556	799	615

12/1	687	859	642	793	692	861
13/1	32	30	29	29	32	30
13/2	1221	997	1160	940	1246	1007
13/3	1186	938	1132	861	1221	946
14/1	479	493	446	455	481	494
15/1	859	705	808	683	867	731
15/2	795	770	737	730	800	795
16/1	327	470	290	422	326	471
16/2	3	22	15	30	4	21

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

Stage Sequence Diagram



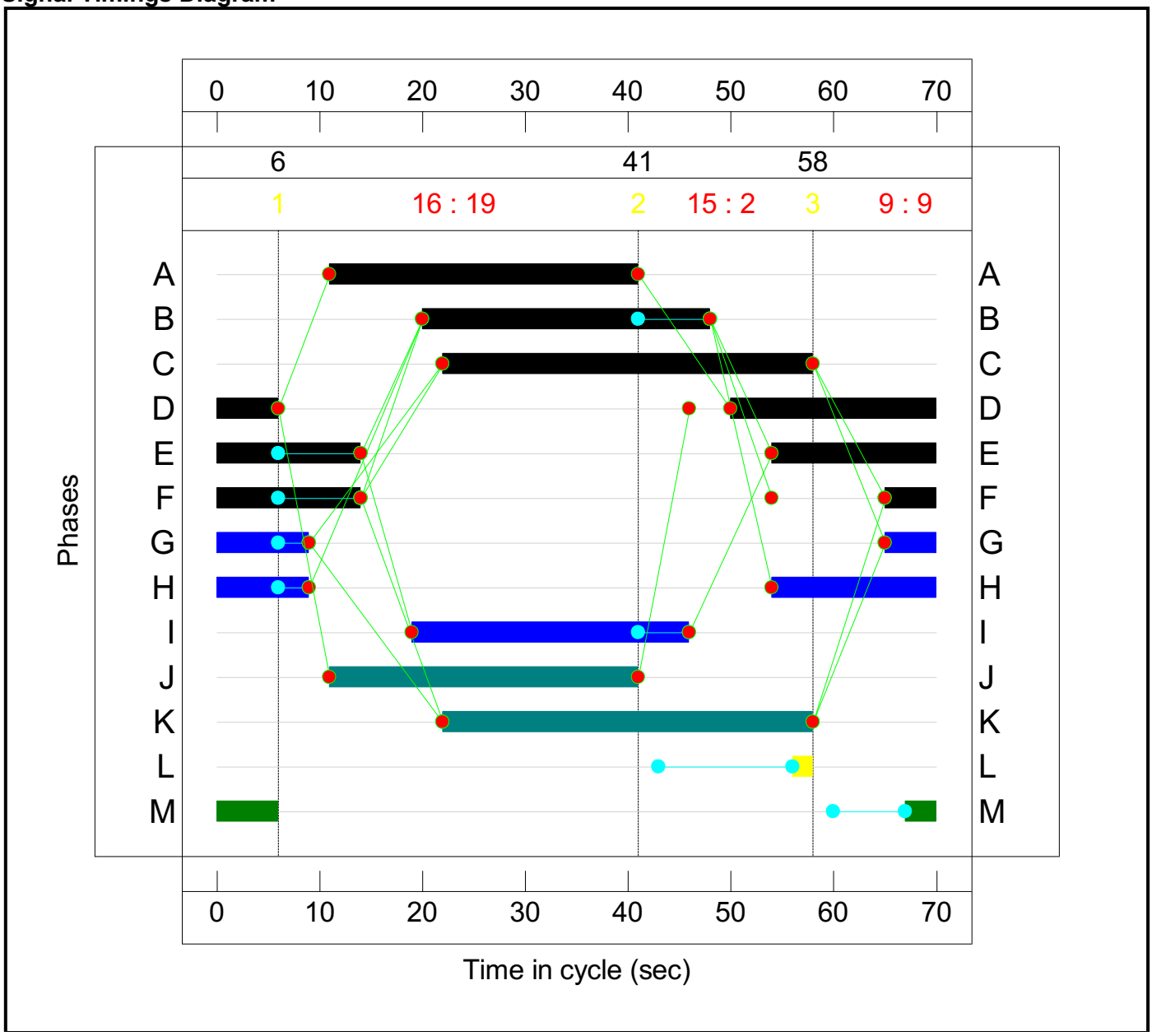
Stage Timings

Stage	1	2	3
Duration	19	2	9
Change Point	6	41	58

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	11	41
B	Internal Right	Traffic	28	20	48
C	A52 (E) Ahead Left	Traffic	36	22	58
D	S Circulatory Right Ahead	Traffic	26	50	6
E	E Circulatory Ahead	Traffic	30	54	14
F	E Circulatory Right Right2	Traffic	19	65	14
G	Pedestrians across	Pedestrian	14	65	9
H	Pedestrians across	Pedestrian	25	54	9
I	Pedestrians across	Pedestrian	27	19	46
J	Dummy	Dummy	30	11	41
K	Dummy	Dummy	36	22	58
L	Dummy with R/A	Dummy R/A	2	56	58
M	Dummy with R/A	Dummy R/A	9	67	6

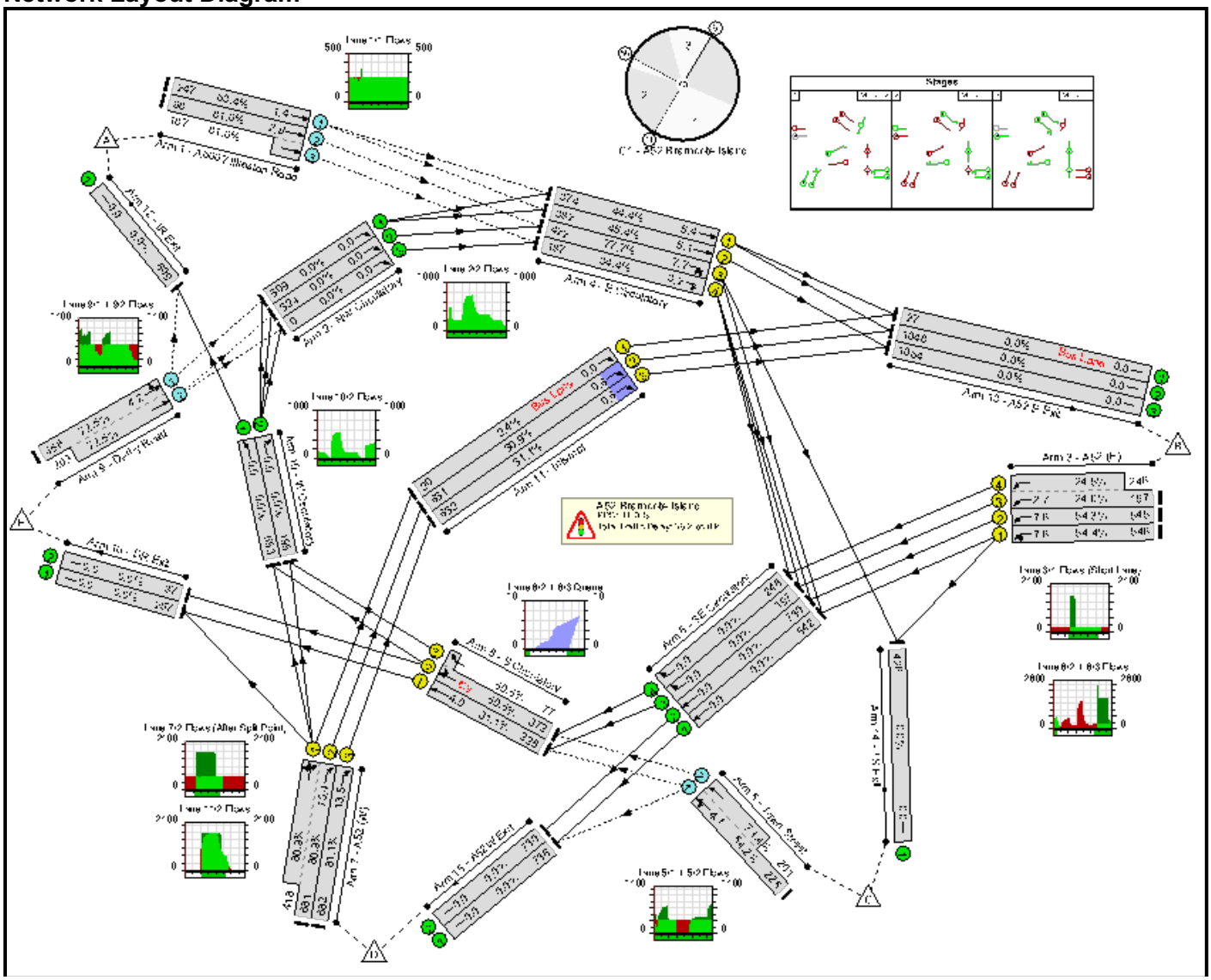
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	58
3/2	A52 (E) Ahead	U	C	22	58
3/3	A52 (E) Ahead	U	C	22	58
3/4	A52 (E) Ahead	U	C	22	58
4/1	E Circulatory Ahead	U	E	54	14
4/2	E Circulatory Ahead	U	E	54	14
4/3	E Circulatory Right Right2	U	F	65	14
4/4	E Circulatory Right	U	F	65	14
7/1	A52 (W) Ahead Right Left	U	A	11	41
7/2	A52 (W) Right	U	A	11	41
7/3	A52 (W) Right	U	A	11	41
8/1	S Circulatory Ahead	U	D	50	6
8/2	S Circulatory Right Ahead	U	D	50	6
8/3	S Circulatory Right	U	D	50	6
11/1	Internal Right	U	B	20	48
11/2	Internal Right	U	B	20	48
11/3	Internal Right	U	B	20	48

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.1%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**81.1%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	247	Inf	390	63.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	285	Inf : Inf	121+231	81.0 : 81.0%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	509	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	324	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	546	1900	1004	54.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	545	1900	1004	54.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	443	1900:1900	820+1004	24.0 : 24.5%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	30	-	-	374	1900	841	44.4%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	30	-	-	382	1900	841	45.4%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	19	-	-	422	1900	543	77.7%
4/4	E Circulatory Right	U	N/A	N/A	F		1	19	-	-	187	1900	543	34.4%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	426	Inf : Inf	415+274	54.2 : 73.4%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	542	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	730	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	197	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	248	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1099	1900:1900	841+516	80.9 : 80.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	682	1900	841	81.1%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	26	-	-	228	1900	733	31.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	26	-	-	449	1900:1900	614+127	60.6 : 60.6%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	661	Inf : Inf	631+280	72.5 : 72.5%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	198	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	841	2.4%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	681	1900	841	80.9%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	682	1900	841	81.1%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	609	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	27	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1048	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1064	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	426	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	736	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	730	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	257	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	37	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**2991**	**0**	**0**	**24.4**	**11.8**	**0.0**	**36.2**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2991**	**0**	**0**	**24.4**	**11.8**	**0.0**	**36.2**	**-**	**-**	**-**	**-**	
1/1	247	247	247	0	0	0.0	0.9	-	0.9	12.5	0.5	0.9	1.4	
1/2+1/3	285	285	570	0	0	0.0	2.0	-	2.1 (0.7+1.4)	25.9 (25.4:26.2)	0.9	2.0	2.9	
2/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	546	546	-	-	-	1.7	0.6	-	2.3	14.8	7.0	0.6	7.6	
3/2	545	545	-	-	-	1.7	0.6	-	2.2	14.8	7.0	0.6	7.6	
3/3+3/4	443	443	-	-	-	1.1	0.2	-	1.2 (0.5+0.7)	10.1 (10.0:10.2)	2.5	0.2	2.7	
4/1	374	374	-	-	-	1.4	0.4	-	1.8	17.7	5.0	0.4	5.4	
4/2	382	382	-	-	-	1.4	0.4	-	1.8	16.9	4.6	0.4	5.1	
4/3	422	422	-	-	-	3.2	0.0	-	3.2	26.9	7.7	0.0	7.7	
4/4	187	187	-	-	-	1.1	0.3	-	1.3	25.6	3.0	0.3	3.2	
5/1+5/2	426	426	852	0	0	1.0	0.8	-	1.8 (0.7+1.1)	15.3 (11.2:20.0)	3.3	0.8	4.1	
6/1	542	542	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	248	248	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1099	1099	-	-	-	4.8	2.1	-	6.9 (4.5+2.4)	22.6 (23.8:20.8)	11.4	2.1	13.4	

7/3	682	682	-	-	-	3.2	2.1	-	5.3	28.0	11.4	2.1	13.5	
8/1	228	228	-	-	-	0.9	0.2	-	1.2	18.3	3.7	0.2	4.0	
8/2+8/3	449	449	-	-	-	2.4	0.0	-	2.4 (2.0+0.4)	19.0 (19.0:19.0)	6.9	0.0	6.9	
9/1+9/2	661	661	1322	0	0	0.3	1.3	-	1.6 (1.1+0.4)	8.5 (9.0:7.4)	2.9	1.3	4.2	
10/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	
11/2	681	681	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	
11/3	682	682	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	
12/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	27	27	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	1048	1048	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	1064	1064	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	257	257	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	37	37	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

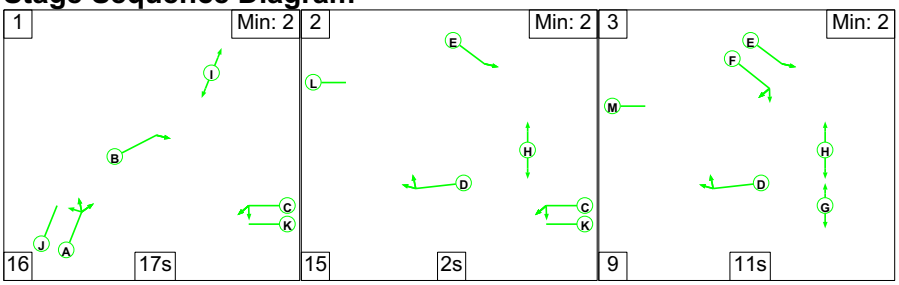
PRC for Signalled Lanes (%): 11.0
PRC Over All Lanes (%): 11.0

Total Delay for Signalled Lanes (pcuHr): 29.94
Total Delay Over All Lanes(pcuHr): 36.23

Cycle Time (s): 70

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

Stage Sequence Diagram



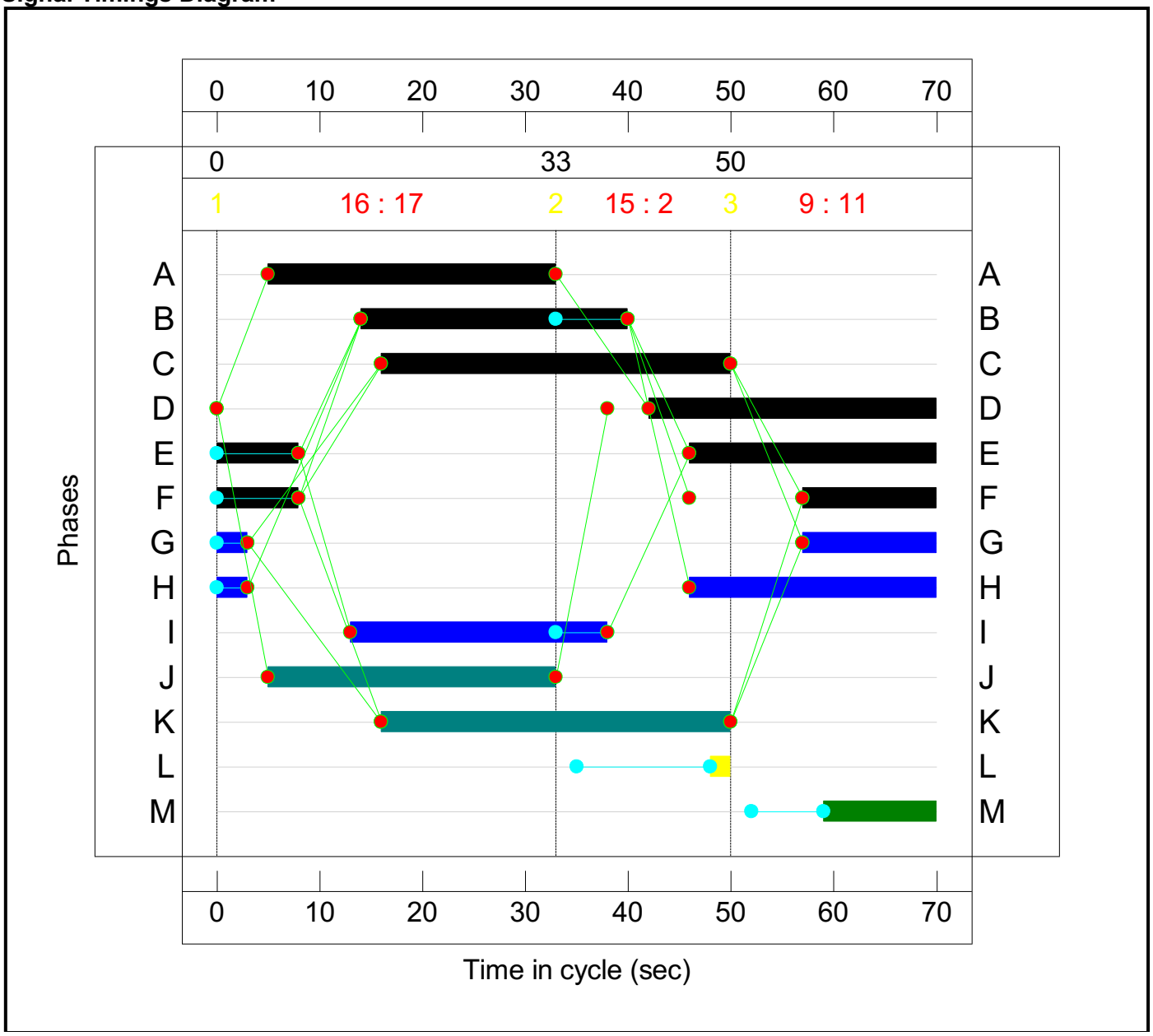
Stage Timings

Stage	1	2	3
Duration	17	2	11
Change Point	0	33	50

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	28	5	33
B	Internal Right	Traffic	26	14	40
C	A52 (E) Ahead Left	Traffic	34	16	50
D	S Circulatory Right Ahead	Traffic	28	42	0
E	E Circulatory Ahead	Traffic	32	46	8
F	E Circulatory Right Right2	Traffic	21	57	8
G	Pedestrians across	Pedestrian	16	57	3
H	Pedestrians across	Pedestrian	27	46	3
I	Pedestrians across	Pedestrian	25	13	38
J	Dummy	Dummy	28	5	33
K	Dummy	Dummy	34	16	50
L	Dummy with R/A	Dummy R/A	2	48	50
M	Dummy with R/A	Dummy R/A	11	59	0

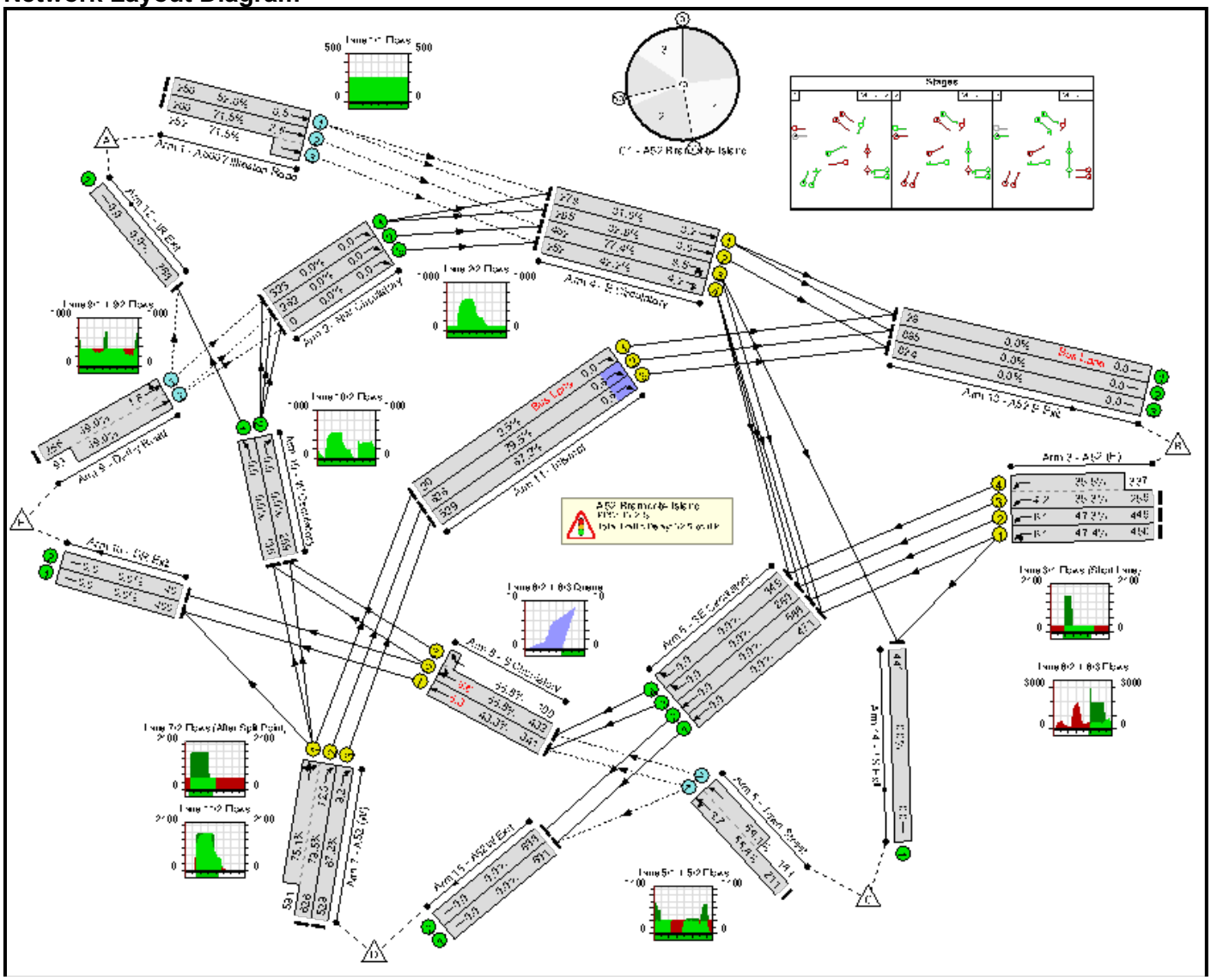
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	50
3/2	A52 (E) Ahead	U	C	16	50
3/3	A52 (E) Ahead	U	C	16	50
3/4	A52 (E) Ahead	U	C	16	50
4/1	E Circulatory Ahead	U	E	46	8
4/2	E Circulatory Ahead	U	E	46	8
4/3	E Circulatory Right Right2	U	F	57	8
4/4	E Circulatory Right	U	F	57	8
7/1	A52 (W) Ahead Right Left	U	A	5	33
7/2	A52 (W) Right	U	A	5	33
7/3	A52 (W) Right	U	A	5	33
8/1	S Circulatory Ahead	U	D	42	0
8/2	S Circulatory Right Ahead	U	D	42	0
8/3	S Circulatory Right	U	D	42	0
11/1	Internal Right	U	B	14	40
11/2	Internal Right	U	B	14	40
11/3	Internal Right	U	B	14	40

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**79.5%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	250	Inf	481	52.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	452	Inf : Inf	280+352	71.5 : 71.5%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	323	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	262	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	34	-	-	450	1900	950	47.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	34	-	-	449	1900	950	47.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	34	-	-	596	1900:1900	734+950	35.3 : 35.5%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	278	1900	896	31.0%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	295	1900	896	32.9%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	462	1900	597	77.4%
4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	252	1900	597	42.2%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	394	Inf : Inf	378+265	55.8 : 69.1%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	260	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	349	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	28	-	-	1217	1900:1900	787+787	79.5 : 75.1%
7/3	A52 (W) Right	U	N/A	N/A	A		1	28	-	-	529	1900	787	67.2%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	341	1900	787	43.3%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	532	1900:1900	647+150	66.8 : 66.8%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	349	Inf : Inf	522+190	49.0 : 49.0%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	735	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	269	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	26	-	-	20	1900	787	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	26	-	-	626	1900	787	79.5%
11/3	Internal Right	U	N/A	N/A	B		1	26	-	-	529	1900	787	67.2%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	768	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	895	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	824	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	441	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	601	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	400	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	40	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**2640**	**0**	**0**	**24.3**	**8.1**	**0.0**	**32.5**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2640**	**0**	**0**	**24.3**	**8.1**	**0.0**	**32.5**	**-**	**-**	**-**	**-**	
1/1	250	250	250	0	0	0.0	0.5	-	0.5	7.8	0.0	0.5	0.5	
1/2+1/3	452	452	904	0	0	0.0	1.2	-	1.2 (0.5+0.7)	9.9 (9.9:9.9)	1.3	1.2	2.6	
2/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	450	450	-	-	-	1.4	0.4	-	1.9	15.1	5.6	0.4	6.1	
3/2	449	449	-	-	-	1.4	0.4	-	1.9	15.0	5.6	0.4	6.1	
3/3+3/4	596	596	-	-	-	1.7	0.3	-	2.0 (0.8+1.2)	12.1 (11.8:12.3)	3.9	0.3	4.2	
4/1	278	278	-	-	-	0.8	0.2	-	1.0	13.2	2.9	0.2	3.2	
4/2	295	295	-	-	-	0.8	0.2	-	1.0	12.2	2.8	0.2	3.0	
4/3	462	462	-	-	-	3.4	0.0	-	3.4	26.3	8.5	0.0	8.5	
4/4	252	252	-	-	-	1.3	0.4	-	1.7	24.1	3.8	0.4	4.2	
5/1+5/2	394	394	788	0	0	0.7	0.8	-	1.5 (0.6+0.9)	13.8 (10.6:17.5)	2.9	0.8	3.7	
6/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	349	349	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1217	1217	-	-	-	6.0	1.7	-	7.7 (4.0+3.7)	22.7 (22.9:22.4)	10.6	1.7	12.3	

7/3	529	529	-	-	-	2.4	1.0	-	3.5	23.6	8.2	1.0	9.2
8/1	341	341	-	-	-	1.4	0.4	-	1.8	19.1	5.9	0.4	6.3
8/2+8/3	532	532	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	17.3 (17.3:17.3)	8.6	0.0	8.6
9/1+9/2	349	349	698	0	0	0.1	0.5	-	0.5 (0.4+0.1)	5.7 (5.9:4.9)	1.3	0.5	1.8
10/1	735	735	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	269	269	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	626	626	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
11/3	529	529	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
12/1	768	768	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	895	895	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	688	688	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	400	400	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	40	40	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 13.2
PRC Over All Lanes (%): 13.2

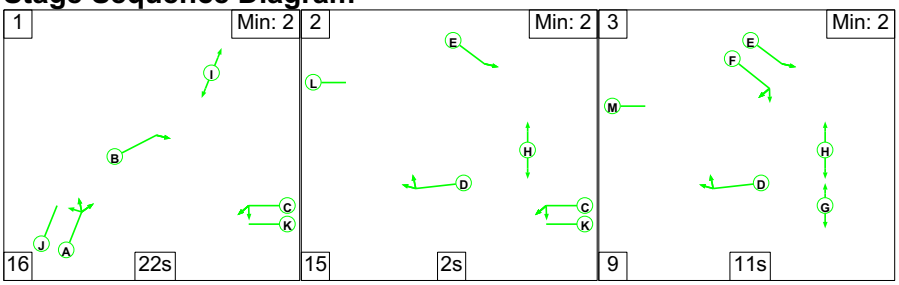
Total Delay for Signalled Lanes (pcuHr): 28.63
Total Delay Over All Lanes(pcuHr): 32.47

Cycle Time (s): 70

Detailed Input Data And Results

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

Stage Sequence Diagram



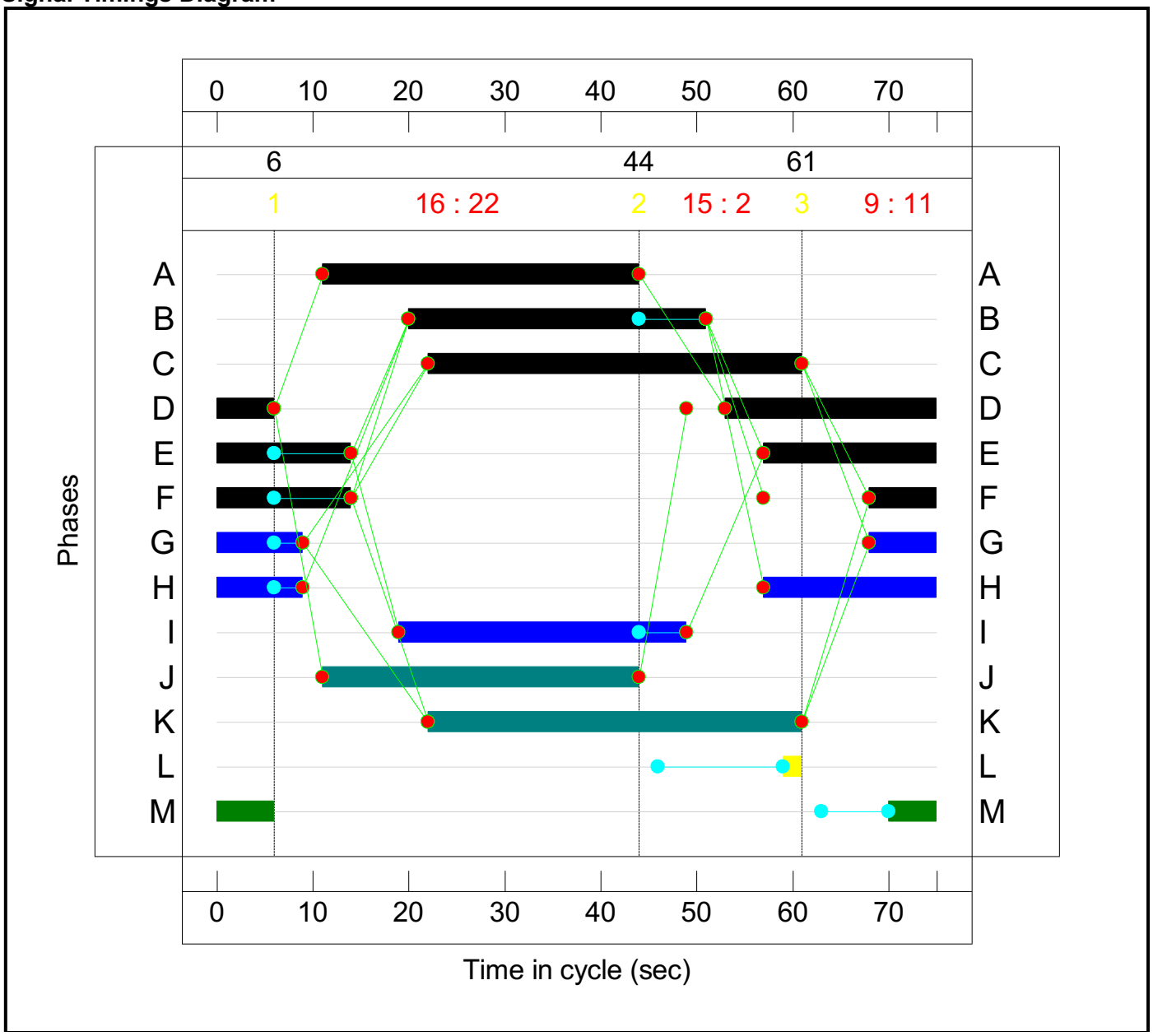
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	6	44	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	11	44
B	Internal Right	Traffic	31	20	51
C	A52 (E) Ahead Left	Traffic	39	22	61
D	S Circulatory Right Ahead	Traffic	28	53	6
E	E Circulatory Ahead	Traffic	32	57	14
F	E Circulatory Right Right2	Traffic	21	68	14
G	Pedestrians across	Pedestrian	16	68	9
H	Pedestrians across	Pedestrian	27	57	9
I	Pedestrians across	Pedestrian	30	19	49
J	Dummy	Dummy	33	11	44
K	Dummy	Dummy	39	22	61
L	Dummy with R/A	Dummy R/A	2	59	61
M	Dummy with R/A	Dummy R/A	11	70	6

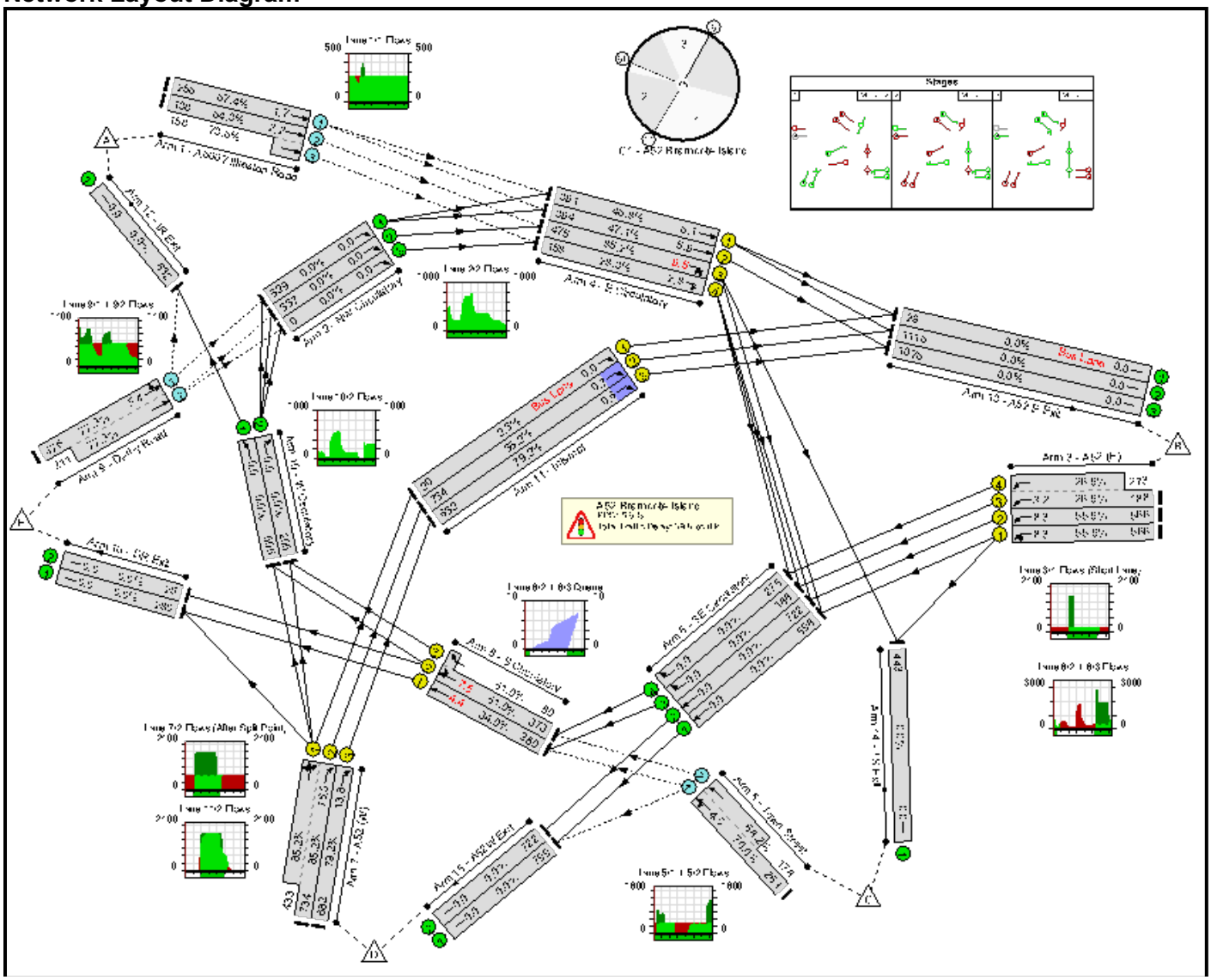
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	61
3/2	A52 (E) Ahead	U	C	22	61
3/3	A52 (E) Ahead	U	C	22	61
3/4	A52 (E) Ahead	U	C	22	61
4/1	E Circulatory Ahead	U	E	57	14
4/2	E Circulatory Ahead	U	E	57	14
4/3	E Circulatory Right Right2	U	F	68	14
4/4	E Circulatory Right	U	F	68	14
7/1	A52 (W) Ahead Right Left	U	A	11	44
7/2	A52 (W) Right	U	A	11	44
7/3	A52 (W) Right	U	A	11	44
8/1	S Circulatory Ahead	U	D	53	6
8/2	S Circulatory Right Ahead	U	D	53	6
8/3	S Circulatory Right	U	D	53	6
11/1	Internal Right	U	B	20	51
11/2	Internal Right	U	B	20	51
11/3	Internal Right	U	B	20	51

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.2%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**85.2%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	256	Inf	380	67.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	296	Inf : Inf	215+215	64.3 : 73.6%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	337	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	566	1900	1013	55.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	566	1900	1013	55.9%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	461	1900:1900	698+1013	26.9 : 26.9%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	391	1900	836	46.8%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	394	1900	836	47.1%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	475	1900	557	85.2%
4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	158	1900	557	28.3%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	441	Inf : Inf	376+261	70.0 : 68.2%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	598	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	722	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	188	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	275	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1167	1900:1900	861+508	85.2 : 85.2%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	682	1900	861	79.2%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	250	1900	735	34.0%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	453	1900:1900	611+131	61.0 : 61.0%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	687	Inf : Inf	616+273	77.3 : 77.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	605	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	206	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	31	-	-	20	1900	861	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	31	-	-	734	1900	861	85.2%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	682	1900	861	79.2%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1116	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1076	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	443	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	799	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	722	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	280	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	25	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**3104**	**0**	**0**	**27.5**	**12.3**	**0.0**	**39.8**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3104**	**0**	**0**	**27.5**	**12.3**	**0.0**	**39.8**	**-**	**-**	**-**	**-**	
1/1	256	256	256	0	0	0.0	1.0	-	1.0	14.4	0.7	1.0	1.7	
1/2+1/3	296	296	592	0	0	0.1	1.1	-	1.2 (0.5+0.6)	14.1 (13.9:14.4)	1.1	1.1	2.2	
2/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	566	566	-	-	-	1.8	0.6	-	2.5	15.6	7.7	0.6	8.3	
3/2	566	566	-	-	-	1.8	0.6	-	2.5	15.6	7.7	0.6	8.3	
3/3+3/4	461	461	-	-	-	1.2	0.2	-	1.4 (0.5+0.8)	10.8 (10.5:11.0)	3.0	0.2	3.2	
4/1	391	391	-	-	-	1.7	0.4	-	2.1	19.3	5.6	0.4	6.1	
4/2	394	394	-	-	-	1.6	0.4	-	2.1	18.8	5.5	0.4	5.9	
4/3	475	475	-	-	-	3.8	0.0	-	3.8	29.2	9.5	0.0	9.5	
4/4	158	158	-	-	-	0.9	0.2	-	1.1	25.7	2.6	0.2	2.8	
5/1+5/2	441	441	882	0	0	1.2	1.1	-	2.3 (1.2+1.2)	19.1 (16.2:23.4)	3.4	1.1	4.5	
6/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	188	188	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1167	1167	-	-	-	5.5	2.8	-	8.3 (5.5+2.8)	25.5 (26.9:23.2)	13.5	2.8	16.3	

7/3	682	682	-	-	-	3.3	1.9	-	5.2	27.3	11.9	1.9	13.8
8/1	250	250	-	-	-	1.1	0.3	-	1.4	19.9	4.1	0.3	4.4
8/2+8/3	453	453	-	-	-	2.6	0.0	-	2.6 (2.2+0.5)	20.9 (20.9:20.8)	7.5	0.0	7.5
9/1+9/2	687	687	1374	0	0	0.4	1.7	-	2.0 (1.5+0.5)	10.7 (11.4:9.1)	3.7	1.7	5.4
10/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	206	206	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	734	734	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7
11/3	682	682	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
12/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1116	1116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	1076	1076	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	799	799	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	280	280	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

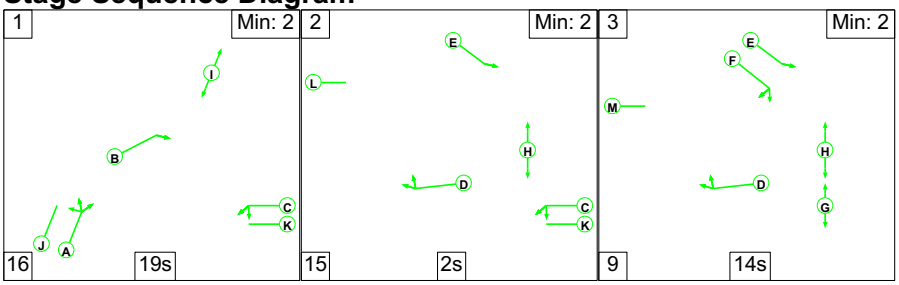
PRC for Signalled Lanes (%): 5.6
PRC Over All Lanes (%): 5.6

Total Delay for Signalled Lanes (pcuHr): 33.25
Total Delay Over All Lanes(pcuHr): 39.82

Cycle Time (s): 75

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

Stage Sequence Diagram



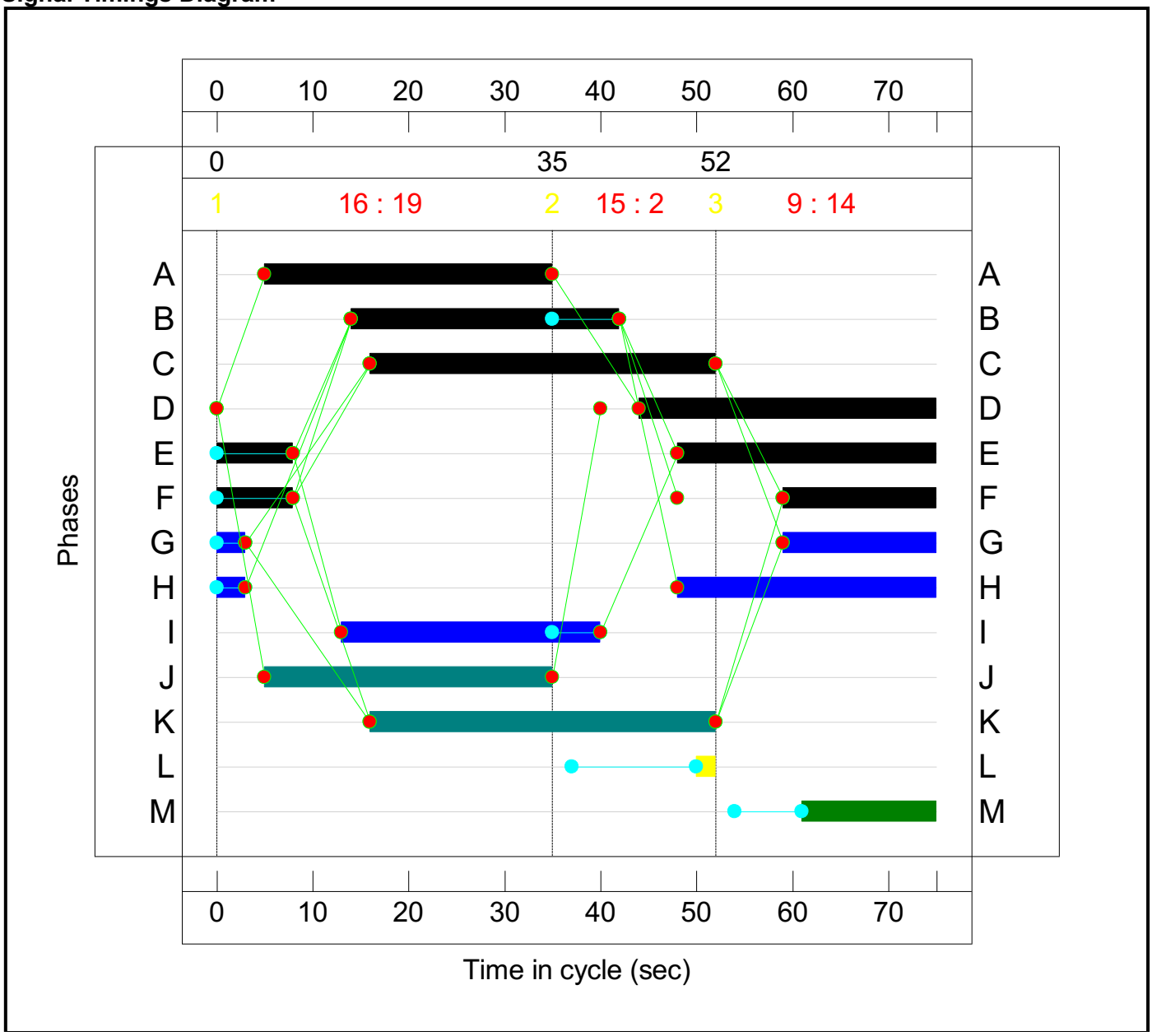
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

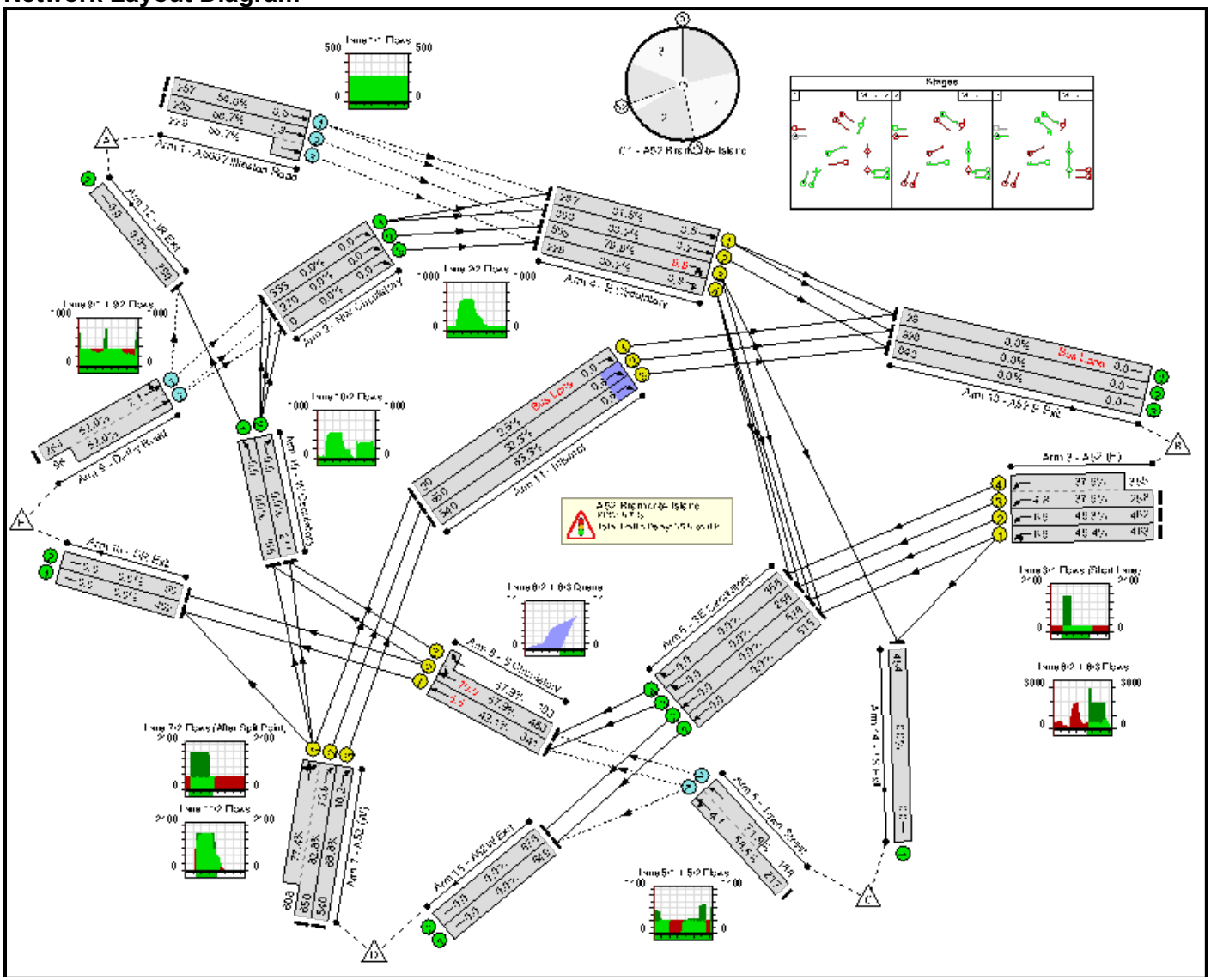
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**82.8%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	257	Inf	476	54.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	465	Inf : Inf	344+344	68.7 : 66.7%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	270	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	463	1900	937	49.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	462	1900	937	49.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	681+937	37.9 : 37.9%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	287	1900	912	31.5%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	303	1900	912	33.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	506	1900	633	79.9%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	229	1900	633	36.2%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	405	Inf : Inf	371+262	58.5 : 71.9%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	515	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	678	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	258	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	368	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1258	1900:1900	785+785	82.8 : 77.4%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	540	1900	785	68.8%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	341	1900	811	42.1%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	556	1900:1900	667+152	67.9 : 67.9%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	360	Inf : Inf	507+184	52.0 : 52.0%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	756	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	277	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	650	1900	785	82.8%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	540	1900	785	68.8%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	790	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	928	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	843	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	649	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	678	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	402	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	50	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**2717**	**0**	**0**	**27.3**	**8.5**	**0.0**	**35.8**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2717**	**0**	**0**	**27.3**	**8.5**	**0.0**	**35.8**	**-**	**-**	**-**	**-**	
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	
1/2+1/3	465	465	930	0	0	0.0	1.0	-	1.0 (0.5+0.5)	8.0 (8.0:8.0)	0.3	1.0	1.3	
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	463	463	-	-	-	1.6	0.5	-	2.1	16.5	6.4	0.5	6.9	
3/2	462	462	-	-	-	1.6	0.5	-	2.1	16.5	6.4	0.5	6.9	
3/3+3/4	613	613	-	-	-	2.0	0.3	-	2.3 (0.9+1.3)	13.3 (12.9:13.6)	4.5	0.3	4.8	
4/1	287	287	-	-	-	0.8	0.2	-	1.1	13.5	3.3	0.2	3.5	
4/2	303	303	-	-	-	0.8	0.2	-	1.0	12.3	2.9	0.2	3.2	
4/3	506	506	-	-	-	3.9	0.0	-	3.9	27.5	9.9	0.0	9.9	
4/4	229	229	-	-	-	1.2	0.3	-	1.5	23.4	3.6	0.3	3.8	
5/1+5/2	405	405	810	0	0	0.9	0.9	-	1.8 (0.7+1.1)	15.8 (12.1:20.2)	3.2	0.9	4.1	
6/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	258	258	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	368	368	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1258	1258	-	-	-	6.7	2.0	-	8.7 (4.6+4.2)	25.0 (25.3:24.7)	11.9	2.0	13.9	

7/3	540	540	-	-	-	2.7	1.1	-	3.8	25.3	9.1	1.1	10.2
8/1	341	341	-	-	-	1.5	0.4	-	1.9	19.8	6.2	0.4	6.6
8/2+8/3	556	556	-	-	-	3.0	0.0	-	3.0 (2.5+0.6)	19.7 (19.7:19.8)	10.0	0.0	10.0
9/1+9/2	360	360	720	0	0	0.1	0.5	-	0.6 (0.5+0.1)	6.4 (6.8:5.4)	1.5	0.5	2.1
10/1	756	756	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	650	650	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
11/3	540	540	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
12/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	843	843	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	678	678	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	50	50	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

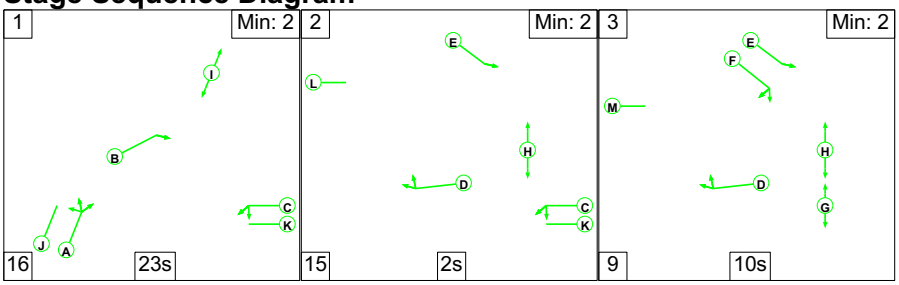
PRC for Signalled Lanes (%): 8.7
PRC Over All Lanes (%): 8.7

Total Delay for Signalled Lanes (pcuHr): 31.73
Total Delay Over All Lanes(pcuHr): 35.77

Cycle Time (s): 75

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

Stage Sequence Diagram



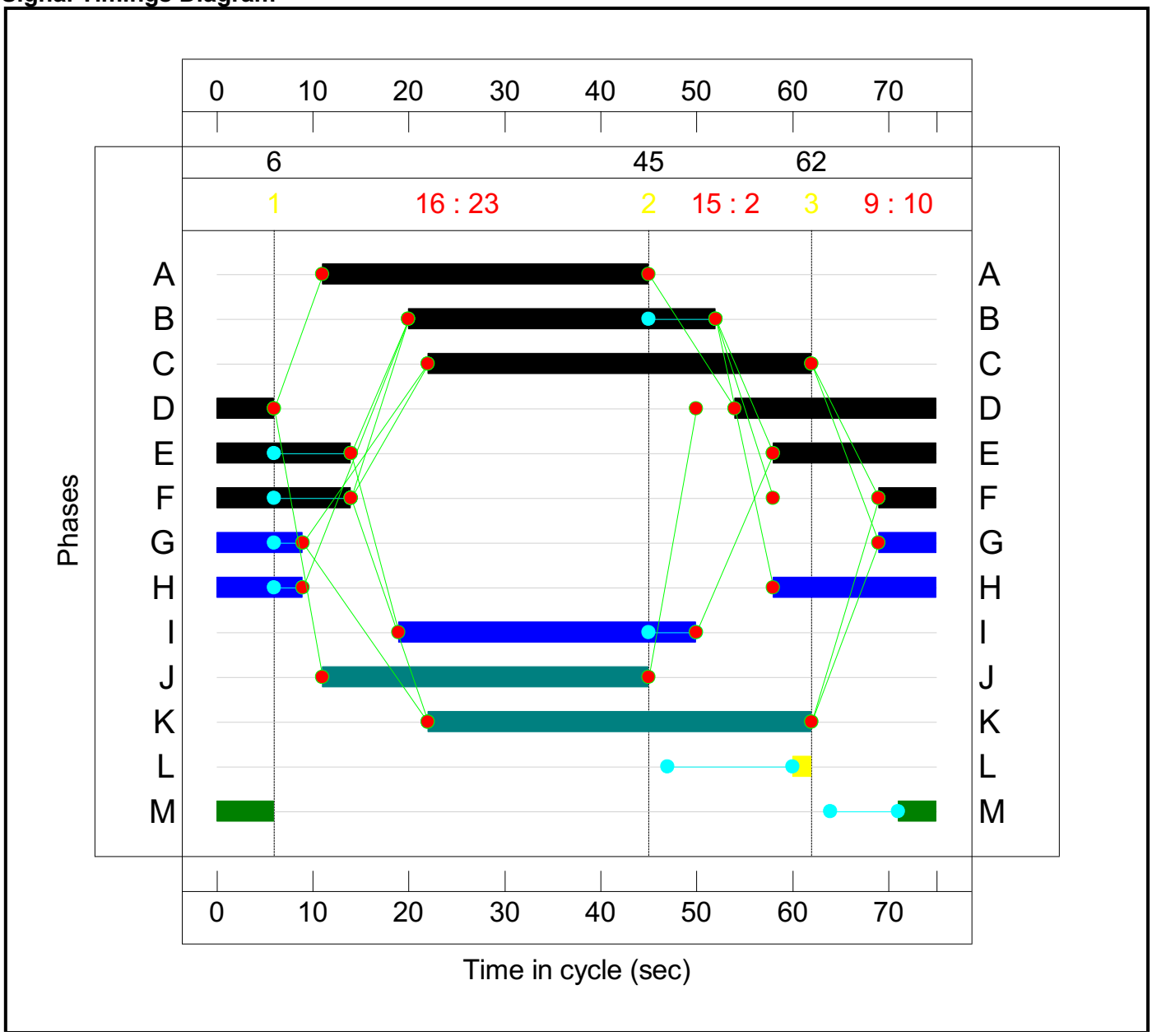
Stage Timings

Stage	1	2	3
Duration	23	2	10
Change Point	6	45	62

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	34	11	45
B	Internal Right	Traffic	32	20	52
C	A52 (E) Ahead Left	Traffic	40	22	62
D	S Circulatory Right Ahead	Traffic	27	54	6
E	E Circulatory Ahead	Traffic	31	58	14
F	E Circulatory Right Right2	Traffic	20	69	14
G	Pedestrians across	Pedestrian	15	69	9
H	Pedestrians across	Pedestrian	26	58	9
I	Pedestrians across	Pedestrian	31	19	50
J	Dummy	Dummy	34	11	45
K	Dummy	Dummy	40	22	62
L	Dummy with R/A	Dummy R/A	2	60	62
M	Dummy with R/A	Dummy R/A	10	71	6

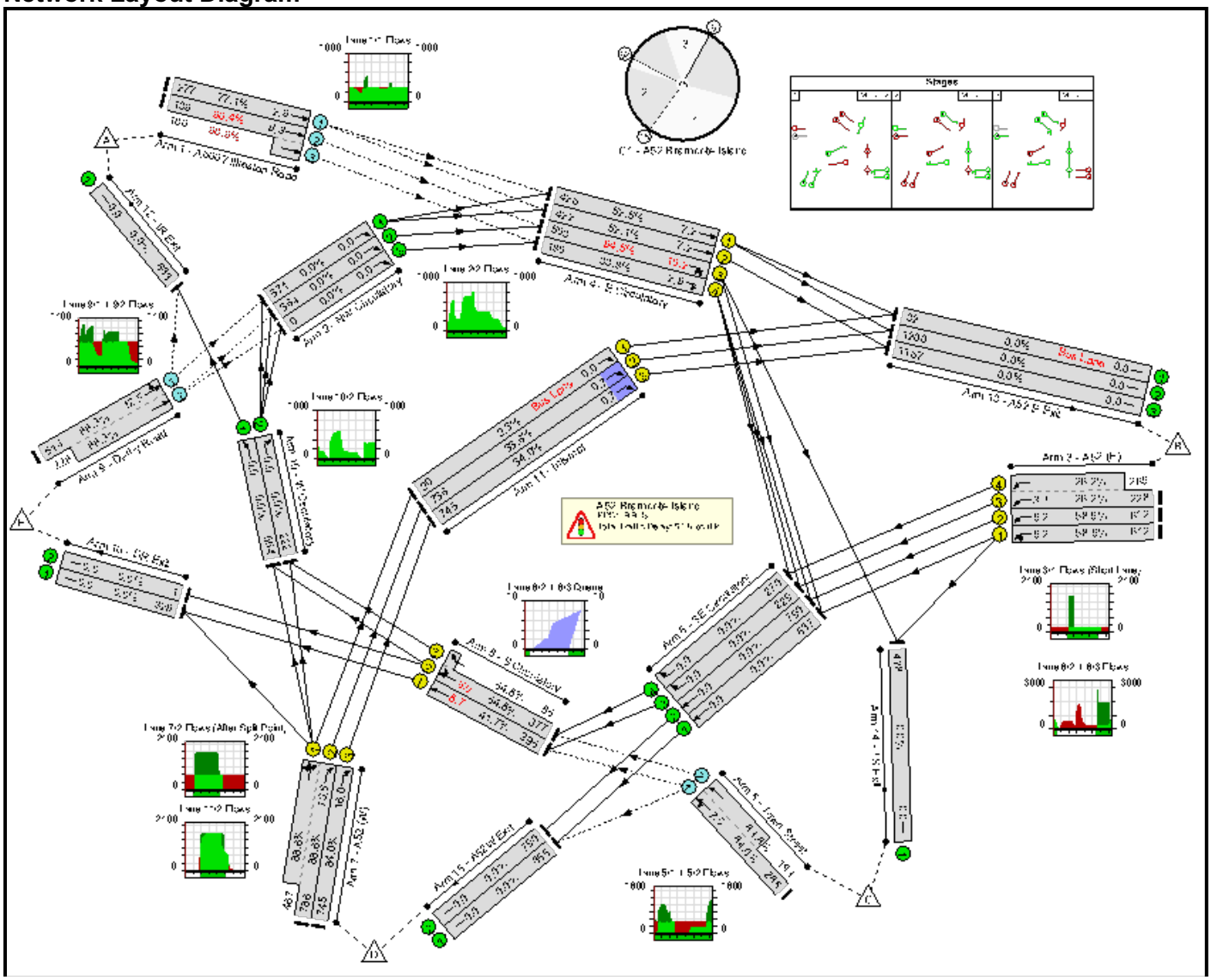
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	62
3/2	A52 (E) Ahead	U	C	22	62
3/3	A52 (E) Ahead	U	C	22	62
3/4	A52 (E) Ahead	U	C	22	62
4/1	E Circulatory Ahead	U	E	58	14
4/2	E Circulatory Ahead	U	E	58	14
4/3	E Circulatory Right Right2	U	F	69	14
4/4	E Circulatory Right	U	F	69	14
7/1	A52 (W) Ahead Right Left	U	A	11	45
7/2	A52 (W) Right	U	A	11	45
7/3	A52 (W) Right	U	A	11	45
8/1	S Circulatory Ahead	U	D	54	6
8/2	S Circulatory Right Ahead	U	D	54	6
8/3	S Circulatory Right	U	D	54	6
11/1	Internal Right	U	B	20	52
11/2	Internal Right	U	B	20	52
11/3	Internal Right	U	B	20	52

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.9%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**98.9%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	277	Inf	359	77.1%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	319	Inf : Inf	154+182	90.4 : 98.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	364	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	40	-	-	612	1900	1039	58.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	612	1900	1039	58.9%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	497	1900:1900	872+1028	26.2 : 26.2%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	426	1900	811	52.5%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	422	1900	811	52.1%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	20	-	-	503	1900	532	94.5%
4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	180	1900	532	33.8%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	339+230	84.0 : 83.8%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	790	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	229	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	270	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	34	-	-	1253	1900:1900	887+527	88.6 : 88.6%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	745	1900	887	84.0%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	27	-	-	296	1900	709	41.7%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	27	-	-	463	1900:1900	584+133	64.5 : 64.5%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	742	Inf : Inf	582+258	88.3 : 88.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	654	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	222	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	32	-	-	20	1900	887	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	32	-	-	786	1900	887	88.6%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	745	1900	887	84.0%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	683	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	32	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1200	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1167	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	478	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	855	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	790	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	329	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**3355**	**0**	**0**	**31.9**	**22.9**	**0.0**	**54.8**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3355**	**0**	**0**	**31.9**	**22.9**	**0.0**	**54.8**	**-**	**-**	**-**	**-**	
1/1	277	277	277	0	0	0.0	1.6	-	1.6	21.4	1.2	1.6	2.9	
1/2+1/3	319	319	638	0	0	0.7	5.7	-	6.3 (2.6+3.7)	71.5 (68.1:74.1)	3.6	5.7	9.3	
2/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	364	364	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	612	612	-	-	-	1.9	0.7	-	2.6	15.6	8.5	0.7	9.2	
3/2	612	612	-	-	-	1.9	0.7	-	2.6	15.6	8.5	0.7	9.2	
3/3+3/4	497	497	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.2 (10.1:10.3)	2.9	0.2	3.1	
4/1	426	426	-	-	-	1.9	0.6	-	2.5	21.1	6.6	0.6	7.2	
4/2	422	422	-	-	-	2.0	0.5	-	2.5	21.3	6.7	0.5	7.2	
4/3	503	503	-	-	-	4.2	0.0	-	4.2	30.2	10.2	0.0	10.2	
4/4	180	180	-	-	-	0.8	0.3	-	1.0	20.5	2.6	0.3	2.9	
5/1+5/2	478	478	956	0	0	1.9	2.5	-	4.4 (2.4+2.0)	33.2 (30.1:37.9)	5.1	2.5	7.5	
6/1	637	637	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1253	1253	-	-	-	5.8	3.7	-	9.5 (6.3+3.2)	27.4 (28.9:24.9)	14.8	3.7	18.6	

7/3	745	745	-	-	-	3.6	2.5	-	6.2	29.8	13.5	2.5	16.0	
8/1	296	296	-	-	-	1.5	0.4	-	1.9	23.1	5.3	0.4	5.7	
8/2+8/3	463	463	-	-	-	3.1	0.0	-	3.1 (2.5+0.6)	24.0 (24.0:24.1)	8.0	0.0	8.0	
9/1+9/2	742	742	1484	0	0	0.8	3.5	-	4.4 (3.2+1.2)	21.1 (22.4:18.2)	9.0	3.5	12.5	
10/1	654	654	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	222	222	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	
11/2	786	786	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	
11/3	745	745	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	
12/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	1200	1200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	1167	1167	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	329	329	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

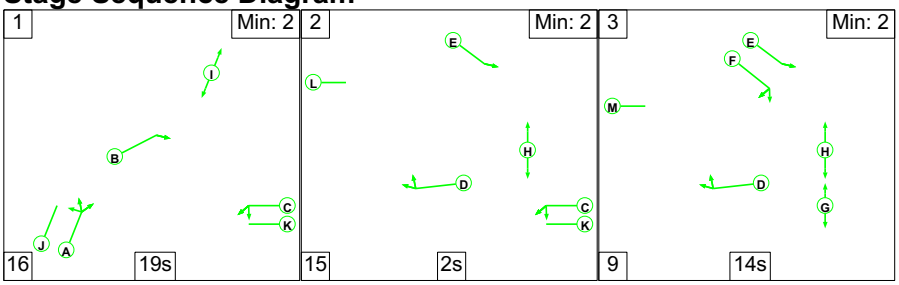
PRC for Signalled Lanes (%): -5.1
PRC Over All Lanes (%): -9.9

Total Delay for Signalled Lanes (pcuHr): 38.03
Total Delay Over All Lanes(pcuHr): 54.78

Cycle Time (s): 75

Detailed Input Data And Results
Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



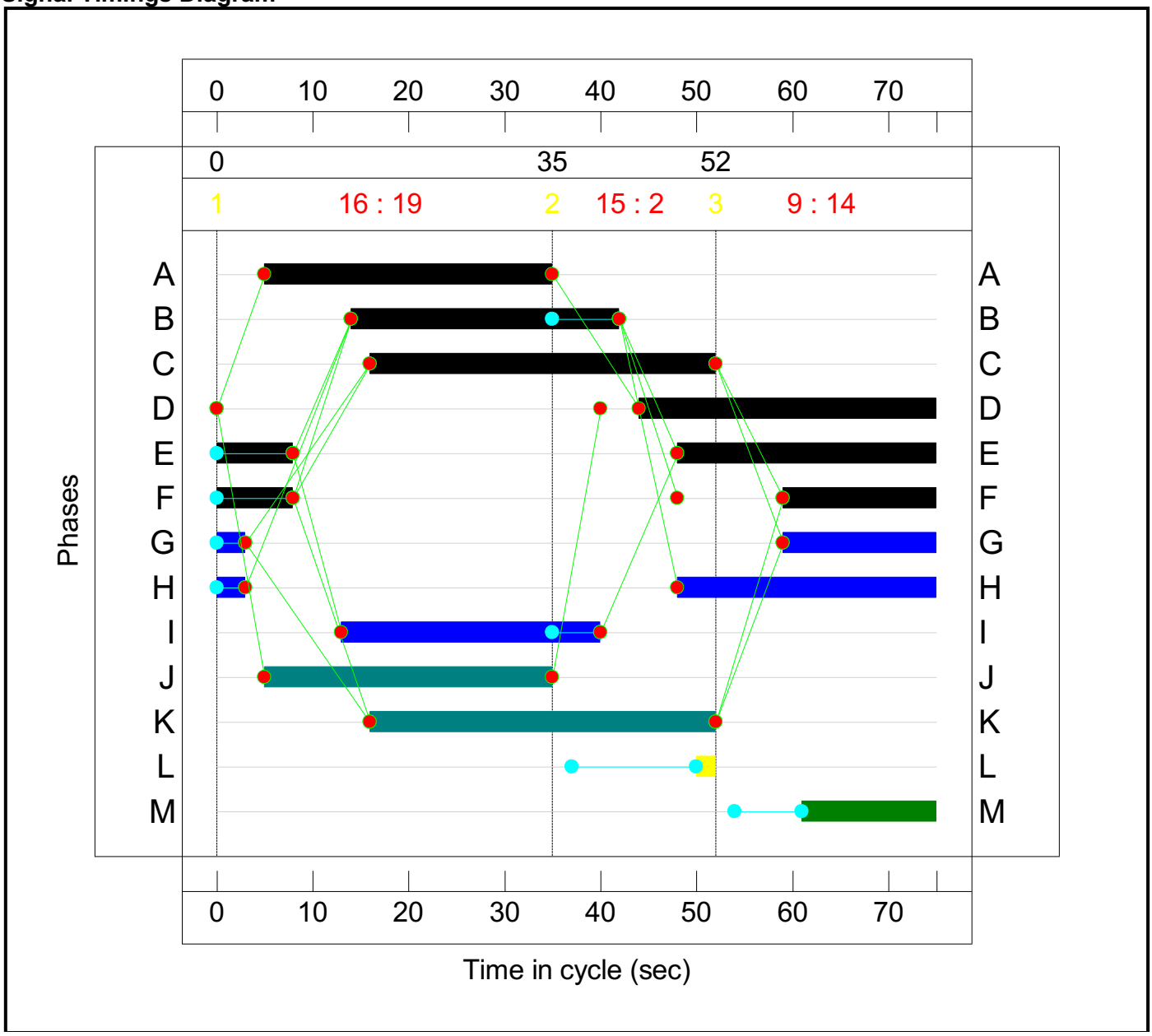
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

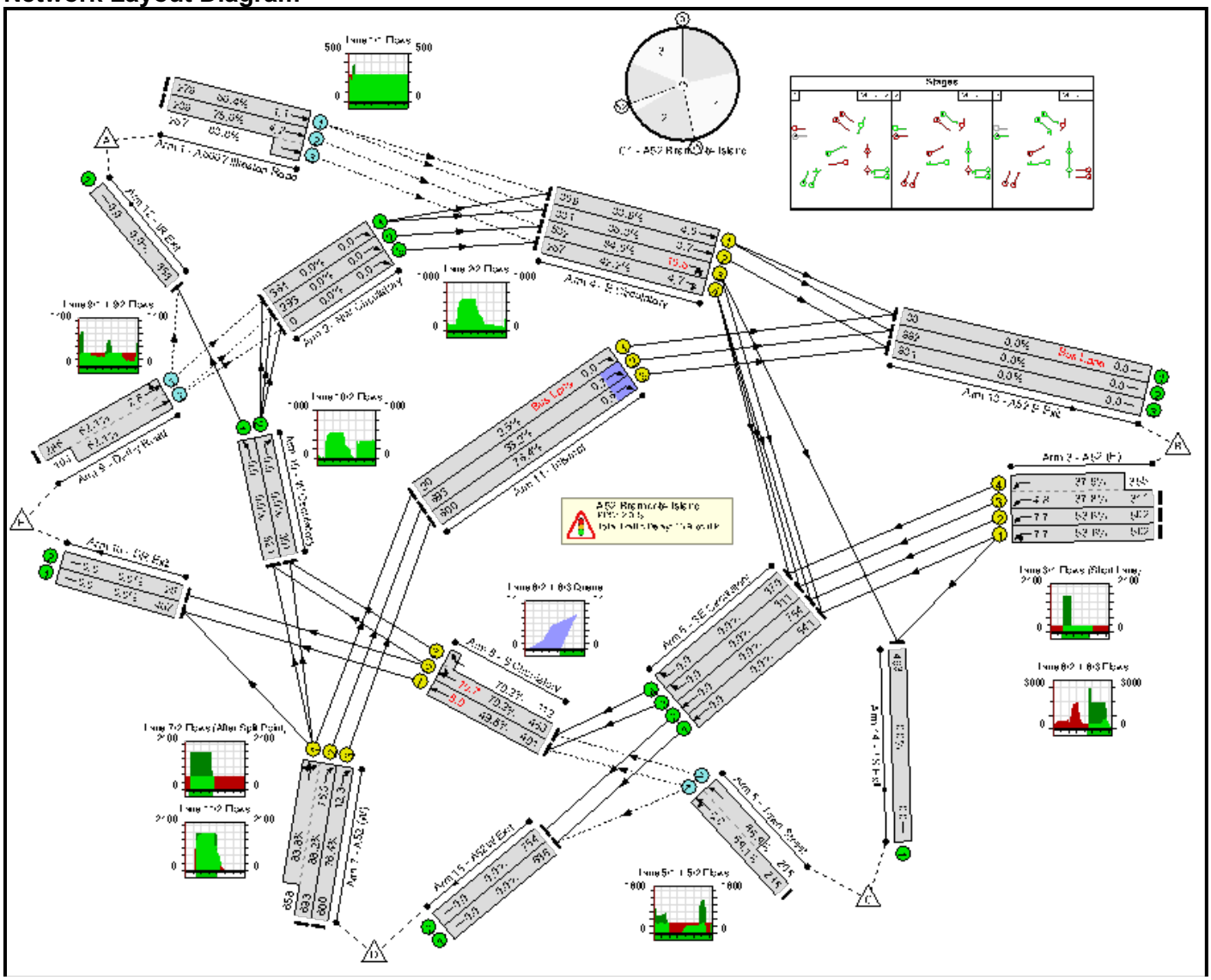
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.2%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	279	Inf	462	60.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	506	Inf : Inf	319+319	75.0 : 83.8%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	293	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	502	1900	937	53.6%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	502	1900	937	53.6%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	666	1900:1900	822+937	37.8 : 37.9%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	309	1900	912	33.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	331	1900	912	36.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	532	1900	633	84.0%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	267	1900	633	42.2%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	440	Inf : Inf	340+236	69.1 : 86.9%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	541	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	754	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	311	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	370	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1351	1900:1900	785+785	88.2 : 83.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	600	1900	785	76.4%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	401	1900	811	49.5%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	575	1900:1900	660+160	70.2 : 70.2%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	390	Inf : Inf	461+167	62.1 : 62.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	821	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	301	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	693	1900	785	88.2%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	600	1900	785	76.4%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	858	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	992	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	931	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	493	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	686	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	754	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	467	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	25	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**2951**	**0**	**0**	**31.4**	**12.5**	**0.0**	**43.9**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2951**	**0**	**0**	**31.4**	**12.5**	**0.0**	**43.9**	**-**	**-**	**-**	**-**	
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.8	0.4	0.8	1.1	
1/2+1/3	506	506	1012	0	0	0.1	1.9	-	1.9 (0.9+1.0)	13.7 (13.4:14.1)	2.4	1.9	4.2	
2/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	502	502	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	
3/2	502	502	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	
3/3+3/4	666	666	-	-	-	2.2	0.3	-	2.5 (1.1+1.3)	13.3 (13.2:13.5)	4.5	0.3	4.8	
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.8	3.8	0.3	4.0	
4/2	331	331	-	-	-	0.9	0.3	-	1.2	13.3	3.4	0.3	3.7	
4/3	532	532	-	-	-	4.1	0.0	-	4.1	27.8	10.6	0.0	10.6	
4/4	267	267	-	-	-	1.4	0.4	-	1.8	23.8	4.3	0.4	4.7	
5/1+5/2	440	440	880	0	0	1.4	1.6	-	3.0 (1.3+1.7)	24.6 (19.6:30.4)	4.0	1.6	5.6	
6/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	311	311	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	370	370	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1351	1351	-	-	-	7.5	3.0	-	10.5 (5.4+5.1)	28.0 (28.3:27.7)	13.3	3.0	16.3	

7/3	600	600	-	-	-	3.1	1.6	-	4.7	28.4	10.7	1.6	12.3
8/1	401	401	-	-	-	1.9	0.5	-	2.4	21.2	7.5	0.5	8.0
8/2+8/3	575	575	-	-	-	3.5	0.0	-	3.5 (2.8+0.7)	22.0 (21.9:22.4)	10.7	0.0	10.7
9/1+9/2	390	390	780	0	0	0.2	0.8	-	1.1 (0.8+0.2)	9.8 (10.5:7.9)	2.0	0.8	2.8
10/1	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/2	693	693	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7
11/3	600	600	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
12/1	858	858	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	992	992	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	754	754	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	25	25	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 2.0
PRC Over All Lanes (%): 2.0

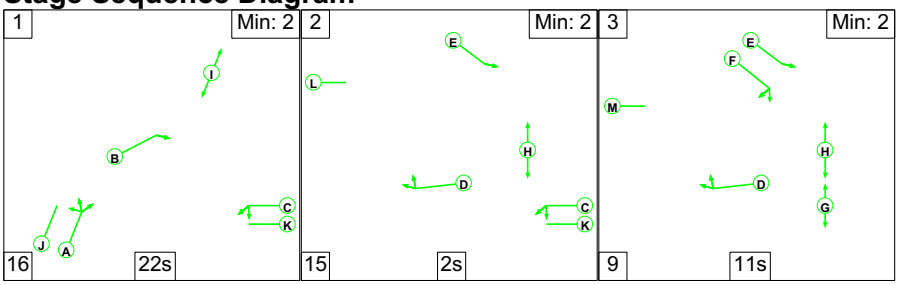
Total Delay for Signalled Lanes (pcuHr): 37.11
Total Delay Over All Lanes(pcuHr): 43.87

Cycle Time (s): 75

Detailed Input Data And Results

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

Stage Sequence Diagram



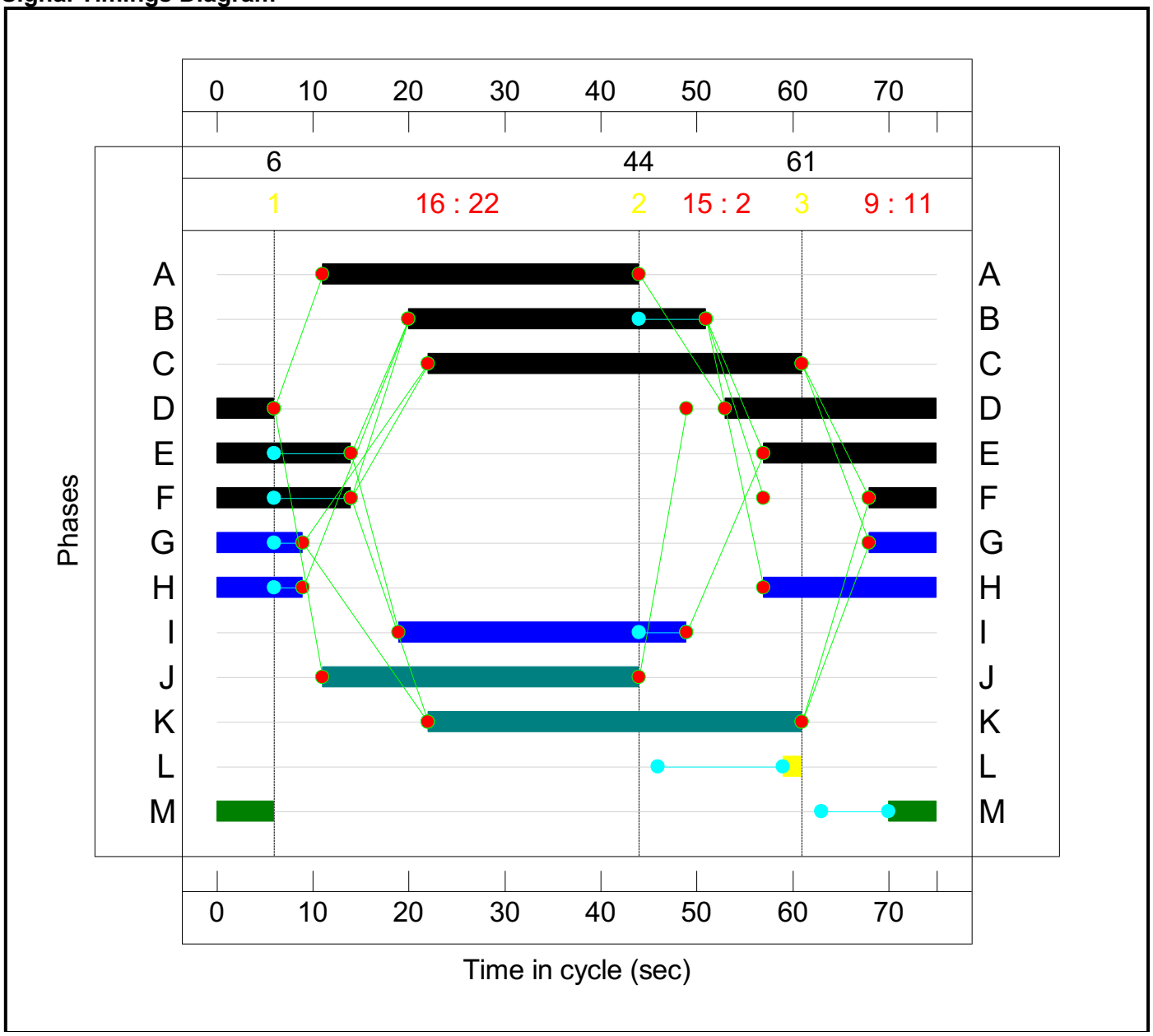
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	6	44	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	11	44
B	Internal Right	Traffic	31	20	51
C	A52 (E) Ahead Left	Traffic	39	22	61
D	S Circulatory Right Ahead	Traffic	28	53	6
E	E Circulatory Ahead	Traffic	32	57	14
F	E Circulatory Right Right2	Traffic	21	68	14
G	Pedestrians across	Pedestrian	16	68	9
H	Pedestrians across	Pedestrian	27	57	9
I	Pedestrians across	Pedestrian	30	19	49
J	Dummy	Dummy	33	11	44
K	Dummy	Dummy	39	22	61
L	Dummy with R/A	Dummy R/A	2	59	61
M	Dummy with R/A	Dummy R/A	11	70	6

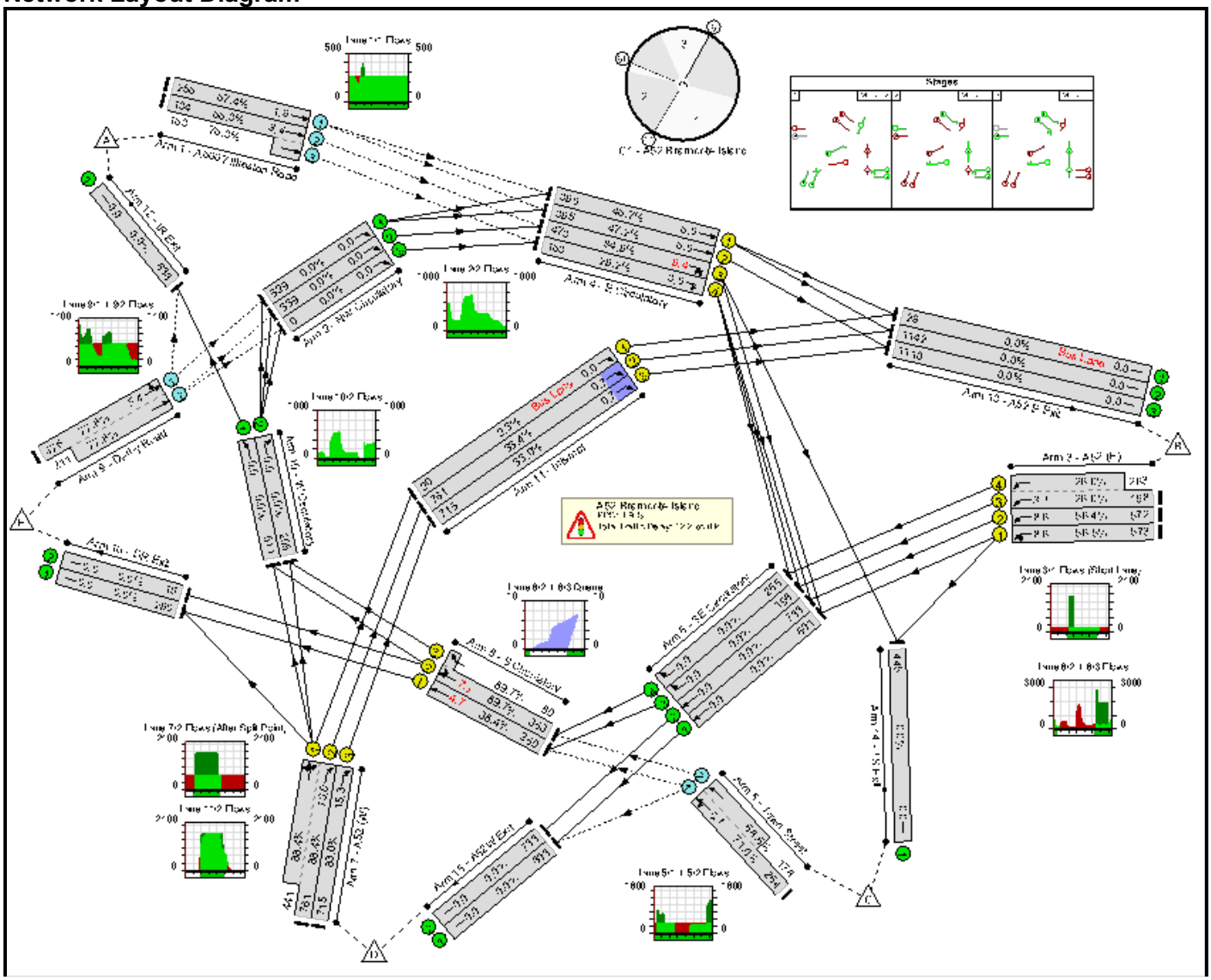
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	61
3/2	A52 (E) Ahead	U	C	22	61
3/3	A52 (E) Ahead	U	C	22	61
3/4	A52 (E) Ahead	U	C	22	61
4/1	E Circulatory Ahead	U	E	57	14
4/2	E Circulatory Ahead	U	E	57	14
4/3	E Circulatory Right Right2	U	F	68	14
4/4	E Circulatory Right	U	F	68	14
7/1	A52 (W) Ahead Right Left	U	A	11	44
7/2	A52 (W) Right	U	A	11	44
7/3	A52 (W) Right	U	A	11	44
8/1	S Circulatory Ahead	U	D	53	6
8/2	S Circulatory Right Ahead	U	D	53	6
8/3	S Circulatory Right	U	D	53	6
11/1	Internal Right	U	B	20	51
11/2	Internal Right	U	B	20	51
11/3	Internal Right	U	B	20	51

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.4%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.4%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	256	Inf	380	67.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	297	Inf : Inf	202+214	66.3 : 76.3%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	339	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	573	1900	1013	56.5%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	572	1900	1013	56.4%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	461	1900:1900	763+1013	26.0 : 26.0%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	390	1900	836	46.7%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	395	1900	836	47.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	473	1900	557	84.9%
4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	163	1900	557	29.2%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	442	Inf : Inf	372+259	71.0 : 68.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	601	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	733	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	198	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	265	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1202	1900:1900	861+499	88.4 : 88.4%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	715	1900	861	83.0%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	260	1900	735	35.4%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	443	1900:1900	608+134	59.7 : 59.7%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	687	Inf : Inf	612+271	77.8 : 77.8%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	611	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	208	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	31	-	-	20	1900	861	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	31	-	-	761	1900	861	88.4%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	715	1900	861	83.0%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	638	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1142	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1110	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	445	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	803	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	733	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	290	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	15	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**3108**	**0**	**0**	**28.2**	**13.9**	**0.0**	**42.2**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3108**	**0**	**0**	**28.2**	**13.9**	**0.0**	**42.2**	**-**	**-**	**-**	**-**	
1/1	256	256	256	0	0	0.0	1.0	-	1.0	14.4	0.9	1.0	1.9	
1/2+1/3	297	297	594	0	0	0.1	1.2	-	1.3 (0.6+0.7)	16.0 (15.5:16.4)	2.2	1.2	3.4	
2/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	573	573	-	-	-	1.9	0.6	-	2.5	15.8	8.0	0.6	8.6	
3/2	572	572	-	-	-	1.9	0.6	-	2.5	15.8	7.9	0.6	8.6	
3/3+3/4	461	461	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.7 (10.5:10.9)	2.9	0.2	3.1	
4/1	390	390	-	-	-	1.6	0.4	-	2.1	19.3	5.6	0.4	6.0	
4/2	395	395	-	-	-	1.6	0.4	-	2.1	18.8	5.5	0.4	6.0	
4/3	473	473	-	-	-	3.8	0.0	-	3.8	29.2	9.4	0.0	9.4	
4/4	163	163	-	-	-	1.0	0.2	-	1.2	26.0	2.8	0.2	3.0	
5/1+5/2	442	442	884	0	0	1.3	1.2	-	2.4 (1.2+1.2)	19.8 (17.0:24.0)	4.0	1.2	5.1	
6/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1202	1202	-	-	-	5.7	3.6	-	9.4 (6.2+3.1)	28.1 (29.6:25.5)	14.4	3.6	18.0	

7/3	715	715	-	-	-	3.6	2.4	-	5.9	29.9	12.9	2.4	15.3	
8/1	260	260	-	-	-	1.2	0.3	-	1.5	20.1	4.4	0.3	4.7	
8/2+8/3	443	443	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	21.0 (21.0:21.0)	7.3	0.0	7.3	
9/1+9/2	687	687	1374	0	0	0.4	1.7	-	2.1 (1.6+0.6)	11.1 (11.8:9.5)	3.7	1.7	5.4	
10/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	208	208	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	
11/2	761	761	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	
11/3	715	715	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	
12/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	1142	1142	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	1110	1110	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	803	803	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	733	733	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 1.9
PRC Over All Lanes (%): 1.9

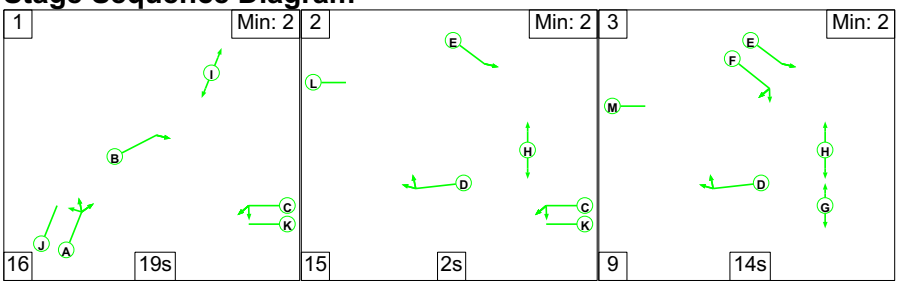
Total Delay for Signalled Lanes (pcuHr): 35.28
Total Delay Over All Lanes(pcuHr): 42.17

Cycle Time (s): 75

Detailed Input Data And Results

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

Stage Sequence Diagram



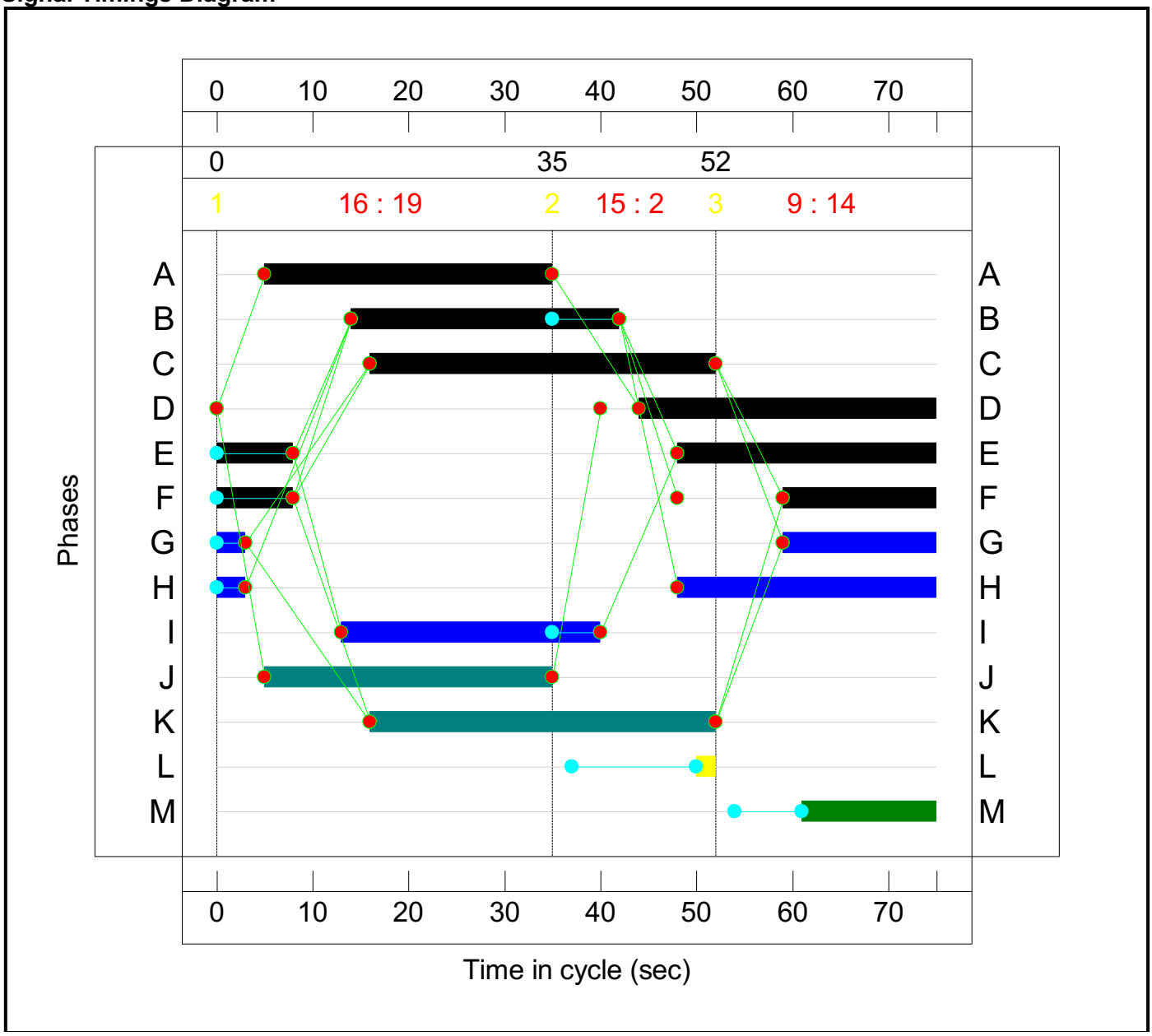
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

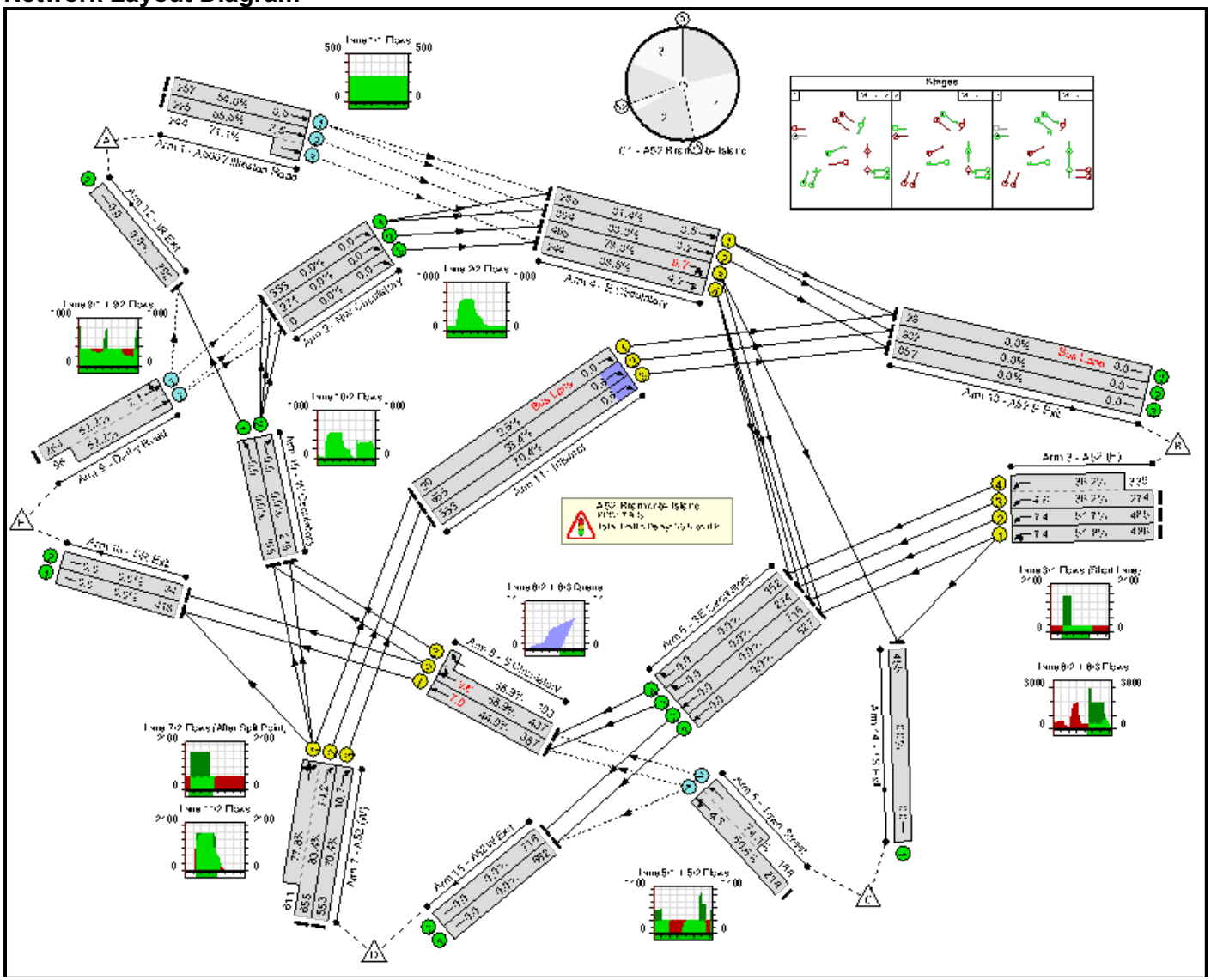
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.4%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	257	Inf	476	54.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	469	Inf : Inf	343+343	65.6 : 71.1%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	271	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	486	1900	937	51.8%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	485	1900	937	51.7%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	758+937	36.2 : 36.2%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	286	1900	912	31.4%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	304	1900	912	33.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	496	1900	633	78.3%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	244	1900	633	38.5%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	406	Inf : Inf	359+254	60.6 : 74.1%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	527	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	716	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	274	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	352	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1266	1900:1900	785+785	83.4 : 77.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	553	1900	785	70.4%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	357	1900	811	44.0%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	540	1900:1900	663+156	65.9 : 65.9%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	360	Inf : Inf	505+184	52.2 : 52.2%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	758	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	655	1900	785	83.4%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	553	1900	785	70.4%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	792	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	932	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	857	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	455	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	662	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	716	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	418	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	34	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**2727**	**0**	**0**	**27.8**	**8.9**	**0.0**	**36.8**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2727**	**0**	**0**	**27.8**	**8.9**	**0.0**	**36.8**	**-**	**-**	**-**	**-**	
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	
1/2+1/3	469	469	938	0	0	0.0	1.1	-	1.1 (0.5+0.6)	8.2 (8.2:8.2)	1.4	1.1	2.5	
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	486	486	-	-	-	1.7	0.5	-	2.3	16.9	6.9	0.5	7.4	
3/2	485	485	-	-	-	1.7	0.5	-	2.3	16.9	6.9	0.5	7.4	
3/3+3/4	613	613	-	-	-	2.0	0.3	-	2.2 (1.0+1.3)	13.2 (12.9:13.4)	4.3	0.3	4.6	
4/1	286	286	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	
4/2	304	304	-	-	-	0.8	0.2	-	1.0	12.3	2.9	0.2	3.2	
4/3	496	496	-	-	-	3.8	0.0	-	3.8	27.4	9.7	0.0	9.7	
4/4	244	244	-	-	-	1.3	0.3	-	1.6	23.7	3.9	0.3	4.2	
5/1+5/2	406	406	812	0	0	1.0	1.0	-	2.0 (0.8+1.2)	17.7 (13.7:22.3)	3.3	1.0	4.3	
6/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	274	274	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	352	352	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1266	1266	-	-	-	6.8	2.1	-	8.9 (4.6+4.2)	25.2 (25.5:24.9)	12.2	2.1	14.2	

7/3	553	553	-	-	-	2.8	1.2	-	4.0	25.9	9.5	1.2	10.7	
8/1	357	357	-	-	-	1.6	0.4	-	2.0	20.0	6.6	0.4	7.0	
8/2+8/3	540	540	-	-	-	3.0	0.0	-	3.0 (2.4+0.6)	20.2 (20.1:20.3)	9.6	0.0	9.6	
9/1+9/2	360	360	720	0	0	0.1	0.5	-	0.7 (0.5+0.1)	6.7 (7.1:5.5)	1.5	0.5	2.1	
10/1	758	758	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	
11/2	655	655	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	
11/3	553	553	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	
12/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	932	932	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	662	662	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	716	716	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	418	418	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	34	34	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

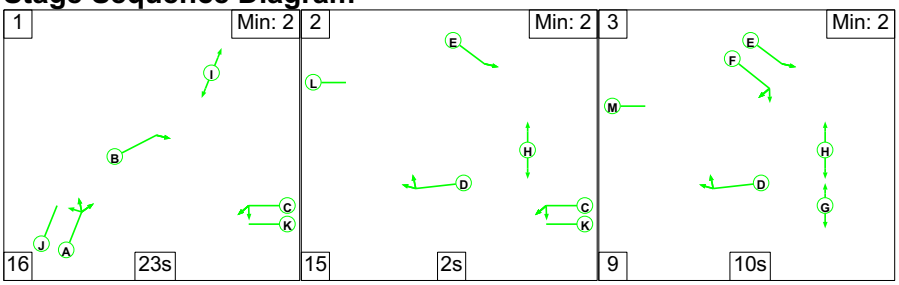
PRC for Signalled Lanes (%): 7.9
PRC Over All Lanes (%): 7.9

Total Delay for Signalled Lanes (pcuHr): 32.46
Total Delay Over All Lanes(pcuHr): 36.78

Cycle Time (s): 75

Detailed Input Data And Results
Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram



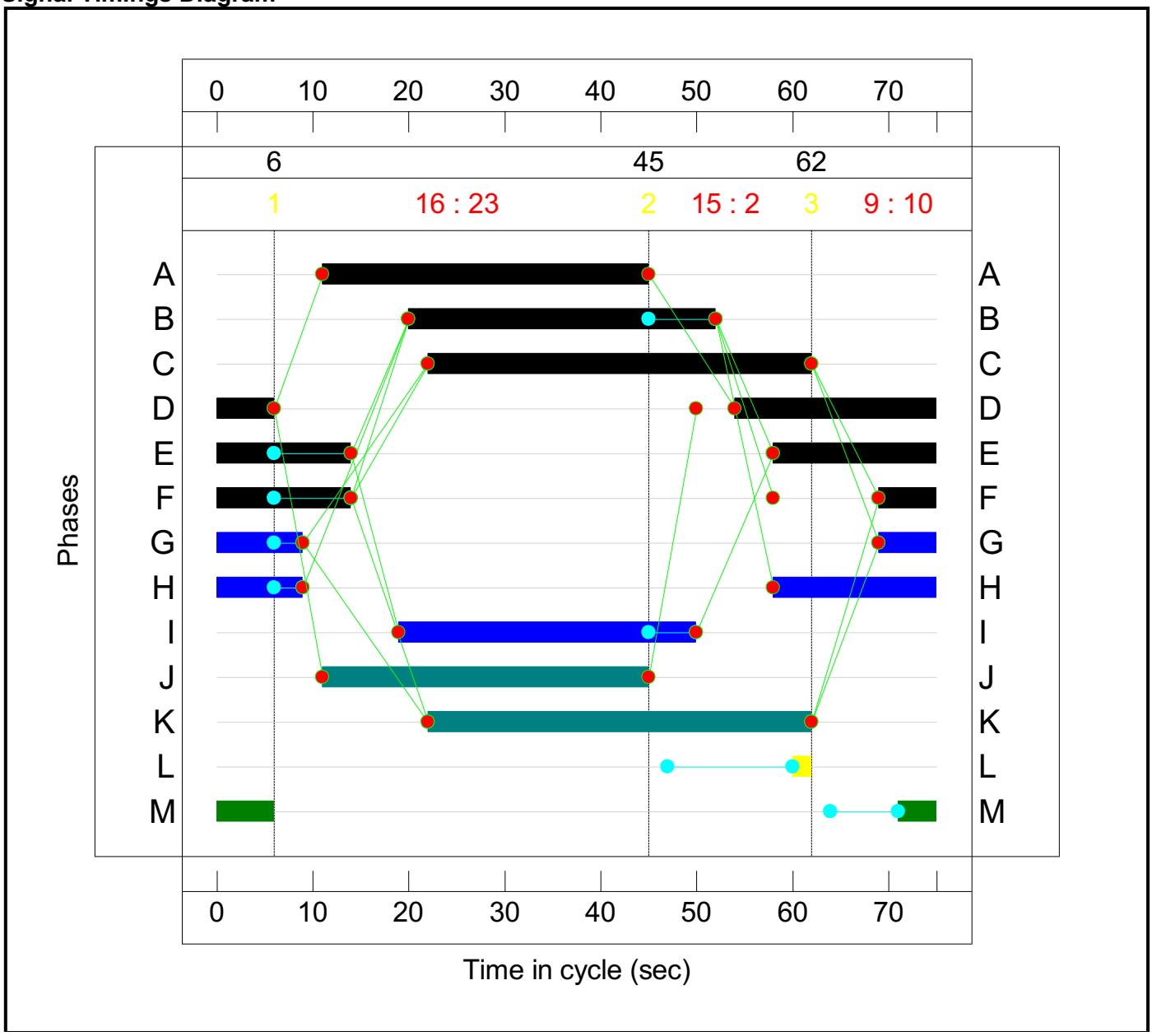
Stage Timings

Stage	1	2	3
Duration	23	2	10
Change Point	6	45	62

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	34	11	45
B	Internal Right	Traffic	32	20	52
C	A52 (E) Ahead Left	Traffic	40	22	62
D	S Circulatory Right Ahead	Traffic	27	54	6
E	E Circulatory Ahead	Traffic	31	58	14
F	E Circulatory Right Right2	Traffic	20	69	14
G	Pedestrians across	Pedestrian	15	69	9
H	Pedestrians across	Pedestrian	26	58	9
I	Pedestrians across	Pedestrian	31	19	50
J	Dummy	Dummy	34	11	45
K	Dummy	Dummy	40	22	62
L	Dummy with R/A	Dummy R/A	2	60	62
M	Dummy with R/A	Dummy R/A	10	71	6

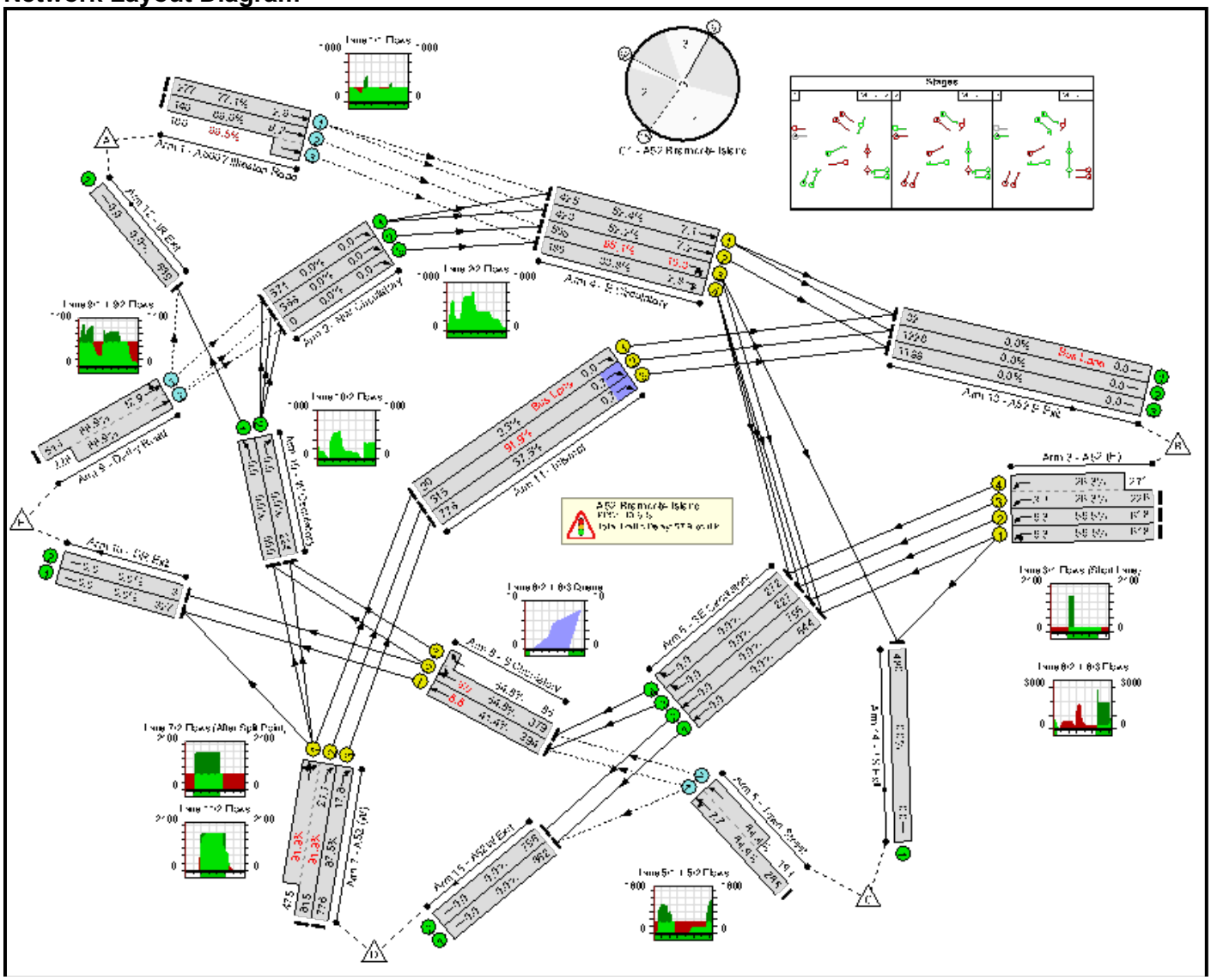
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	62
3/2	A52 (E) Ahead	U	C	22	62
3/3	A52 (E) Ahead	U	C	22	62
3/4	A52 (E) Ahead	U	C	22	62
4/1	E Circulatory Ahead	U	E	58	14
4/2	E Circulatory Ahead	U	E	58	14
4/3	E Circulatory Right Right2	U	F	69	14
4/4	E Circulatory Right	U	F	69	14
7/1	A52 (W) Ahead Right Left	U	A	11	45
7/2	A52 (W) Right	U	A	11	45
7/3	A52 (W) Right	U	A	11	45
8/1	S Circulatory Ahead	U	D	54	6
8/2	S Circulatory Right Ahead	U	D	54	6
8/3	S Circulatory Right	U	D	54	6
11/1	Internal Right	U	B	20	52
11/2	Internal Right	U	B	20	52
11/3	Internal Right	U	B	20	52

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.5%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.5%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	277	Inf	359	77.1%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	320	Inf : Inf	157+181	89.0 : 99.5%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	366	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	40	-	-	618	1900	1039	59.5%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	618	1900	1039	59.5%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	497	1900:1900	861+1032	26.3 : 26.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	425	1900	811	52.4%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	423	1900	811	52.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	20	-	-	506	1900	532	95.1%
4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	180	1900	532	33.8%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	336+229	84.9 : 84.4%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	796	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	227	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	272	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	34	-	-	1290	1900:1900	887+517	91.9 : 91.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	776	1900	887	87.5%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	27	-	-	294	1900	709	41.4%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	27	-	-	465	1900:1900	585+133	64.8 : 64.8%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	742	Inf : Inf	578+256	88.9 : 88.9%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	660	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	224	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	32	-	-	20	1900	887	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	32	-	-	815	1900	887	91.9%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	776	1900	887	87.5%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	32	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1228	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1199	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	862	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	796	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	327	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	3	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**3357**	**0**	**0**	**32.7**	**25.3**	**0.0**	**57.9**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3357**	**0**	**0**	**32.7**	**25.3**	**0.0**	**57.9**	**-**	**-**	**-**	**-**	
1/1	277	277	277	0	0	0.0	1.6	-	1.6	21.4	1.2	1.6	2.9	
1/2+1/3	320	320	640	0	0	0.7	5.5	-	6.2 (2.6+3.6)	69.3 (66.0:71.9)	3.7	5.5	9.2	
2/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	618	618	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	
3/2	618	618	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	
3/3+3/4	497	497	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.2 (10.0:10.3)	2.9	0.2	3.1	
4/1	425	425	-	-	-	1.9	0.5	-	2.5	21.0	6.6	0.5	7.1	
4/2	423	423	-	-	-	2.0	0.5	-	2.5	21.3	6.7	0.5	7.2	
4/3	506	506	-	-	-	4.2	0.0	-	4.2	30.2	10.3	0.0	10.3	
4/4	180	180	-	-	-	0.8	0.3	-	1.0	20.5	2.5	0.3	2.8	
5/1+5/2	478	478	956	0	0	2.0	2.6	-	4.6 (2.5+2.1)	34.5 (31.4:39.1)	5.1	2.6	7.7	
6/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1290	1290	-	-	-	6.1	5.2	-	11.3 (7.5+3.8)	31.6 (33.2:28.8)	15.8	5.2	21.1	

7/3	776	776	-	-	-	3.9	3.3	-	7.2	33.4	14.4	3.3	17.8
8/1	294	294	-	-	-	1.5	0.4	-	1.9	23.2	5.2	0.4	5.5
8/2+8/3	465	465	-	-	-	3.1	0.0	-	3.1 (2.5+0.6)	24.1 (24.1:24.2)	8.0	0.0	8.0
9/1+9/2	742	742	1484	0	0	0.8	3.7	-	4.6 (3.4+1.2)	22.1 (23.5:19.1)	9.1	3.7	12.9
10/1	660	660	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0
11/2	815	815	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7
11/3	776	776	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7
12/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1228	1228	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	1199	1199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	862	862	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	796	796	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

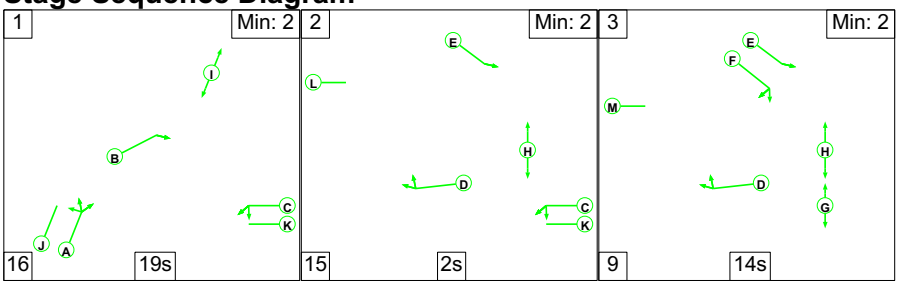
PRC for Signalled Lanes (%): -5.7
PRC Over All Lanes (%): -10.6

Total Delay for Signalled Lanes (pcuHr): 40.99
Total Delay Over All Lanes(pcuHr): 57.95

Cycle Time (s): 75

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

Stage Sequence Diagram



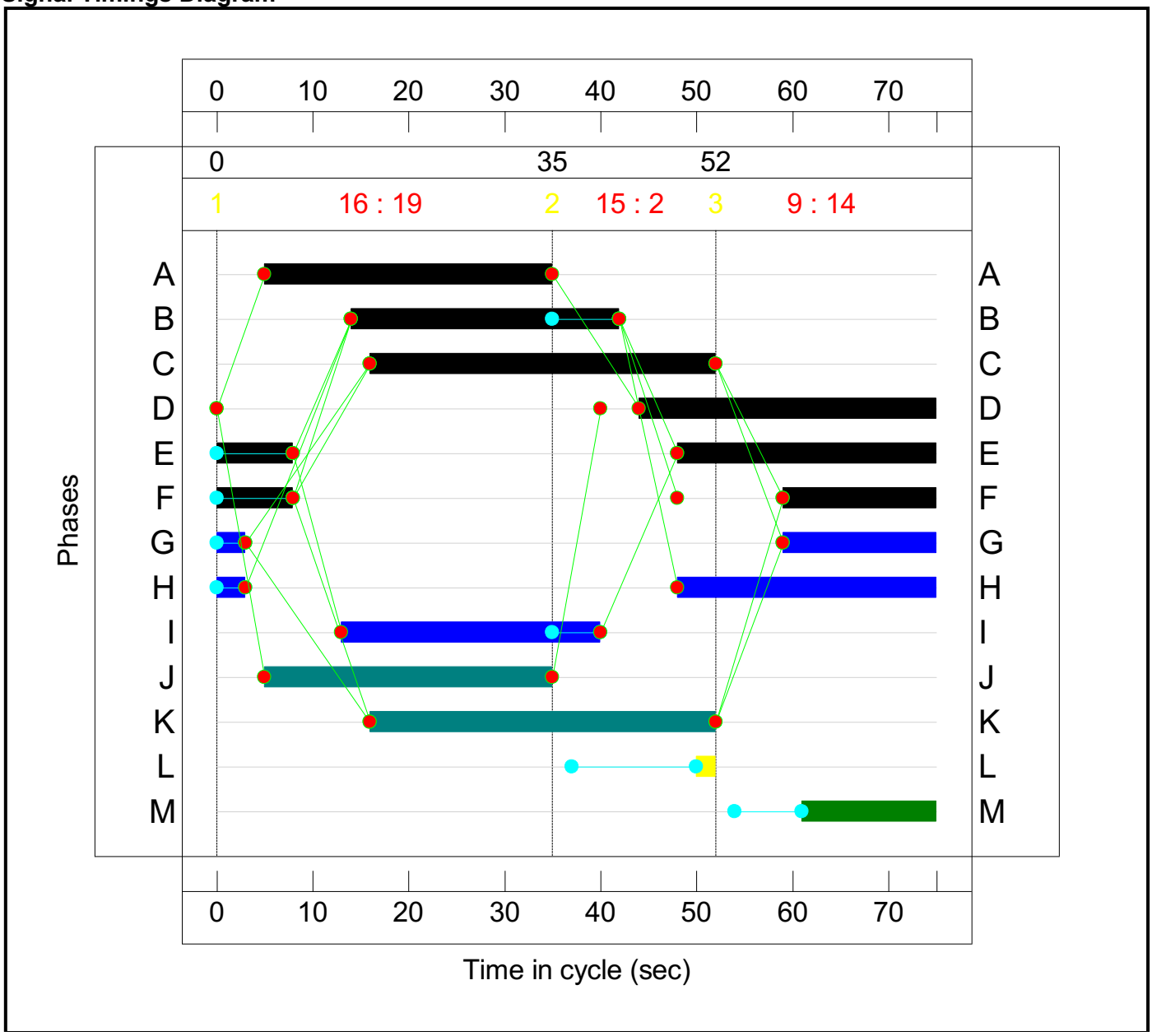
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

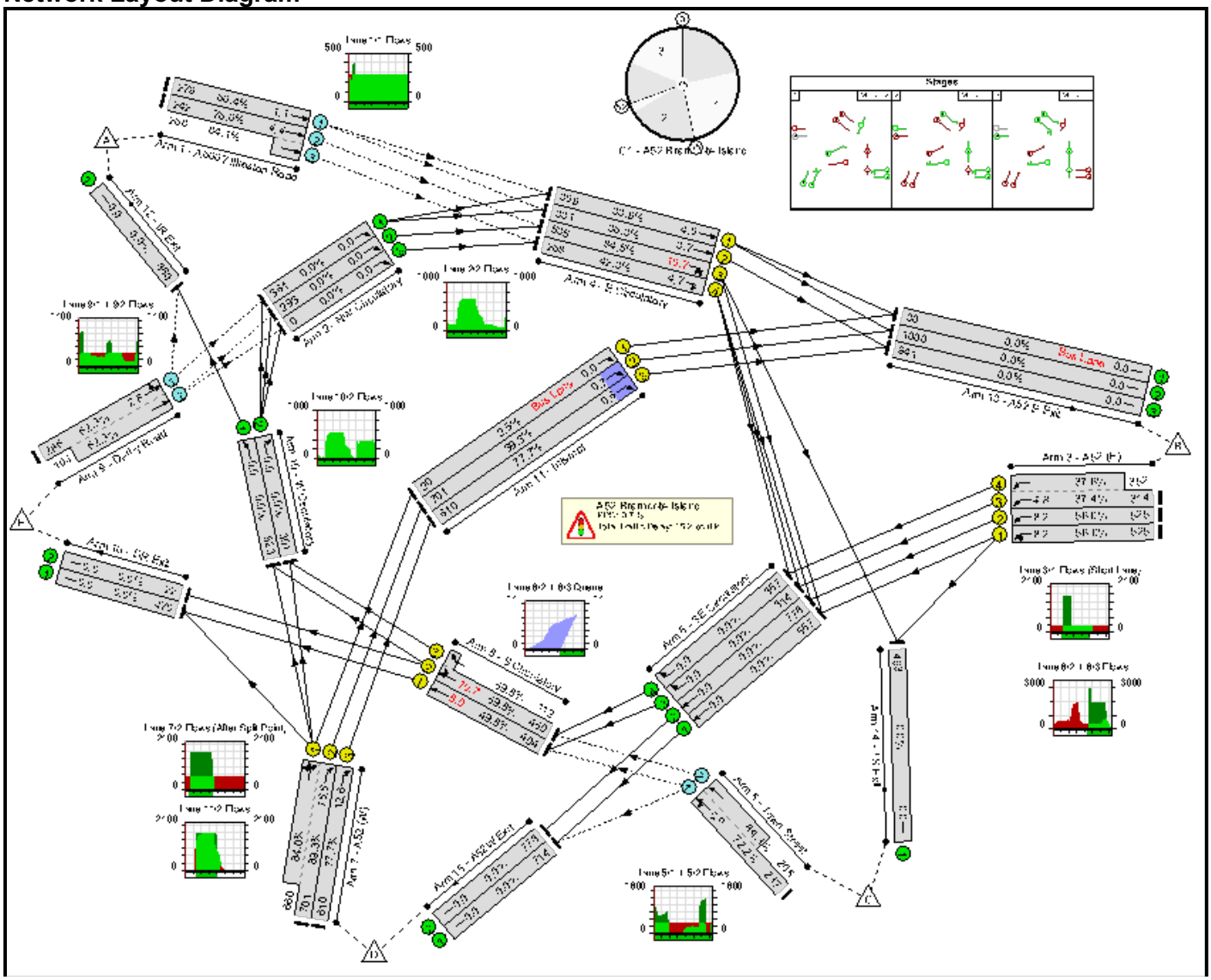
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram


Stages
Arm 1 - A6007 Ilkeston Road
Arm 2 - A52 Bramcote Island
Arm 3 - Mill Roundabout
Arm 4 - Derby Road
Arm 5 - SE Roundabout
Arm 6 - A52 (E)
Arm 7 - A52 (W)
Arm 8 - S Roundabout
Arm 9 - NW Roundabout
Arm 10 - A52 E Ent
Arm 11 - Island
Arm 12 - A52 W Ent
Arm 13 - NE Ent
Arm 14 - NW Ent
Arm 15 - A52 W Ent
Arm 16 - SE Ent
Bus Lane
Bus Lane
Bus Lane

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**89.3%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	279	Inf	462	60.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	510	Inf : Inf	319+319	76.0 : 84.1%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	293	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	525	1900	937	56.0%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	525	1900	937	56.0%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	666	1900:1900	839+937	37.4 : 37.6%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	309	1900	912	33.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	331	1900	912	36.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	535	1900	633	84.5%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	268	1900	633	42.3%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	442	Inf : Inf	328+229	72.2 : 89.3%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	567	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	778	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	367	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1361	1900:1900	785+785	89.3 : 84.0%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	610	1900	785	77.7%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	404	1900	811	49.8%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	572	1900:1900	659+160	69.8 : 69.8%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	390	Inf : Inf	459+167	62.3 : 62.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	823	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	301	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	701	1900	785	89.3%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	610	1900	785	77.7%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	860	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1000	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	941	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	493	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	714	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	778	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	470	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	22	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**2963**	**0**	**0**	**32.0**	**13.2**	**0.0**	**45.2**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2963**	**0**	**0**	**32.0**	**13.2**	**0.0**	**45.2**	**-**	**-**	**-**	**-**	
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.8	0.4	0.8	1.1	
1/2+1/3	510	510	1020	0	0	0.1	1.9	-	2.0 (0.9+1.1)	14.2 (13.8:14.5)	2.5	1.9	4.4	
2/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	525	525	-	-	-	1.9	0.6	-	2.6	17.7	7.6	0.6	8.2	
3/2	525	525	-	-	-	1.9	0.6	-	2.6	17.7	7.6	0.6	8.2	
3/3+3/4	666	666	-	-	-	2.2	0.3	-	2.5 (1.1+1.3)	13.3 (13.2:13.4)	4.5	0.3	4.8	
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.8	3.8	0.3	4.0	
4/2	331	331	-	-	-	0.9	0.3	-	1.2	13.3	3.4	0.3	3.7	
4/3	535	535	-	-	-	4.1	0.0	-	4.1	27.8	10.7	0.0	10.7	
4/4	268	268	-	-	-	1.4	0.4	-	1.8	23.8	4.3	0.4	4.7	
5/1+5/2	442	442	884	0	0	1.6	1.8	-	3.4 (1.5+1.9)	27.8 (22.8:33.6)	4.0	1.8	5.9	
6/1	567	567	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1361	1361	-	-	-	7.6	3.2	-	10.8 (5.6+5.2)	28.5 (28.8:28.1)	13.4	3.2	16.6	

7/3	610	610	-	-	-	3.2	1.7	-	4.9	29.1	10.8	1.7	12.6
8/1	404	404	-	-	-	1.9	0.5	-	2.4	21.3	7.6	0.5	8.0
8/2+8/3	572	572	-	-	-	3.5	0.0	-	3.5 (2.8+0.7)	22.3 (22.2:22.6)	10.7	0.0	10.7
9/1+9/2	390	390	780	0	0	0.3	0.8	-	1.1 (0.8+0.2)	9.9 (10.6:8.0)	2.0	0.8	2.8
10/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/2	701	701	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7
11/3	610	610	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
12/1	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1000	1000	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	714	714	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

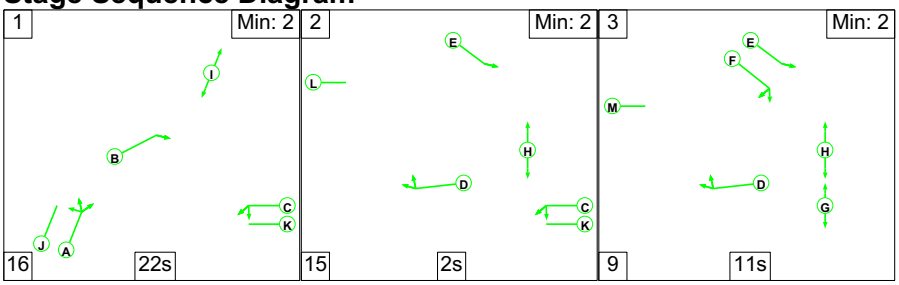
PRC for Signalled Lanes (%): 0.8
PRC Over All Lanes (%): 0.7

Total Delay for Signalled Lanes (pcuHr): 38.00
Total Delay Over All Lanes(pcuHr): 45.25

Cycle Time (s): 75

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

Stage Sequence Diagram



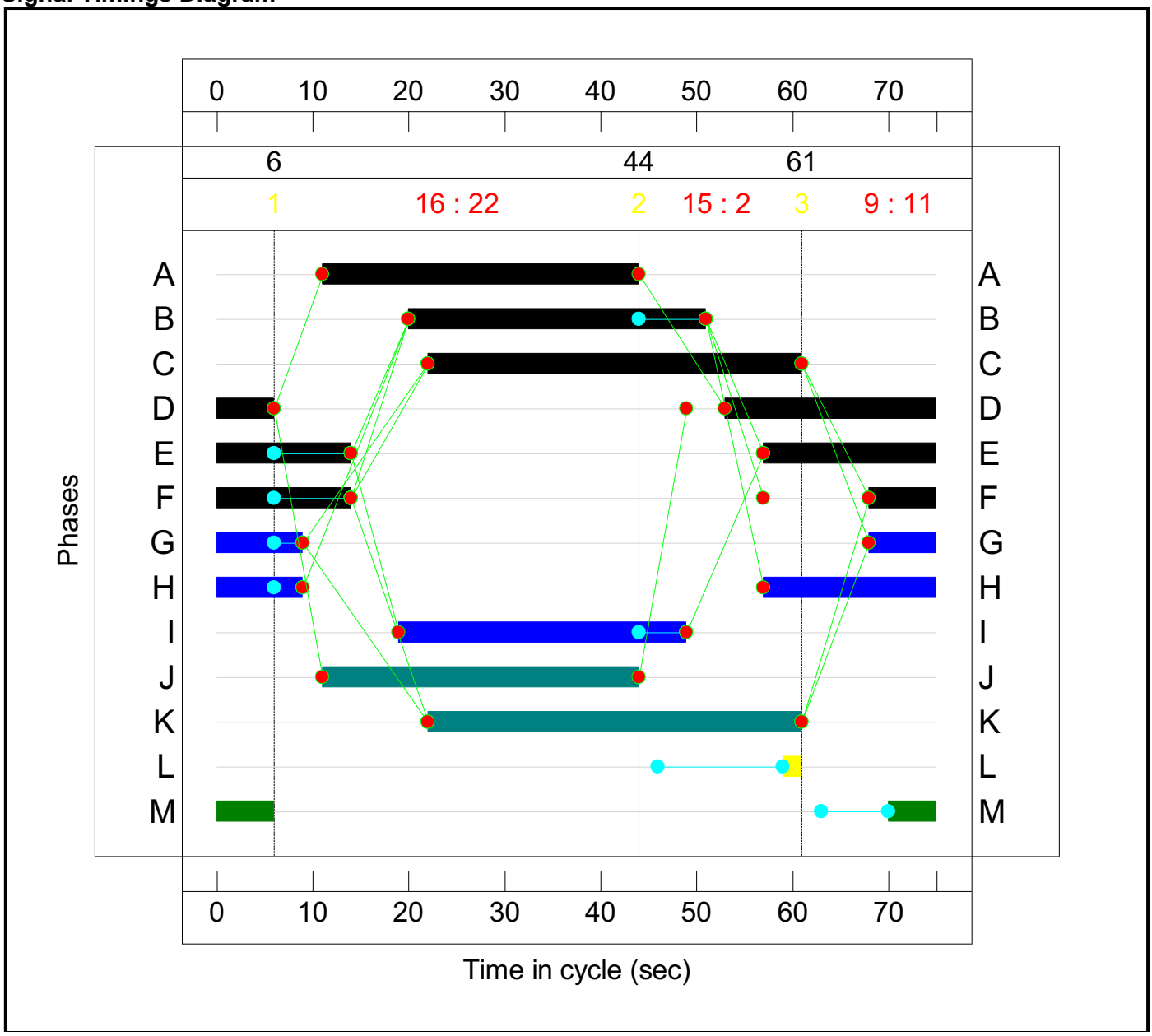
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	6	44	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	11	44
B	Internal Right	Traffic	31	20	51
C	A52 (E) Ahead Left	Traffic	39	22	61
D	S Circulatory Right Ahead	Traffic	28	53	6
E	E Circulatory Ahead	Traffic	32	57	14
F	E Circulatory Right Right2	Traffic	21	68	14
G	Pedestrians across	Pedestrian	16	68	9
H	Pedestrians across	Pedestrian	27	57	9
I	Pedestrians across	Pedestrian	30	19	49
J	Dummy	Dummy	33	11	44
K	Dummy	Dummy	39	22	61
L	Dummy with R/A	Dummy R/A	2	59	61
M	Dummy with R/A	Dummy R/A	11	70	6

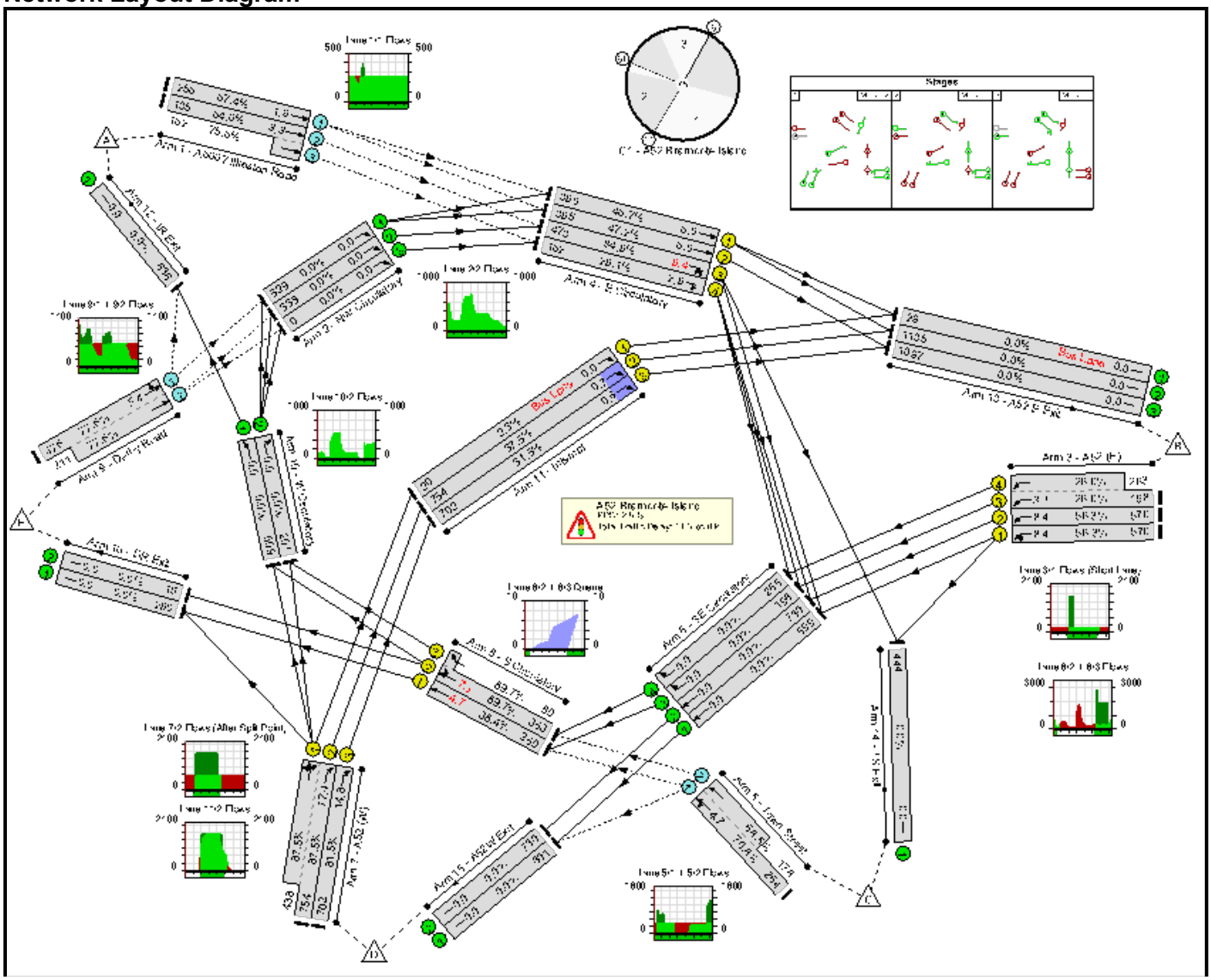
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	61
3/2	A52 (E) Ahead	U	C	22	61
3/3	A52 (E) Ahead	U	C	22	61
3/4	A52 (E) Ahead	U	C	22	61
4/1	E Circulatory Ahead	U	E	57	14
4/2	E Circulatory Ahead	U	E	57	14
4/3	E Circulatory Right Right2	U	F	68	14
4/4	E Circulatory Right	U	F	68	14
7/1	A52 (W) Ahead Right Left	U	A	11	44
7/2	A52 (W) Right	U	A	11	44
7/3	A52 (W) Right	U	A	11	44
8/1	S Circulatory Ahead	U	D	53	6
8/2	S Circulatory Right Ahead	U	D	53	6
8/3	S Circulatory Right	U	D	53	6
11/1	Internal Right	U	B	20	51
11/2	Internal Right	U	B	20	51
11/3	Internal Right	U	B	20	51

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**87.5%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	256	Inf	380	67.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	297	Inf : Inf	211+214	64.0 : 75.6%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	338	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	570	1900	1013	56.3%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	570	1900	1013	56.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	461	1900:1900	763+1013	26.0 : 26.0%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	390	1900	836	46.7%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	395	1900	836	47.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	473	1900	557	84.9%
4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	162	1900	557	29.1%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	442	Inf : Inf	373+260	70.8 : 68.5%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	599	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	730	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	198	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	265	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1192	1900:1900	861+500	87.5 : 87.5%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	702	1900	861	81.5%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	260	1900	735	35.4%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	443	1900:1900	608+134	59.7 : 59.7%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	687	Inf : Inf	613+272	77.6 : 77.6%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	609	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	207	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	31	-	-	20	1900	861	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	31	-	-	754	1900	861	87.5%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	702	1900	861	81.5%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	636	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1135	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1097	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	444	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	801	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	730	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	290	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	15	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**3108**	**0**	**0**	**28.0**	**13.3**	**0.0**	**41.3**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3108**	**0**	**0**	**28.0**	**13.3**	**0.0**	**41.3**	**-**	**-**	**-**	**-**	
1/1	256	256	256	0	0	0.0	1.0	-	1.0	14.4	0.9	1.0	1.9	
1/2+1/3	297	297	594	0	0	0.1	1.1	-	1.2 (0.5+0.7)	14.9 (14.4:15.2)	2.2	1.1	3.3	
2/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	338	338	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	570	570	-	-	-	1.8	0.6	-	2.5	15.7	7.8	0.6	8.4	
3/2	570	570	-	-	-	1.8	0.6	-	2.5	15.7	7.8	0.6	8.4	
3/3+3/4	461	461	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.7 (10.5:10.9)	2.9	0.2	3.1	
4/1	390	390	-	-	-	1.7	0.4	-	2.1	19.3	5.6	0.4	6.0	
4/2	395	395	-	-	-	1.6	0.4	-	2.1	18.9	5.5	0.4	6.0	
4/3	473	473	-	-	-	3.8	0.0	-	3.8	29.2	9.4	0.0	9.4	
4/4	162	162	-	-	-	1.0	0.2	-	1.2	26.0	2.7	0.2	2.9	
5/1+5/2	442	442	884	0	0	1.3	1.1	-	2.4 (1.2+1.2)	19.5 (16.7:23.8)	3.5	1.1	4.7	
6/1	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1192	1192	-	-	-	5.7	3.4	-	9.0 (6.0+3.0)	27.3 (28.8:24.8)	14.0	3.4	17.4	

7/3	702	702	-	-	-	3.5	2.1	-	5.6	28.8	12.7	2.1	14.8	
8/1	260	260	-	-	-	1.2	0.3	-	1.5	20.1	4.4	0.3	4.7	
8/2+8/3	443	443	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	20.9 (20.9:20.9)	7.3	0.0	7.3	
9/1+9/2	687	687	1374	0	0	0.4	1.7	-	2.1 (1.5+0.6)	11.0 (11.7:9.4)	3.7	1.7	5.4	
10/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	
11/2	754	754	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	
11/3	702	702	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6	
12/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	1135	1135	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	1097	1097	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	444	444	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	801	801	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 2.8
PRC Over All Lanes (%): 2.8

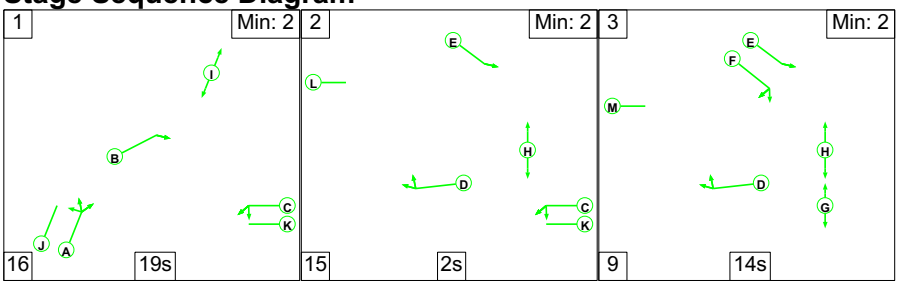
Total Delay for Signalled Lanes (pcuHr): 34.57
Total Delay Over All Lanes(pcuHr): 41.32

Cycle Time (s): 75

Detailed Input Data And Results

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

Stage Sequence Diagram



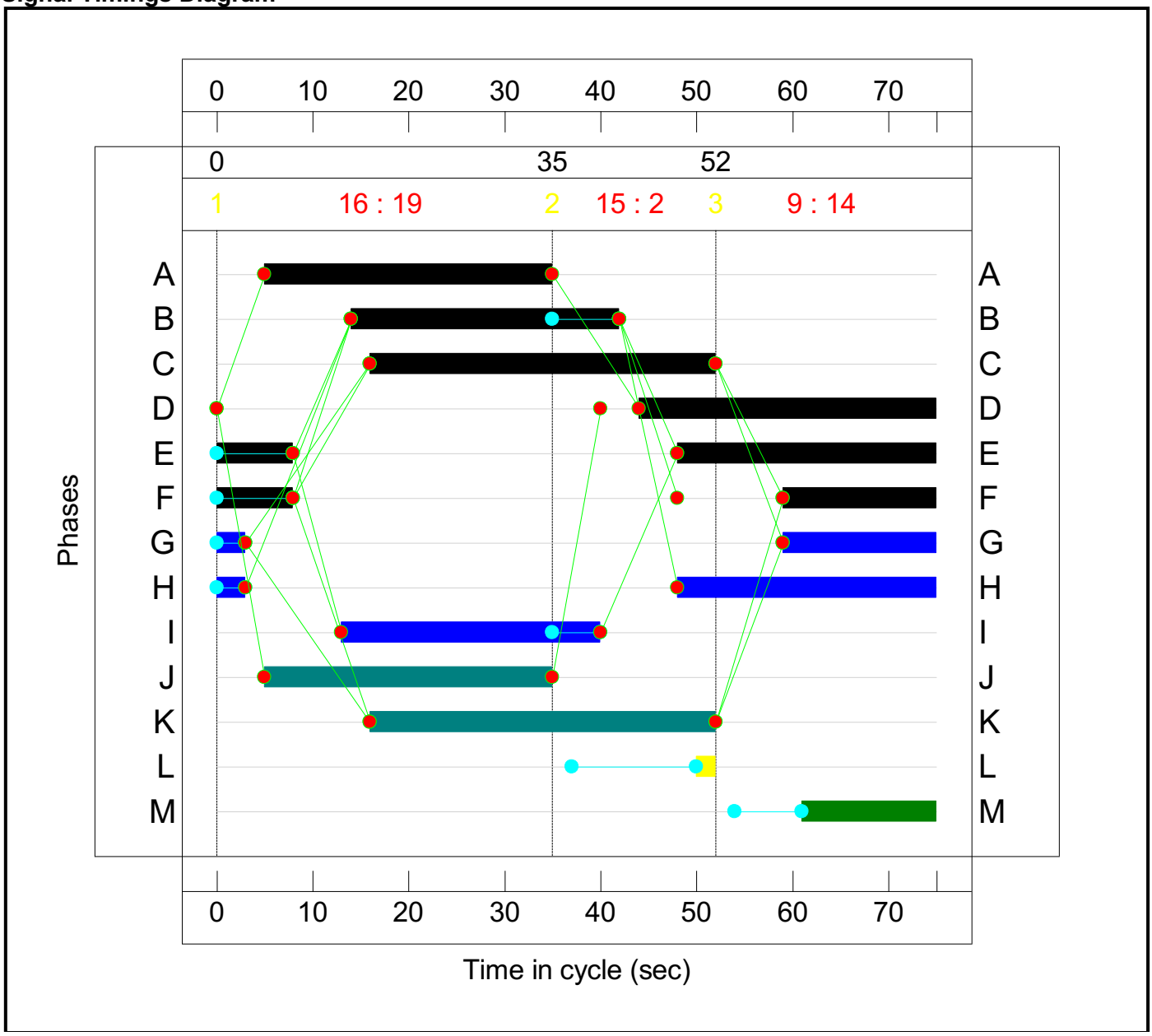
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

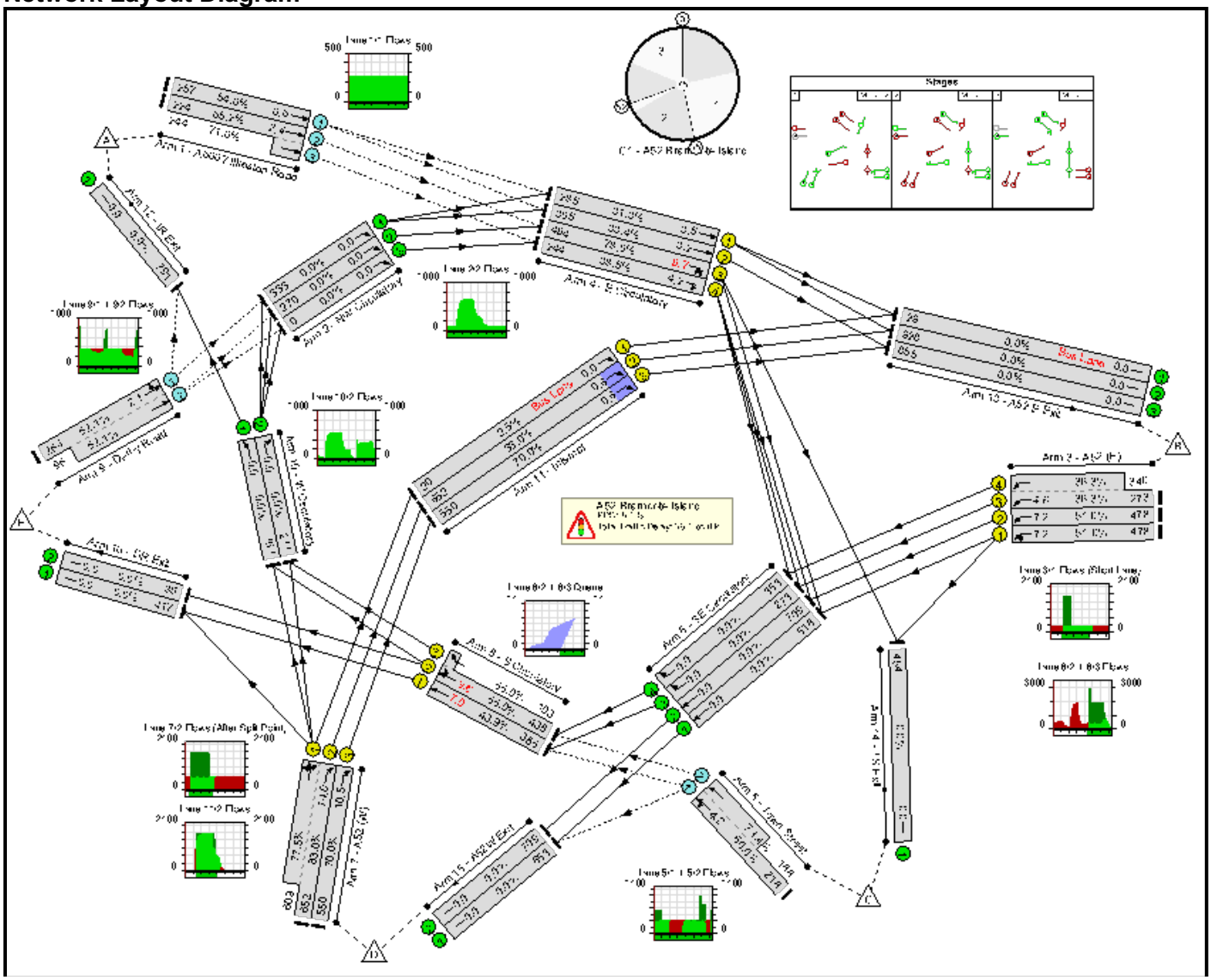
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.0%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**83.0%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	257	Inf	476	54.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	468	Inf : Inf	344+344	65.2 : 71.0%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	270	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	478	1900	937	51.0%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	478	1900	937	51.0%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	753+937	36.3 : 36.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	285	1900	912	31.3%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	305	1900	912	33.4%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	494	1900	633	78.0%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	244	1900	633	38.5%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	406	Inf : Inf	363+256	60.0 : 73.4%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	518	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	709	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	273	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	353	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1261	1900:1900	785+785	83.0 : 77.5%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	550	1900	785	70.0%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	356	1900	811	43.9%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	541	1900:1900	663+156	66.0 : 66.0%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	360	Inf : Inf	506+184	52.1 : 52.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	757	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	277	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	652	1900	785	83.0%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	550	1900	785	70.0%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	791	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	928	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	855	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	653	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	709	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	417	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	35	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**2725**	**0**	**0**	**27.6**	**8.8**	**0.0**	**36.4**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2725**	**0**	**0**	**27.6**	**8.8**	**0.0**	**36.4**	**-**	**-**	**-**	**-**	
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	
1/2+1/3	468	468	936	0	0	0.0	1.1	-	1.1 (0.5+0.6)	8.2 (8.1:8.2)	1.4	1.1	2.4	
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	478	478	-	-	-	1.7	0.5	-	2.2	16.8	6.6	0.5	7.2	
3/2	478	478	-	-	-	1.7	0.5	-	2.2	16.8	6.6	0.5	7.2	
3/3+3/4	613	613	-	-	-	2.0	0.3	-	2.2 (1.0+1.3)	13.2 (12.9:13.4)	4.3	0.3	4.6	
4/1	285	285	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	
4/2	305	305	-	-	-	0.8	0.3	-	1.0	12.3	3.0	0.3	3.2	
4/3	494	494	-	-	-	3.8	0.0	-	3.8	27.4	9.7	0.0	9.7	
4/4	244	244	-	-	-	1.3	0.3	-	1.6	23.7	3.9	0.3	4.2	
5/1+5/2	406	406	812	0	0	1.0	0.9	-	1.9 (0.8+1.1)	17.2 (13.3:21.7)	3.3	0.9	4.2	
6/1	518	518	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1261	1261	-	-	-	6.8	2.0	-	8.8 (4.6+4.2)	25.1 (25.4:24.7)	12.0	2.0	14.0	

7/3	550	550	-	-	-	2.8	1.2	-	3.9	25.7	9.3	1.2	10.5
8/1	356	356	-	-	-	1.6	0.4	-	2.0	20.0	6.6	0.4	7.0
8/2+8/3	541	541	-	-	-	3.0	0.0	-	3.0 (2.4+0.6)	20.0 (20.0:20.2)	9.6	0.0	9.6
9/1+9/2	360	360	720	0	0	0.1	0.5	-	0.7 (0.5+0.1)	6.6 (7.1:5.4)	1.5	0.5	2.1
10/1	757	757	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	277	277	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	652	652	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
11/3	550	550	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6
12/1	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	928	928	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	454	454	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	417	417	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	35	35	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): 8.4
PRC Over All Lanes (%): 8.4

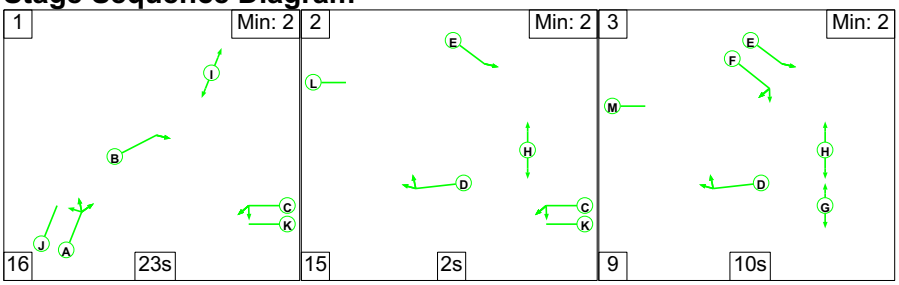
Total Delay for Signalled Lanes (pcuHr): 32.19
Total Delay Over All Lanes(pcuHr): 36.43

Cycle Time (s): 75

Detailed Input Data And Results

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

Stage Sequence Diagram



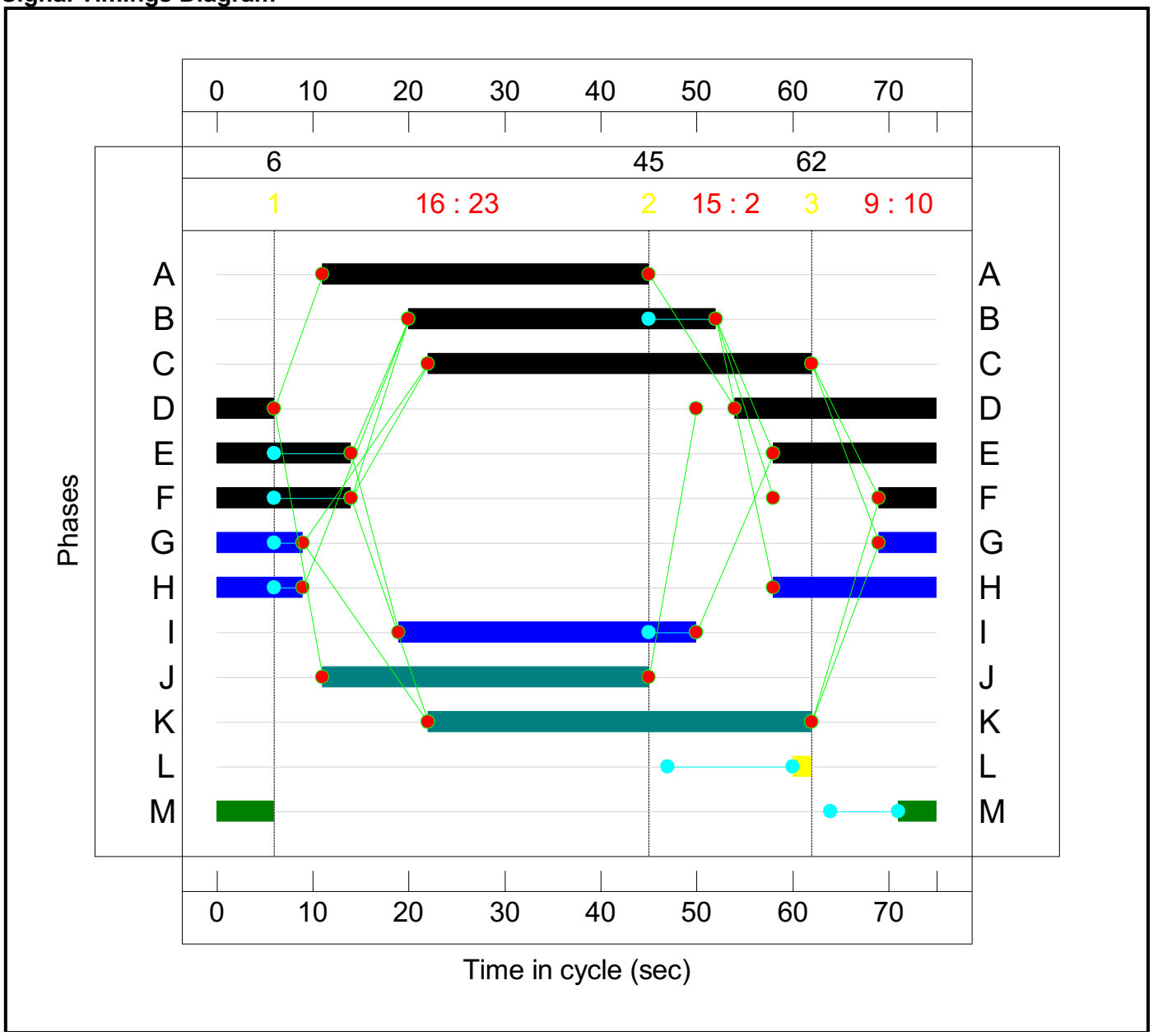
Stage Timings

Stage	1	2	3
Duration	23	2	10
Change Point	6	45	62

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	34	11	45
B	Internal Right	Traffic	32	20	52
C	A52 (E) Ahead Left	Traffic	40	22	62
D	S Circulatory Right Ahead	Traffic	27	54	6
E	E Circulatory Ahead	Traffic	31	58	14
F	E Circulatory Right Right2	Traffic	20	69	14
G	Pedestrians across	Pedestrian	15	69	9
H	Pedestrians across	Pedestrian	26	58	9
I	Pedestrians across	Pedestrian	31	19	50
J	Dummy	Dummy	34	11	45
K	Dummy	Dummy	40	22	62
L	Dummy with R/A	Dummy R/A	2	60	62
M	Dummy with R/A	Dummy R/A	10	71	6

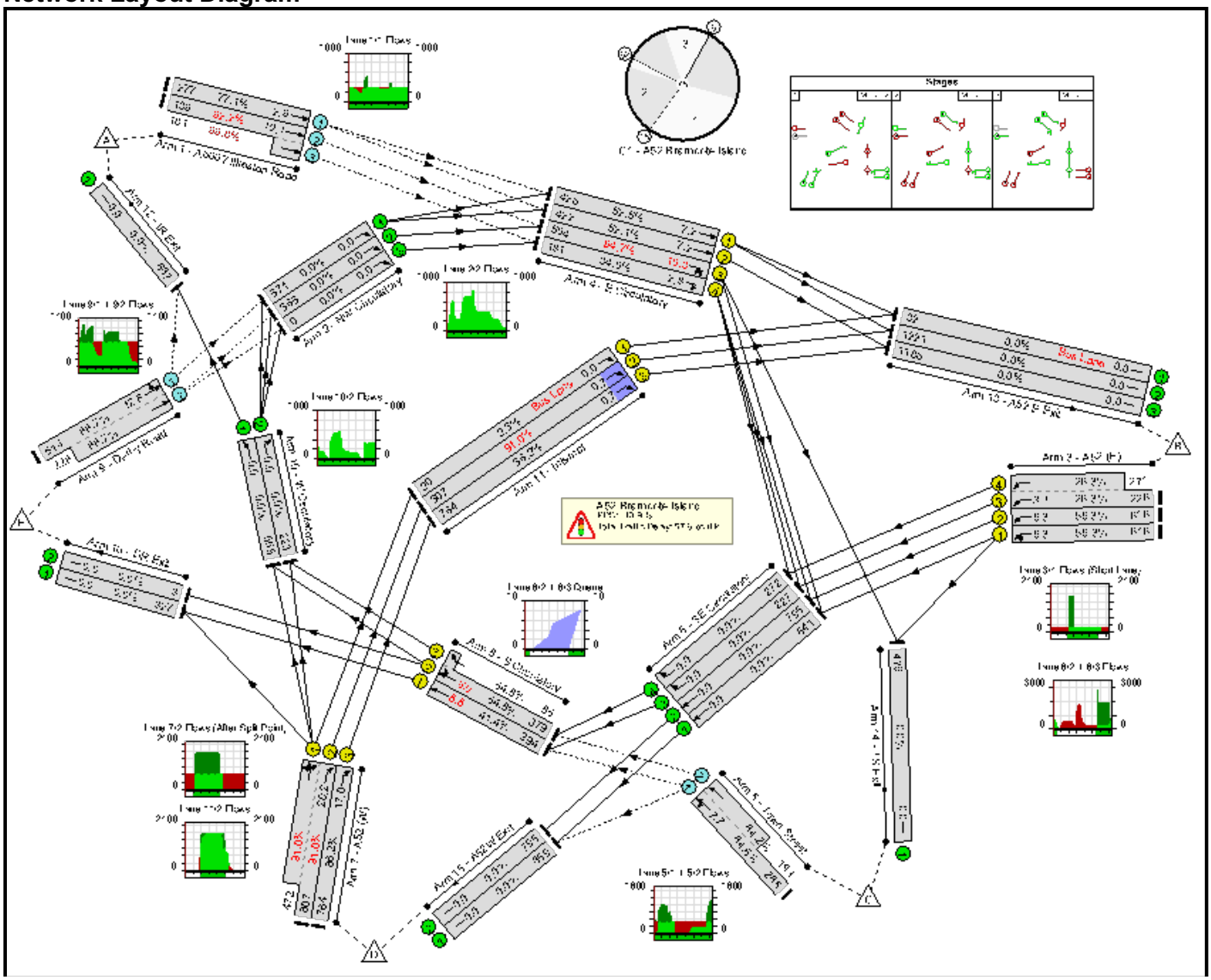
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	62
3/2	A52 (E) Ahead	U	C	22	62
3/3	A52 (E) Ahead	U	C	22	62
3/4	A52 (E) Ahead	U	C	22	62
4/1	E Circulatory Ahead	U	E	58	14
4/2	E Circulatory Ahead	U	E	58	14
4/3	E Circulatory Right Right2	U	F	69	14
4/4	E Circulatory Right	U	F	69	14
7/1	A52 (W) Ahead Right Left	U	A	11	45
7/2	A52 (W) Right	U	A	11	45
7/3	A52 (W) Right	U	A	11	45
8/1	S Circulatory Ahead	U	D	54	6
8/2	S Circulatory Right Ahead	U	D	54	6
8/3	S Circulatory Right	U	D	54	6
11/1	Internal Right	U	B	20	52
11/2	Internal Right	U	B	20	52
11/3	Internal Right	U	B	20	52

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.8%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.8%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	277	Inf	359	77.1%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	320	Inf : Inf	151+181	92.2 : 99.8%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	365	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	40	-	-	616	1900	1039	59.3%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	616	1900	1039	59.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	497	1900:1900	861+1032	26.3 : 26.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	426	1900	811	52.5%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	422	1900	811	52.1%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	20	-	-	504	1900	532	94.7%
4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	181	1900	532	34.0%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	337+229	84.6 : 84.2%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	641	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	795	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	227	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	272	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	34	-	-	1279	1900:1900	887+519	91.0 : 91.0%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	764	1900	887	86.2%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	27	-	-	294	1900	709	41.4%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	27	-	-	465	1900:1900	585+133	64.8 : 64.8%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	742	Inf : Inf	580+257	88.7 : 88.7%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	658	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	223	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	32	-	-	20	1900	887	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	32	-	-	807	1900	887	91.0%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	764	1900	887	86.2%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	687	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	32	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1221	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1186	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	479	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	859	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	795	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	327	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	3	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**3357**	**0**	**0**	**32.4**	**25.2**	**0.0**	**57.6**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3357**	**0**	**0**	**32.4**	**25.2**	**0.0**	**57.6**	**-**	**-**	**-**	**-**	
1/1	277	277	277	0	0	0.0	1.6	-	1.6	21.4	1.2	1.6	2.9	
1/2+1/3	320	320	640	0	0	0.7	6.4	-	7.1 (2.9+4.1)	79.5 (76.0:82.2)	3.7	6.4	10.1	
2/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	365	365	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	616	616	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	
3/2	616	616	-	-	-	2.0	0.7	-	2.7	15.7	8.6	0.7	9.3	
3/3+3/4	497	497	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.2 (10.0:10.3)	2.9	0.2	3.1	
4/1	426	426	-	-	-	1.9	0.6	-	2.5	21.0	6.6	0.6	7.2	
4/2	422	422	-	-	-	2.0	0.5	-	2.5	21.3	6.7	0.5	7.2	
4/3	504	504	-	-	-	4.2	0.0	-	4.2	30.2	10.3	0.0	10.3	
4/4	181	181	-	-	-	0.8	0.3	-	1.0	20.5	2.5	0.3	2.8	
5/1+5/2	478	478	956	0	0	2.0	2.6	-	4.5 (2.5+2.1)	34.2 (31.0:38.8)	5.1	2.6	7.7	
6/1	641	641	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	227	227	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	272	272	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1279	1279	-	-	-	6.0	4.7	-	10.7 (7.1+3.6)	30.2 (31.8:27.5)	15.5	4.7	20.2	

7/3	764	764	-	-	-	3.8	3.0	-	6.8	31.8	14.0	3.0	17.0	
8/1	294	294	-	-	-	1.5	0.4	-	1.9	23.2	5.2	0.4	5.5	
8/2+8/3	465	465	-	-	-	3.1	0.0	-	3.1 (2.5+0.6)	24.1 (24.0:24.1)	8.0	0.0	8.0	
9/1+9/2	742	742	1484	0	0	0.8	3.6	-	4.5 (3.3+1.2)	21.7 (23.1:18.7)	9.1	3.6	12.8	
10/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0	
11/2	807	807	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7	
11/3	764	764	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7	
12/1	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	1221	1221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	1186	1186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	327	327	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -5.3
PRC Over All Lanes (%): -10.9

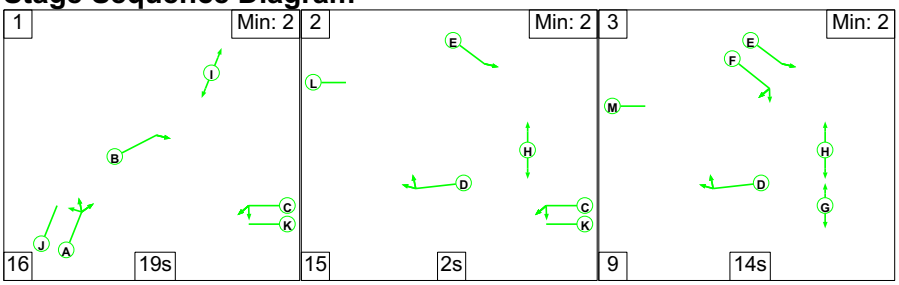
Total Delay for Signalled Lanes (pcuHr): 39.92
Total Delay Over All Lanes(pcuHr): 57.64

Cycle Time (s): 75

Detailed Input Data And Results

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

Stage Sequence Diagram



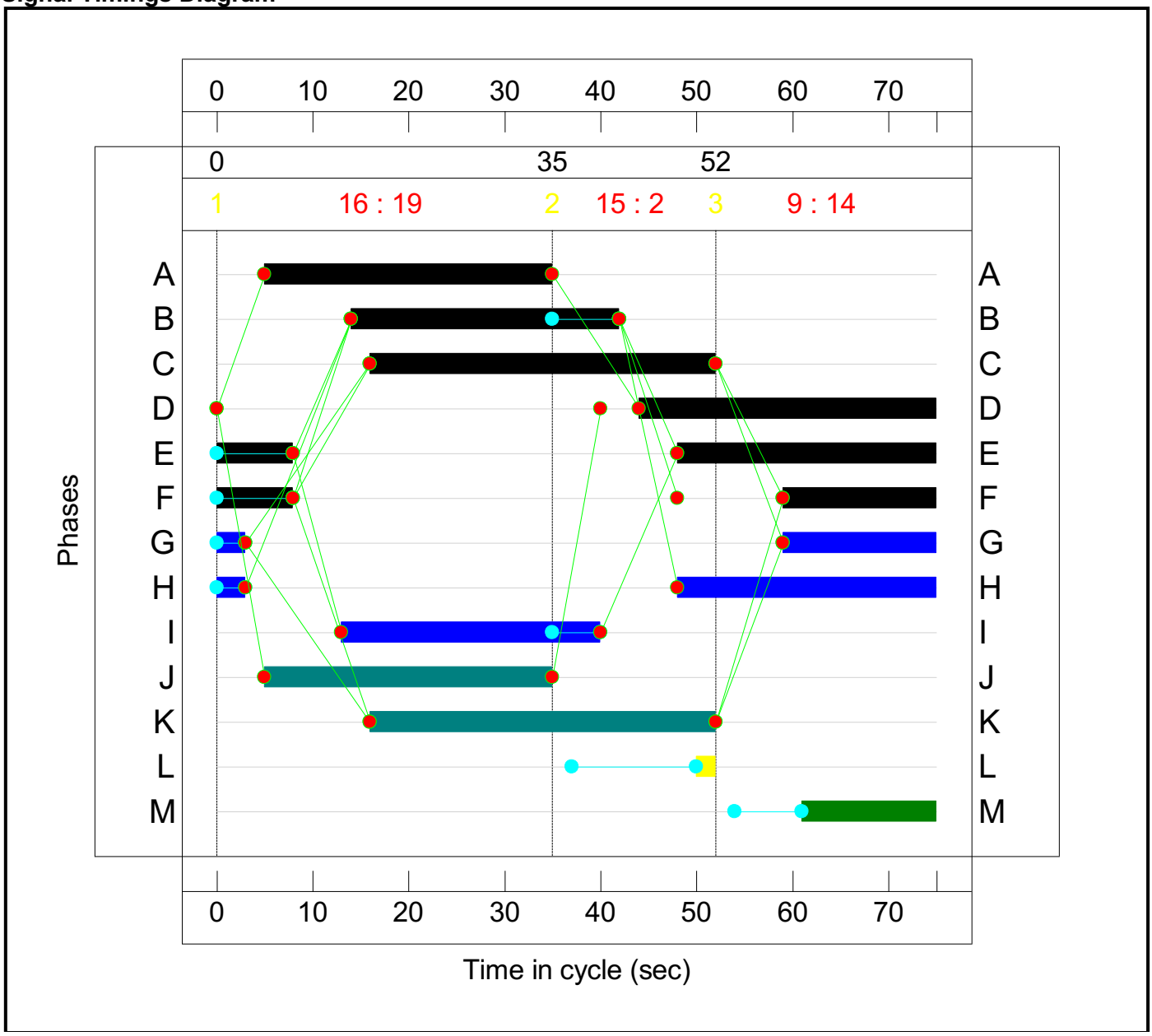
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

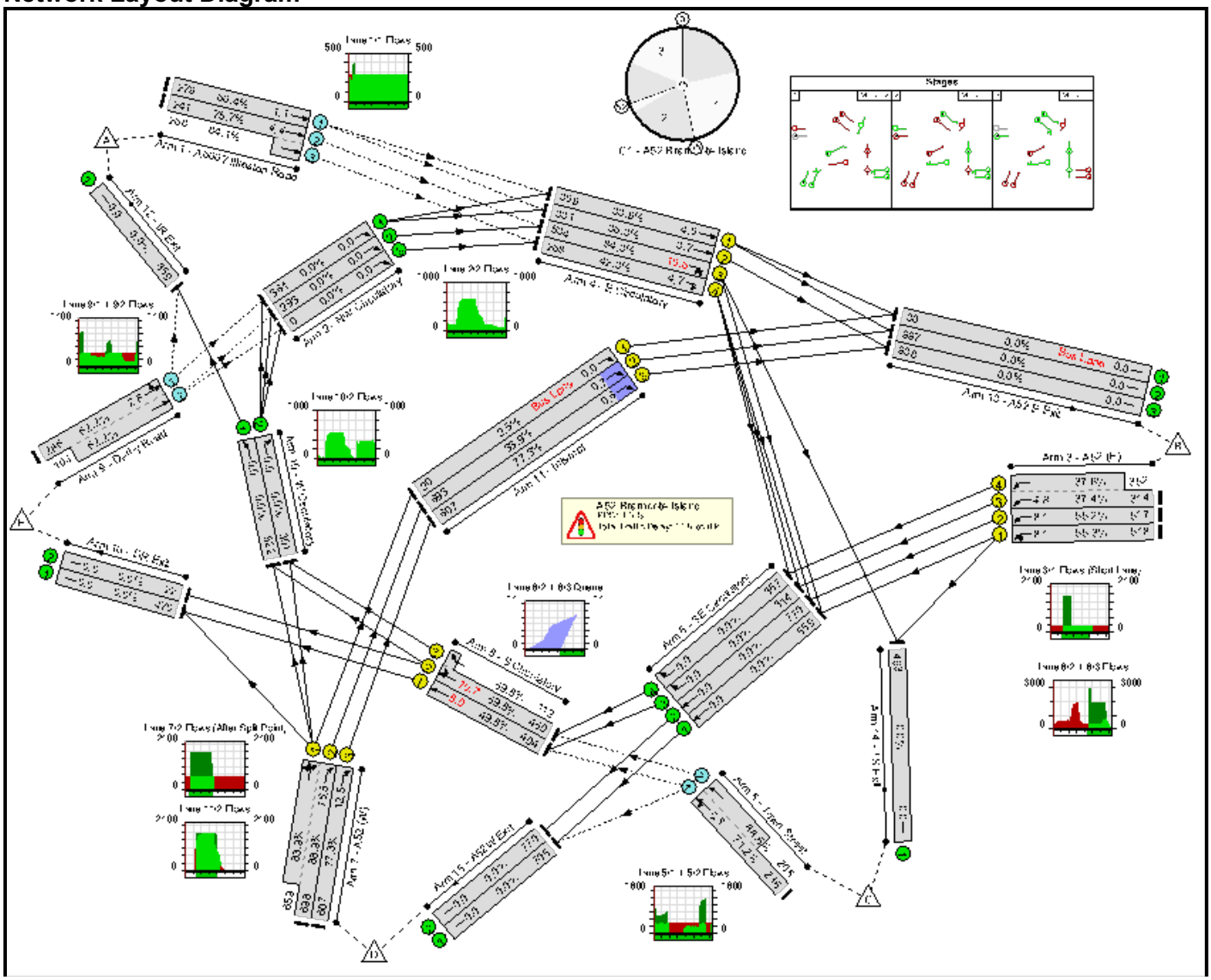
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**88.9%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	279	Inf	462	60.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	509	Inf : Inf	319+319	75.7 : 84.1%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	293	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	518	1900	937	55.3%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	517	1900	937	55.2%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	666	1900:1900	839+937	37.4 : 37.6%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	309	1900	912	33.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	331	1900	912	36.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	534	1900	633	84.3%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	268	1900	633	42.3%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	441	Inf : Inf	332+231	71.2 : 88.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	559	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	770	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	367	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1357	1900:1900	785+785	88.9 : 83.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	607	1900	785	77.3%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	404	1900	811	49.8%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	572	1900:1900	659+160	69.8 : 69.8%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	390	Inf : Inf	460+167	62.2 : 62.2%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	822	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	301	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	698	1900	785	88.9%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	607	1900	785	77.3%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	859	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	997	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	938	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	493	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	705	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	770	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	470	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	22	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**2959**	**0**	**0**	**31.8**	**12.9**	**0.0**	**44.8**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2959**	**0**	**0**	**31.8**	**12.9**	**0.0**	**44.8**	**-**	**-**	**-**	**-**	
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.8	0.4	0.8	1.1	
1/2+1/3	509	509	1018	0	0	0.1	1.9	-	2.0 (0.9+1.1)	14.1 (13.7:14.4)	2.5	1.9	4.4	
2/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	518	518	-	-	-	1.9	0.6	-	2.5	17.5	7.5	0.6	8.1	
3/2	517	517	-	-	-	1.9	0.6	-	2.5	17.5	7.5	0.6	8.1	
3/3+3/4	666	666	-	-	-	2.2	0.3	-	2.5 (1.1+1.3)	13.3 (13.2:13.4)	4.5	0.3	4.8	
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.8	3.8	0.3	4.0	
4/2	331	331	-	-	-	0.9	0.3	-	1.2	13.3	3.4	0.3	3.7	
4/3	534	534	-	-	-	4.1	0.0	-	4.1	27.8	10.6	0.0	10.6	
4/4	268	268	-	-	-	1.4	0.4	-	1.8	23.8	4.3	0.4	4.7	
5/1+5/2	441	441	882	0	0	1.5	1.8	-	3.3 (1.4+1.9)	26.7 (21.7:32.5)	4.0	1.8	5.8	
6/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	314	314	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1357	1357	-	-	-	7.6	3.1	-	10.7 (5.5+5.1)	28.3 (28.6:28.0)	13.4	3.1	16.5	

7/3	607	607	-	-	-	3.2	1.7	-	4.9	28.9	10.8	1.7	12.5
8/1	404	404	-	-	-	1.9	0.5	-	2.4	21.2	7.6	0.5	8.0
8/2+8/3	572	572	-	-	-	3.5	0.0	-	3.5 (2.8+0.7)	22.2 (22.1:22.5)	10.7	0.0	10.7
9/1+9/2	390	390	780	0	0	0.3	0.8	-	1.1 (0.8+0.2)	9.9 (10.6:8.0)	2.0	0.8	2.8
10/1	822	822	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	301	301	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/2	698	698	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7
11/3	607	607	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
12/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	493	493	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	705	705	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	770	770	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	22	22	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

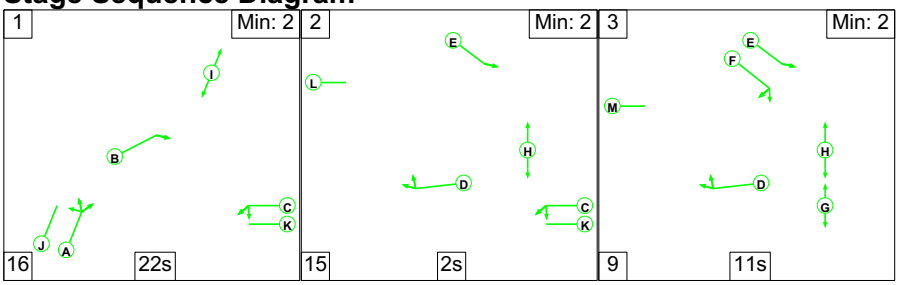
PRC for Signalled Lanes (%): 1.3
PRC Over All Lanes (%): 1.3

Total Delay for Signalled Lanes (pcuHr): 37.68
Total Delay Over All Lanes(pcuHr): 44.77

Cycle Time (s): 75

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

Stage Sequence Diagram



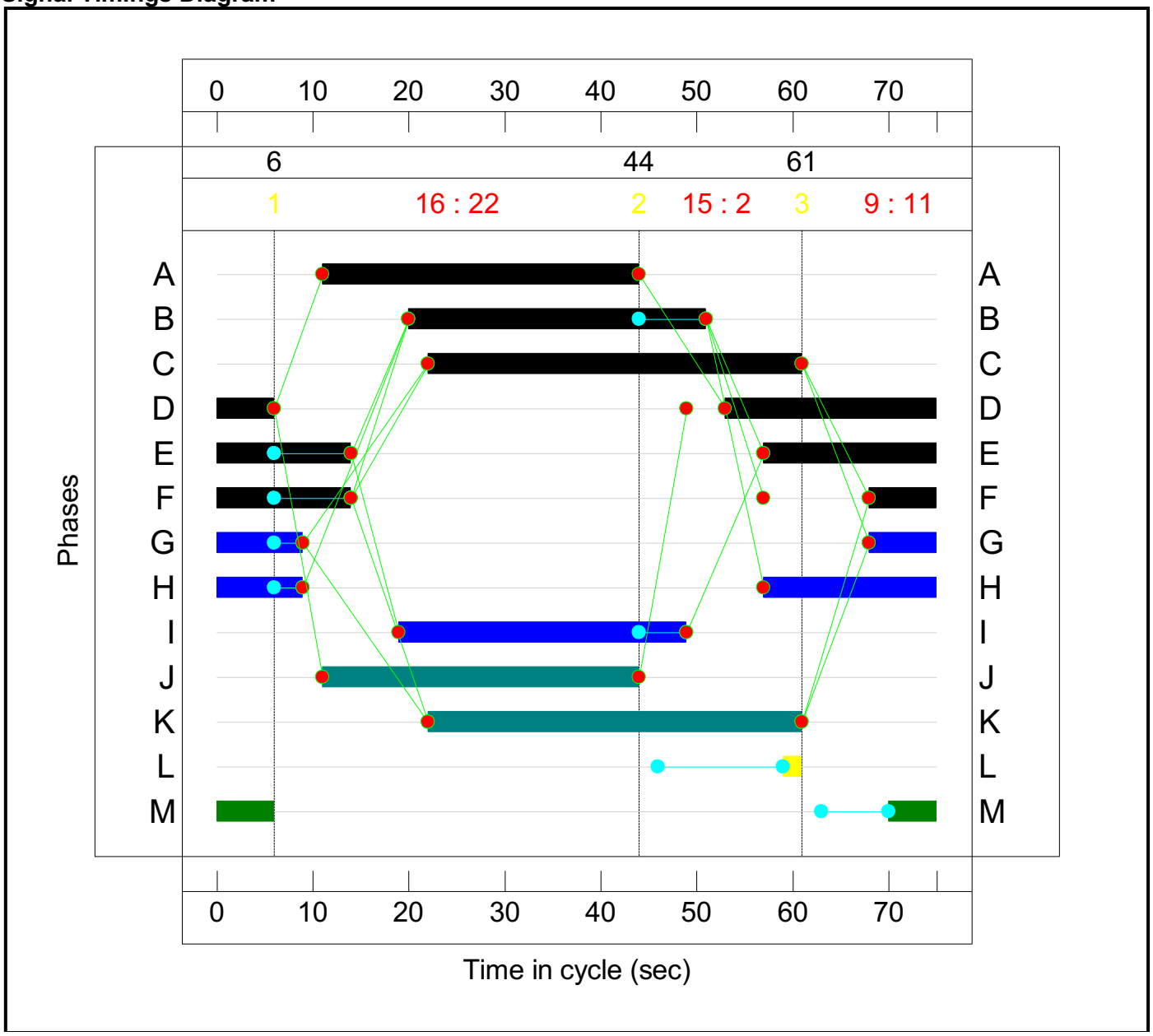
Stage Timings

Stage	1	2	3
Duration	22	2	11
Change Point	6	44	61

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	33	11	44
B	Internal Right	Traffic	31	20	51
C	A52 (E) Ahead Left	Traffic	39	22	61
D	S Circulatory Right Ahead	Traffic	28	53	6
E	E Circulatory Ahead	Traffic	32	57	14
F	E Circulatory Right Right2	Traffic	21	68	14
G	Pedestrians across	Pedestrian	16	68	9
H	Pedestrians across	Pedestrian	27	57	9
I	Pedestrians across	Pedestrian	30	19	49
J	Dummy	Dummy	33	11	44
K	Dummy	Dummy	39	22	61
L	Dummy with R/A	Dummy R/A	2	59	61
M	Dummy with R/A	Dummy R/A	11	70	6

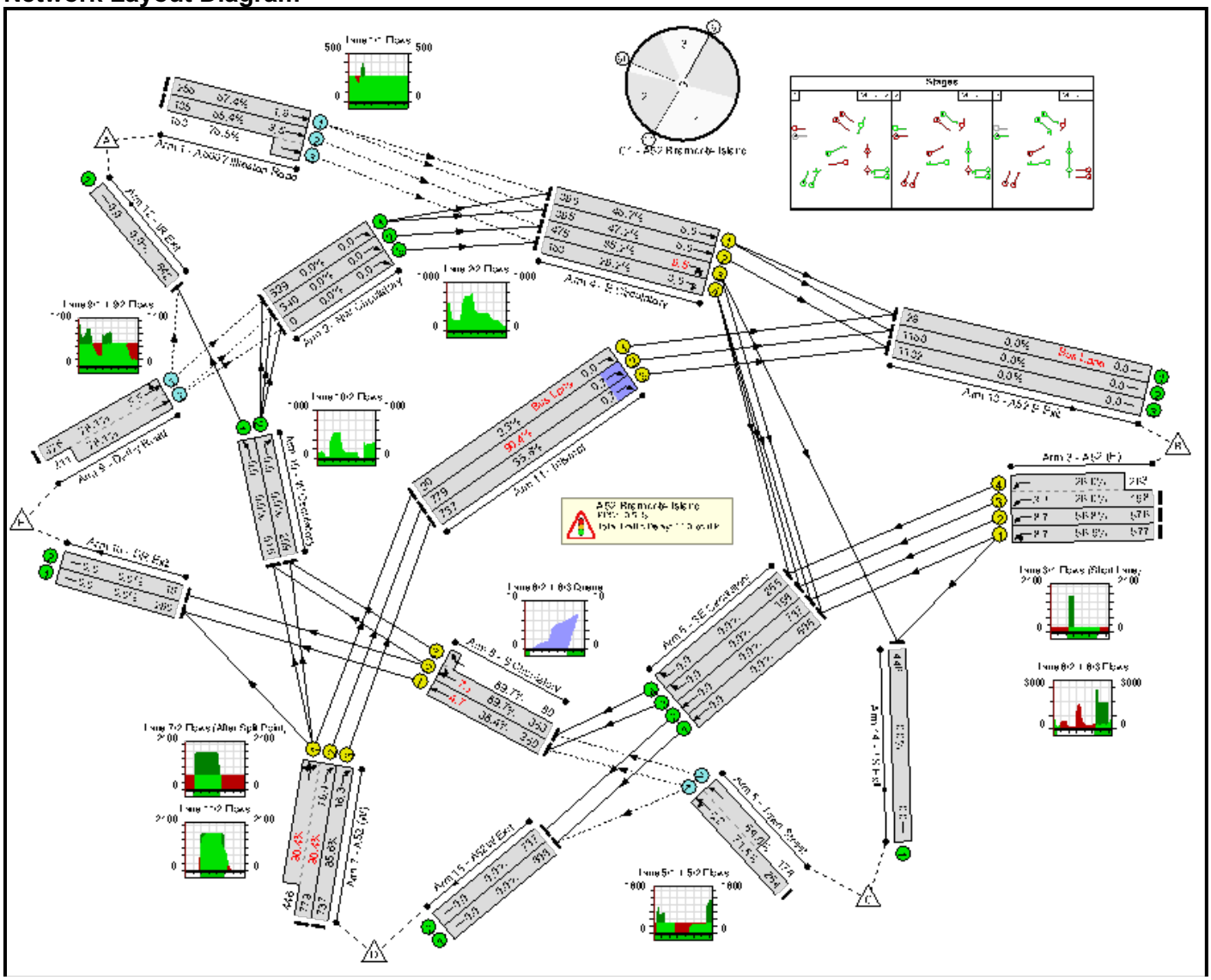
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	61
3/2	A52 (E) Ahead	U	C	22	61
3/3	A52 (E) Ahead	U	C	22	61
3/4	A52 (E) Ahead	U	C	22	61
4/1	E Circulatory Ahead	U	E	57	14
4/2	E Circulatory Ahead	U	E	57	14
4/3	E Circulatory Right Right2	U	F	68	14
4/4	E Circulatory Right	U	F	68	14
7/1	A52 (W) Ahead Right Left	U	A	11	44
7/2	A52 (W) Right	U	A	11	44
7/3	A52 (W) Right	U	A	11	44
8/1	S Circulatory Ahead	U	D	53	6
8/2	S Circulatory Right Ahead	U	D	53	6
8/3	S Circulatory Right	U	D	53	6
11/1	Internal Right	U	B	20	51
11/2	Internal Right	U	B	20	51
11/3	Internal Right	U	B	20	51

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.4%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.4%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	256	Inf	380	67.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	298	Inf : Inf	207+213	65.4 : 76.5%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	340	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	39	-	-	577	1900	1013	56.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	576	1900	1013	56.8%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	39	-	-	461	1900:1900	763+1013	26.0 : 26.0%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	390	1900	836	46.7%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	32	-	-	395	1900	836	47.2%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	21	-	-	475	1900	557	85.2%
4/4	E Circulatory Right	U	N/A	N/A	F		1	21	-	-	163	1900	557	29.2%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	442	Inf : Inf	369+258	71.5 : 69.0%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	606	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	198	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	265	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	33	-	-	1225	1900:1900	861+493	90.4 : 90.4%
7/3	A52 (W) Right	U	N/A	N/A	A		1	33	-	-	737	1900	861	85.6%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	28	-	-	260	1900	735	35.4%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	28	-	-	443	1900:1900	608+134	59.7 : 59.7%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	687	Inf : Inf	609+270	78.1 : 78.1%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	615	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	209	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	31	-	-	20	1900	861	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	31	-	-	779	1900	861	90.4%
11/3	Internal Right	U	N/A	N/A	B		1	31	-	-	737	1900	861	85.6%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	642	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1160	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1132	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	446	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	808	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	290	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	15	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**3110**	**0**	**0**	**28.7**	**15.3**	**0.0**	**44.0**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3110**	**0**	**0**	**28.7**	**15.3**	**0.0**	**44.0**	**-**	**-**	**-**	**-**	
1/1	256	256	256	0	0	0.0	1.0	-	1.0	14.4	0.9	1.0	1.9	
1/2+1/3	298	298	596	0	0	0.1	1.2	-	1.3 (0.6+0.7)	15.6 (15.2:16.0)	2.3	1.2	3.5	
2/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	577	577	-	-	-	1.9	0.7	-	2.5	15.8	8.0	0.7	8.7	
3/2	576	576	-	-	-	1.9	0.7	-	2.5	15.8	8.0	0.7	8.7	
3/3+3/4	461	461	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.7 (10.5:10.9)	2.9	0.2	3.1	
4/1	390	390	-	-	-	1.6	0.4	-	2.1	19.2	5.6	0.4	6.0	
4/2	395	395	-	-	-	1.6	0.4	-	2.1	18.8	5.5	0.4	6.0	
4/3	475	475	-	-	-	3.9	0.0	-	3.9	29.3	9.5	0.0	9.5	
4/4	163	163	-	-	-	1.0	0.2	-	1.2	26.0	2.8	0.2	3.0	
5/1+5/2	442	442	884	0	0	1.3	1.2	-	2.5 (1.3+1.2)	20.2 (17.4:24.4)	4.0	1.2	5.2	
6/1	606	606	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	198	198	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	265	265	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1225	1225	-	-	-	5.9	4.4	-	10.4 (6.9+3.4)	30.4 (32.0:27.7)	14.9	4.4	19.4	

7/3	737	737	-	-	-	3.7	2.8	-	6.6	32.2	13.5	2.8	16.3
8/1	260	260	-	-	-	1.2	0.3	-	1.5	20.2	4.4	0.3	4.7
8/2+8/3	443	443	-	-	-	2.6	0.0	-	2.6 (2.1+0.5)	21.1 (21.1:21.1)	7.3	0.0	7.3
9/1+9/2	687	687	1374	0	0	0.4	1.8	-	2.2 (1.6+0.6)	11.3 (12.0:9.7)	3.7	1.8	5.5
10/1	615	615	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	209	209	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0
11/2	779	779	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7
11/3	737	737	-	-	-	0.2	0.0	-	0.2	0.9	0.7	0.0	0.7
12/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1160	1160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	1132	1132	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	290	290	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	15	15	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

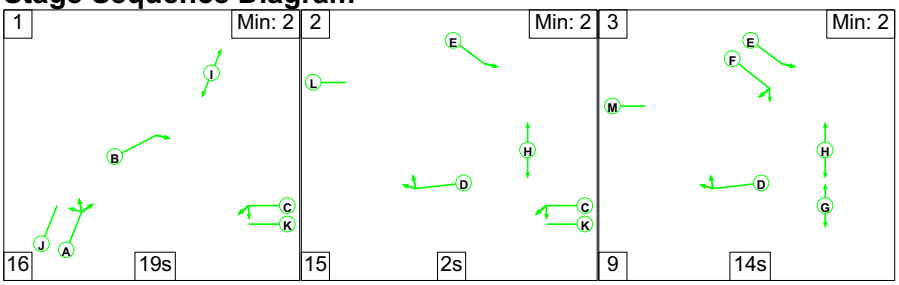
PRC for Signalled Lanes (%): -0.5
PRC Over All Lanes (%): -0.5

Total Delay for Signalled Lanes (pcuHr): 37.03
Total Delay Over All Lanes(pcuHr): 43.99

Cycle Time (s): 75

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

Stage Sequence Diagram



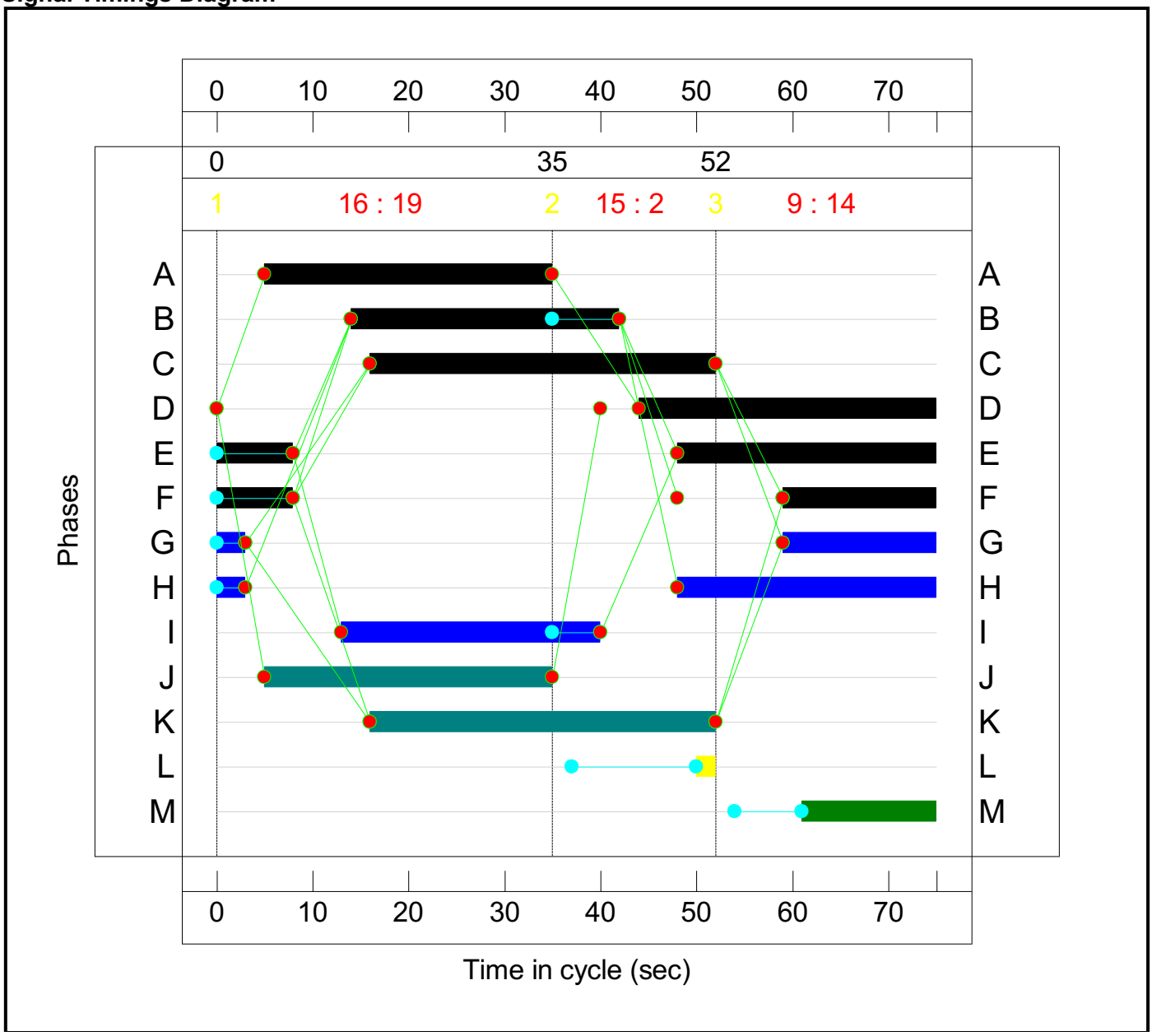
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

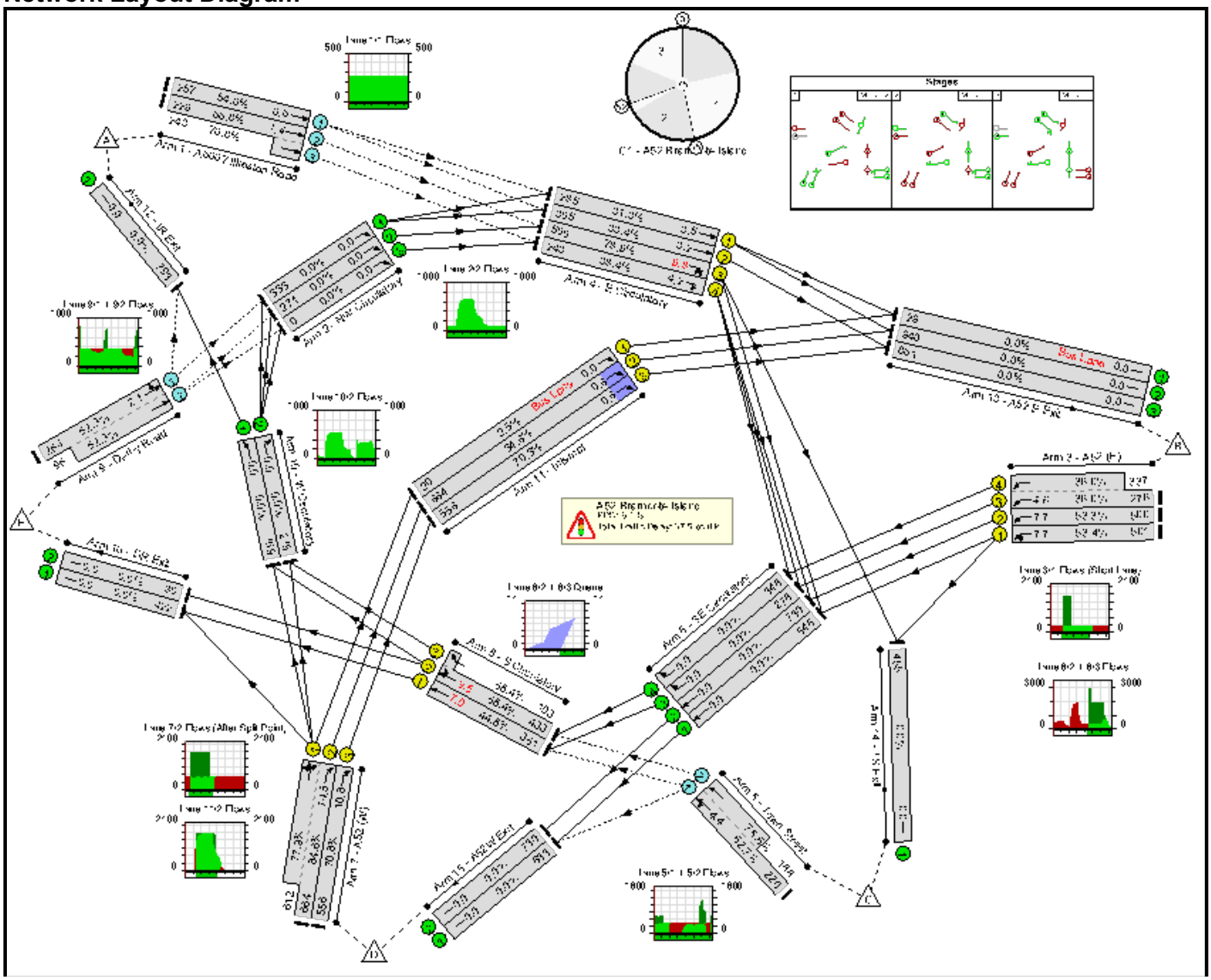
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.6%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**84.6%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	257	Inf	476	54.0%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	472	Inf : Inf	343+343	66.8 : 70.8%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	271	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	501	1900	937	53.4%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	500	1900	937	53.3%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	613	1900:1900	768+937	36.0 : 36.0%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	285	1900	912	31.3%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	305	1900	912	33.4%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	500	1900	633	78.9%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	243	1900	633	38.4%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	408	Inf : Inf	351+249	62.7 : 75.6%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	546	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	730	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	348	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1276	1900:1900	785+785	84.6 : 77.9%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	556	1900	785	70.8%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	361	1900	811	44.5%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	536	1900:1900	662+157	65.4 : 65.4%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	360	Inf : Inf	505+184	52.3 : 52.3%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	759	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	664	1900	785	84.6%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	556	1900	785	70.8%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	793	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	29	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	940	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	861	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	455	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	683	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	730	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	422	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**2737**	**0**	**0**	**28.2**	**9.2**	**0.0**	**37.5**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2737**	**0**	**0**	**28.2**	**9.2**	**0.0**	**37.5**	**-**	**-**	**-**	**-**	
1/1	257	257	257	0	0	0.0	0.6	-	0.6	8.2	0.0	0.6	0.6	
1/2+1/3	472	472	944	0	0	0.0	1.1	-	1.1 (0.5+0.6)	8.3 (8.3:8.3)	0.3	1.1	1.4	
2/1	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	501	501	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	
3/2	500	500	-	-	-	1.8	0.6	-	2.4	17.2	7.1	0.6	7.7	
3/3+3/4	613	613	-	-	-	2.0	0.3	-	2.2 (1.0+1.3)	13.2 (12.9:13.4)	4.3	0.3	4.6	
4/1	285	285	-	-	-	0.8	0.2	-	1.1	13.5	3.2	0.2	3.5	
4/2	305	305	-	-	-	0.8	0.3	-	1.0	12.3	2.9	0.3	3.2	
4/3	500	500	-	-	-	3.8	0.0	-	3.8	27.5	9.8	0.0	9.8	
4/4	243	243	-	-	-	1.3	0.3	-	1.6	23.7	3.8	0.3	4.2	
5/1+5/2	408	408	816	0	0	1.1	1.1	-	2.2 (0.9+1.2)	19.1 (15.1:23.8)	3.4	1.1	4.4	
6/1	546	546	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	348	348	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1276	1276	-	-	-	6.9	2.1	-	9.0 (4.8+4.3)	25.5 (25.9:25.1)	12.4	2.1	14.5	

7/3	556	556	-	-	-	2.8	1.2	-	4.0	26.0	9.6	1.2	10.8	
8/1	361	361	-	-	-	1.6	0.4	-	2.0	20.0	6.6	0.4	7.0	
8/2+8/3	536	536	-	-	-	3.0	0.0	-	3.0 (2.5+0.6)	20.4 (20.4:20.6)	9.5	0.0	9.5	
9/1+9/2	360	360	720	0	0	0.1	0.5	-	0.7 (0.5+0.1)	6.7 (7.2:5.5)	1.5	0.5	2.1	
10/1	759	759	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
10/2	278	278	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.8	0.0	0.0	0.0	
11/2	664	664	-	-	-	0.2	0.0	-	0.2	1.0	0.6	0.0	0.6	
11/3	556	556	-	-	-	0.1	0.0	-	0.1	0.9	0.6	0.0	0.6	
12/1	793	793	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/1	29	29	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	940	940	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/3	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	455	455	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/1	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/2	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - A52 Bramcote Island

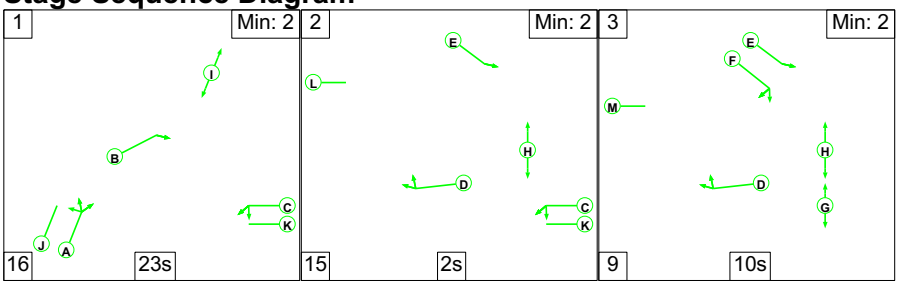
PRC for Signalled Lanes (%): 6.4
PRC Over All Lanes (%): 6.4

Total Delay for Signalled Lanes (pcuHr): 32.96
Total Delay Over All Lanes(pcuHr): 37.47

Cycle Time (s): 75

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

Stage Sequence Diagram



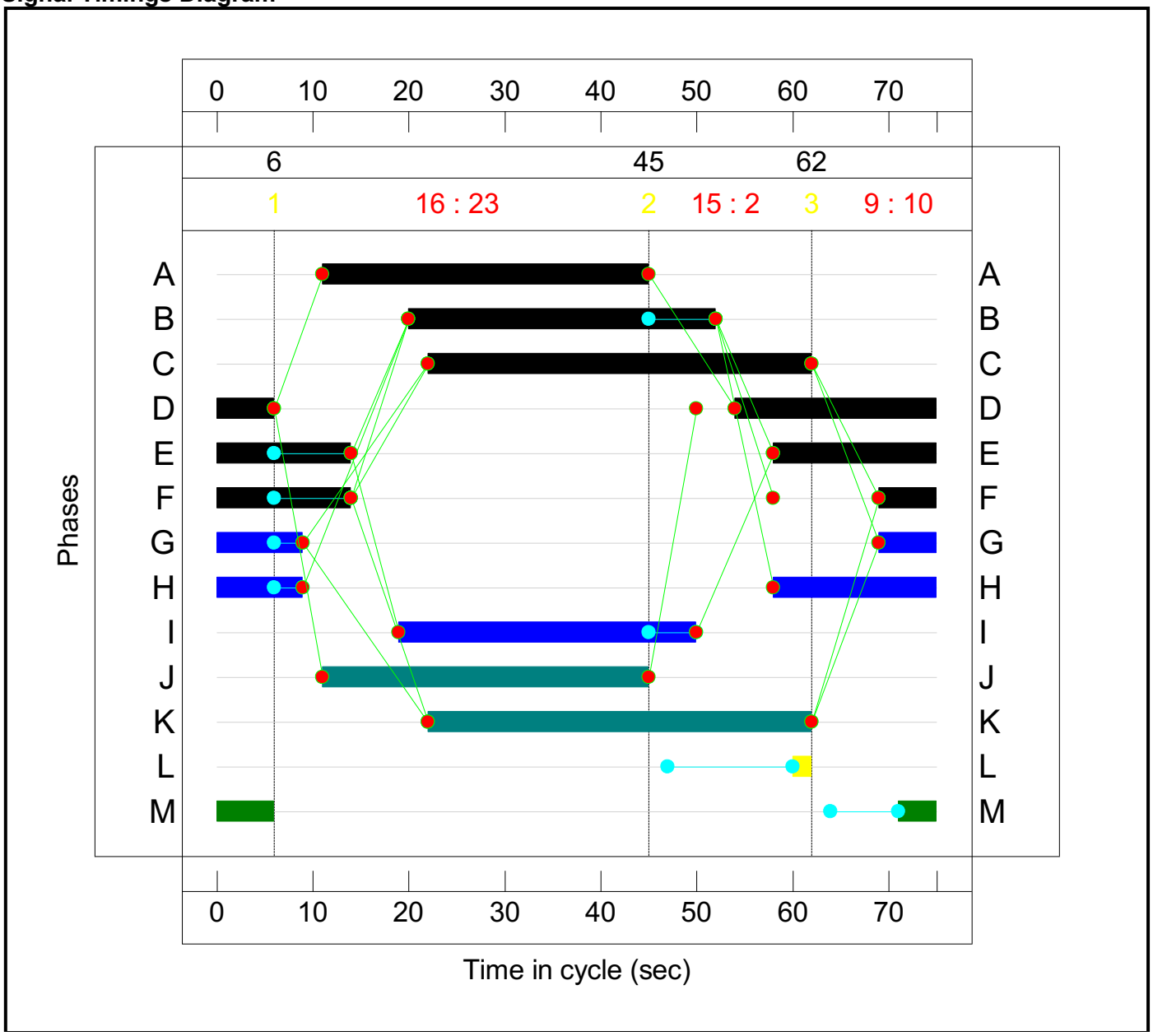
Stage Timings

Stage	1	2	3
Duration	23	2	10
Change Point	6	45	62

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	34	11	45
B	Internal Right	Traffic	32	20	52
C	A52 (E) Ahead Left	Traffic	40	22	62
D	S Circulatory Right Ahead	Traffic	27	54	6
E	E Circulatory Ahead	Traffic	31	58	14
F	E Circulatory Right Right2	Traffic	20	69	14
G	Pedestrians across	Pedestrian	15	69	9
H	Pedestrians across	Pedestrian	26	58	9
I	Pedestrians across	Pedestrian	31	19	50
J	Dummy	Dummy	34	11	45
K	Dummy	Dummy	40	22	62
L	Dummy with R/A	Dummy R/A	2	60	62
M	Dummy with R/A	Dummy R/A	10	71	6

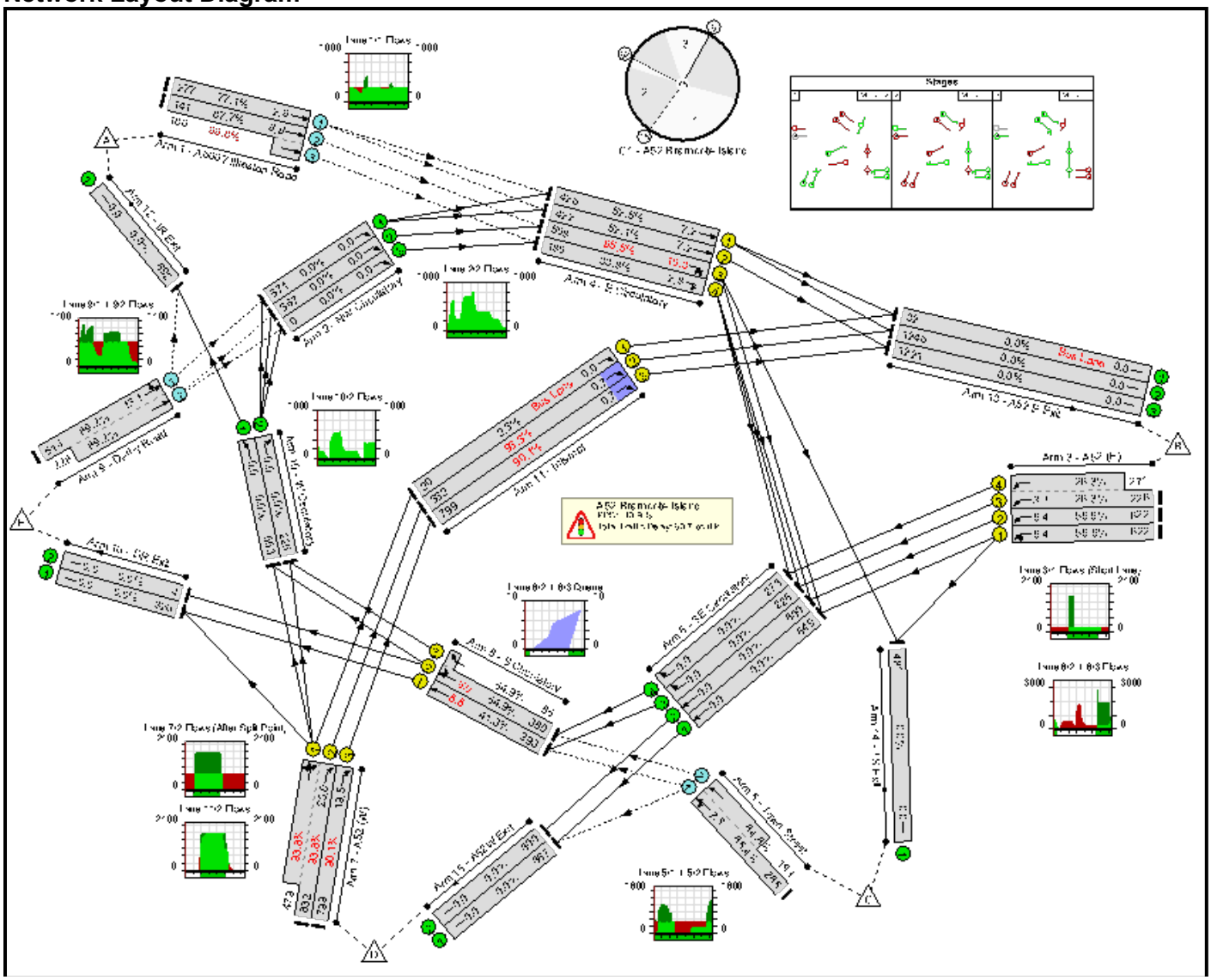
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	22	62
3/2	A52 (E) Ahead	U	C	22	62
3/3	A52 (E) Ahead	U	C	22	62
3/4	A52 (E) Ahead	U	C	22	62
4/1	E Circulatory Ahead	U	E	58	14
4/2	E Circulatory Ahead	U	E	58	14
4/3	E Circulatory Right Right2	U	F	69	14
4/4	E Circulatory Right	U	F	69	14
7/1	A52 (W) Ahead Right Left	U	A	11	45
7/2	A52 (W) Right	U	A	11	45
7/3	A52 (W) Right	U	A	11	45
8/1	S Circulatory Ahead	U	D	54	6
8/2	S Circulatory Right Ahead	U	D	54	6
8/3	S Circulatory Right	U	D	54	6
11/1	Internal Right	U	B	20	52
11/2	Internal Right	U	B	20	52
11/3	Internal Right	U	B	20	52

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.8%**
A52 Bramcote Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.8%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	277	Inf	359	77.1%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	321	Inf : Inf	161+180	87.7 : 99.8%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	367	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	40	-	-	622	1900	1039	59.9%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	622	1900	1039	59.9%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	40	-	-	497	1900:1900	861+1032	26.3 : 26.3%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	426	1900	811	52.5%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	31	-	-	422	1900	811	52.1%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	20	-	-	508	1900	532	95.5%
4/4	E Circulatory Right	U	N/A	N/A	F		1	20	-	-	180	1900	532	33.8%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	478	Inf : Inf	334+227	85.4 : 84.8%
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	-		-	-	-	-	800	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	226	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	273	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	34	-	-	1311	1900:1900	887+510	93.8 : 93.8%
7/3	A52 (W) Right	U	N/A	N/A	A		1	34	-	-	799	1900	887	90.1%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	27	-	-	293	1900	709	41.3%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	27	-	-	466	1900:1900	585+132	64.9 : 64.9%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	742	Inf : Inf	576+255	89.2 : 89.2%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	225	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	32	-	-	20	1900	887	2.3%
11/2	Internal Right	U	N/A	N/A	B		1	32	-	-	832	1900	887	93.8%
11/3	Internal Right	U	N/A	N/A	B		1	32	-	-	799	1900	887	90.1%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	692	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	32	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1246	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1221	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	481	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	867	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	800	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	326	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	4	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**3359**	**0**	**0**	**33.2**	**27.5**	**0.0**	**60.7**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**3359**	**0**	**0**	**33.2**	**27.5**	**0.0**	**60.7**	**-**	**-**	**-**	**-**	
1/1	277	277	277	0	0	0.0	1.6	-	1.6	21.4	1.2	1.6	2.9	
1/2+1/3	321	321	642	0	0	0.7	5.2	-	5.9 (2.5+3.4)	66.3 (63.1:68.9)	3.7	5.2	8.9	
2/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	367	367	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	622	622	-	-	-	2.0	0.7	-	2.7	15.8	8.6	0.7	9.4	
3/2	622	622	-	-	-	2.0	0.7	-	2.7	15.8	8.6	0.7	9.4	
3/3+3/4	497	497	-	-	-	1.2	0.2	-	1.4 (0.6+0.8)	10.2 (10.0:10.3)	2.9	0.2	3.1	
4/1	426	426	-	-	-	1.9	0.6	-	2.5	21.0	6.6	0.6	7.2	
4/2	422	422	-	-	-	1.9	0.5	-	2.5	21.2	6.7	0.5	7.2	
4/3	508	508	-	-	-	4.3	0.0	-	4.3	30.2	10.3	0.0	10.3	
4/4	180	180	-	-	-	0.8	0.3	-	1.0	20.6	2.5	0.3	2.8	
5/1+5/2	478	478	956	0	0	2.0	2.7	-	4.7 (2.6+2.1)	35.5 (32.5:40.0)	5.1	2.7	7.8	
6/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	273	273	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1311	1311	-	-	-	6.3	6.6	-	12.9 (8.6+4.3)	35.4 (37.1:32.4)	16.4	6.6	23.0	

7/3	799	799	-	-	-	4.1	4.2	-	8.2	37.2	15.3	4.2	19.5
8/1	293	293	-	-	-	1.5	0.4	-	1.9	23.2	5.2	0.4	5.5
8/2+8/3	466	466	-	-	-	3.1	0.0	-	3.1 (2.5+0.6)	24.2 (24.1:24.3)	8.0	0.0	8.0
9/1+9/2	742	742	1484	0	0	0.9	3.8	-	4.7 (3.4+1.2)	22.7 (24.1:19.6)	9.3	3.8	13.1
10/1	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.7	0.0	0.0	0.0
11/2	832	832	-	-	-	0.3	0.0	-	0.3	1.1	0.7	0.0	0.7
11/3	799	799	-	-	-	0.2	0.0	-	0.2	1.0	0.7	0.0	0.7
12/1	692	692	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	32	32	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1246	1246	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	1221	1221	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	800	800	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	326	326	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	4	4	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

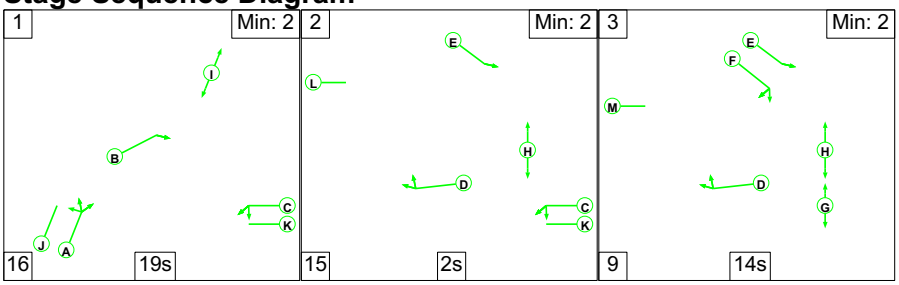
PRC for Signalled Lanes (%): -6.1
PRC Over All Lanes (%): -10.9

Total Delay for Signalled Lanes (pcuHr): 43.73
Total Delay Over All Lanes(pcuHr): 60.69

Cycle Time (s): 75

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

Stage Sequence Diagram



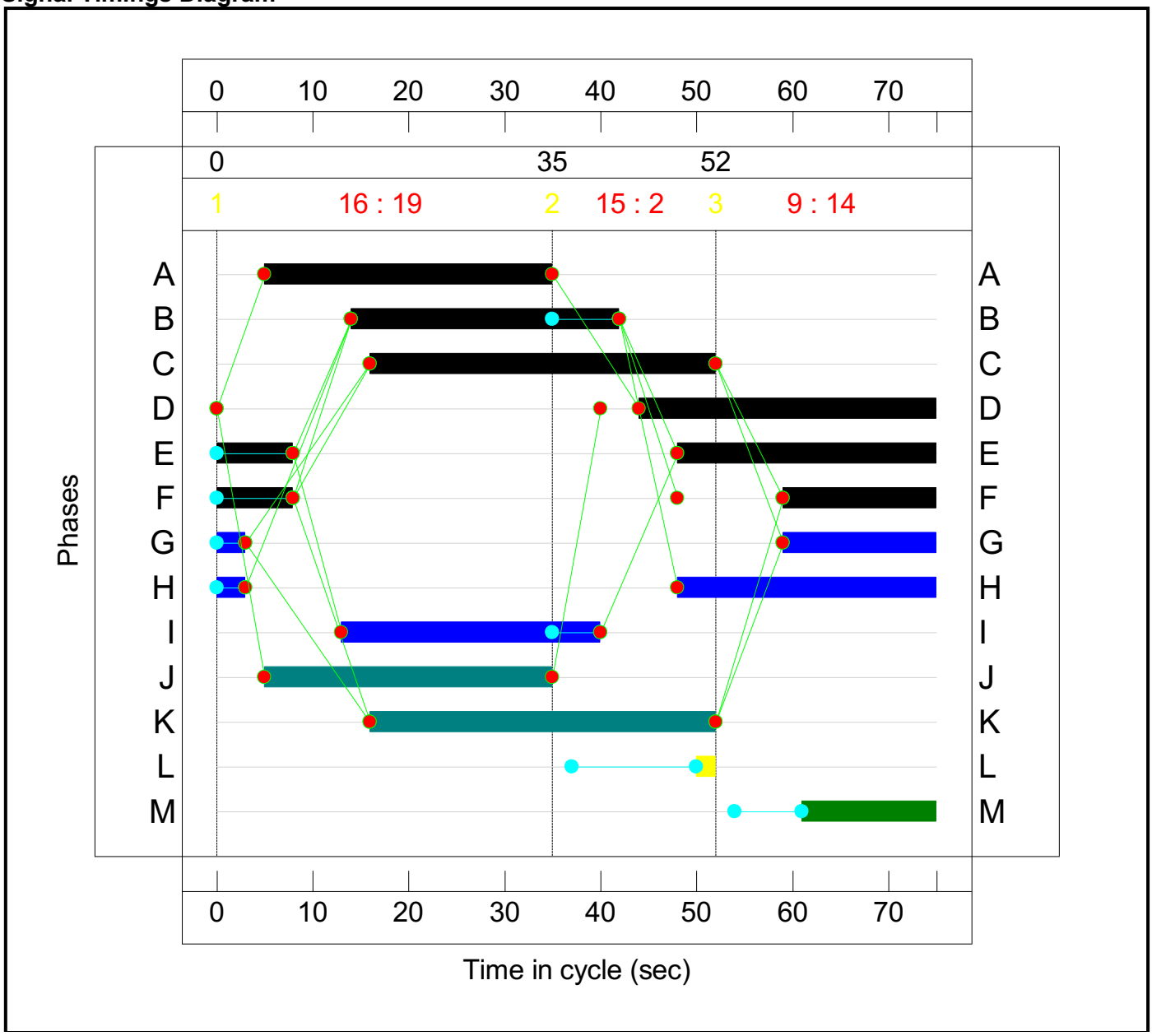
Stage Timings

Stage	1	2	3
Duration	19	2	14
Change Point	0	35	52

Phase Timings

Phase Name	Description	Phase	Green Period 1		
			Total Green	Start Time	End Time
A	A52 (W) Ahead Right Left	Traffic	30	5	35
B	Internal Right	Traffic	28	14	42
C	A52 (E) Ahead Left	Traffic	36	16	52
D	S Circulatory Right Ahead	Traffic	31	44	0
E	E Circulatory Ahead	Traffic	35	48	8
F	E Circulatory Right Right2	Traffic	24	59	8
G	Pedestrians across	Pedestrian	19	59	3
H	Pedestrians across	Pedestrian	30	48	3
I	Pedestrians across	Pedestrian	27	13	40
J	Dummy	Dummy	30	5	35
K	Dummy	Dummy	36	16	52
L	Dummy with R/A	Dummy R/A	2	50	52
M	Dummy with R/A	Dummy R/A	14	61	0

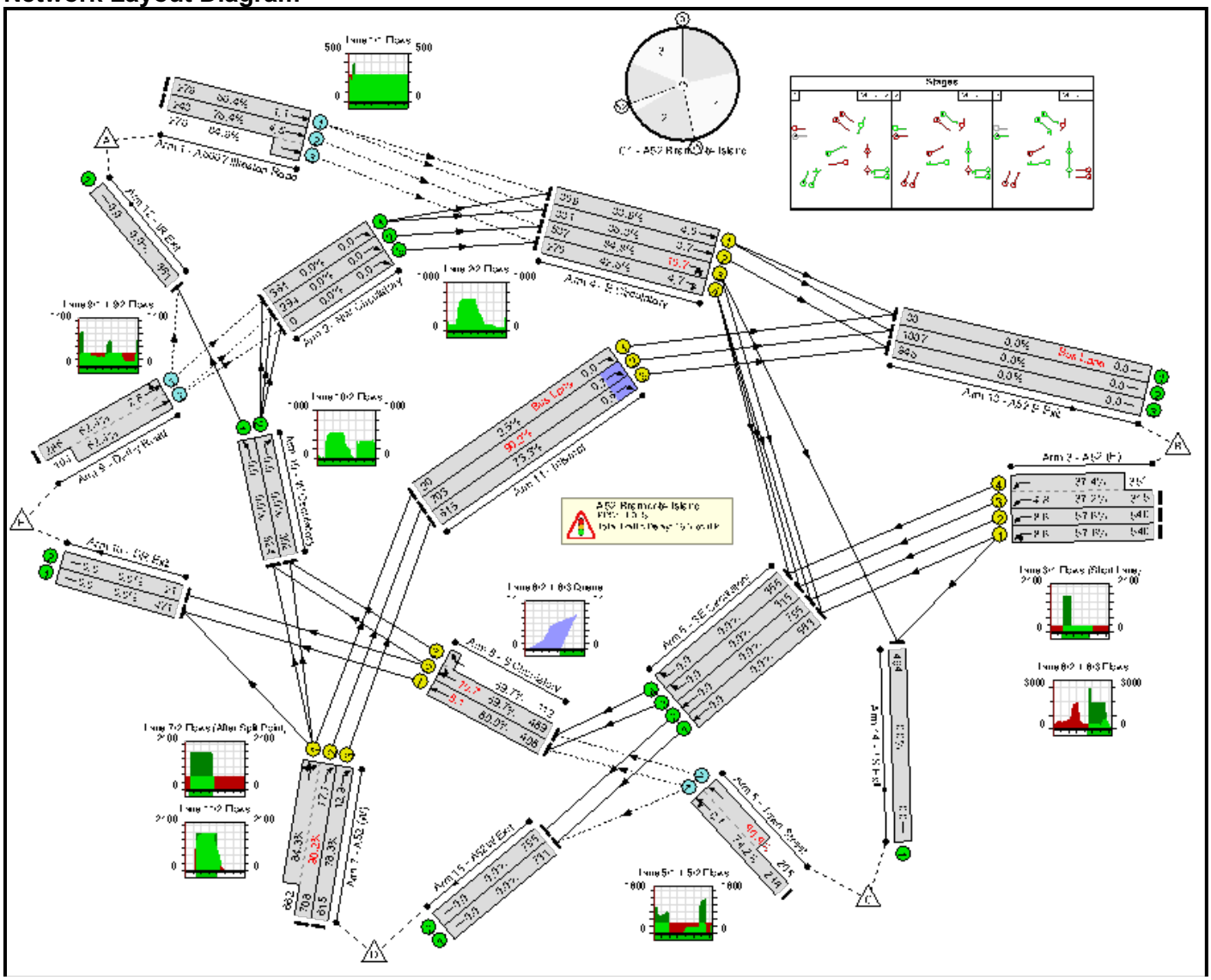
Signal Timings Diagram



Lane Green Times

Junction: A52 Bramcote Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
3/1	A52 (E) Ahead Left	U	C	16	52
3/2	A52 (E) Ahead	U	C	16	52
3/3	A52 (E) Ahead	U	C	16	52
3/4	A52 (E) Ahead	U	C	16	52
4/1	E Circulatory Ahead	U	E	48	8
4/2	E Circulatory Ahead	U	E	48	8
4/3	E Circulatory Right Right2	U	F	59	8
4/4	E Circulatory Right	U	F	59	8
7/1	A52 (W) Ahead Right Left	U	A	5	35
7/2	A52 (W) Right	U	A	5	35
7/3	A52 (W) Right	U	A	5	35
8/1	S Circulatory Ahead	U	D	44	0
8/2	S Circulatory Right Ahead	U	D	44	0
8/3	S Circulatory Right	U	D	44	0
11/1	Internal Right	U	B	14	42
11/2	Internal Right	U	B	14	42
11/3	Internal Right	U	B	14	42

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.9%**
A52 Bramcote Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**90.9%**
1/1	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	279	Inf	462	60.4%
1/2+1/3	A6007 Ilkeston Road Ahead	O	N/A	N/A	-		-	-	-	-	513	Inf : Inf	318+318	76.4 : 84.9%
2/1	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	361	Inf	Inf	0.0%
2/2	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	294	Inf	Inf	0.0%
2/3	NW Circulatory Right	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
3/1	A52 (E) Ahead Left	U	N/A	N/A	C		1	36	-	-	540	1900	937	57.6%
3/2	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	540	1900	937	57.6%
3/3+3/4	A52 (E) Ahead	U	N/A	N/A	C		1	36	-	-	666	1900:1900	846+937	37.2 : 37.4%
4/1	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	309	1900	912	33.9%
4/2	E Circulatory Ahead	U	N/A	N/A	E		1	35	-	-	331	1900	912	36.3%
4/3	E Circulatory Right Right2	U	N/A	N/A	F		1	24	-	-	537	1900	633	84.8%
4/4	E Circulatory Right	U	N/A	N/A	F		1	24	-	-	270	1900	633	42.6%

5/1+5/2	Town Street Ahead Left	O	N/A	N/A	-		-	-	-	-	443	Inf : Inf	321+225	74.2 : 90.9%
6/1	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	583	Inf	Inf	0.0%
6/2	SE Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	795	Inf	Inf	0.0%
6/3	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	315	Inf	Inf	0.0%
6/4	SE Circulatory Right	U	N/A	N/A	-		-	-	-	-	366	Inf	Inf	0.0%
7/2+7/1	A52 (W) Ahead Right Left	U	N/A	N/A	A		1	30	-	-	1370	1900:1900	785+785	90.2 : 84.3%
7/3	A52 (W) Right	U	N/A	N/A	A		1	30	-	-	615	1900	785	78.3%
8/1	S Circulatory Ahead	U	N/A	N/A	D		1	31	-	-	405	1900	811	50.0%
8/2+8/3	S Circulatory Right Ahead	U	N/A	N/A	D		1	31	-	-	571	1900:1900	659+161	69.7 : 69.7%
9/1+9/2	Derby Road Ahead Left	O	N/A	N/A	-		-	-	-	-	390	Inf : Inf	458+167	62.4 : 62.4%
10/1	W Circulatory Ahead	U	N/A	N/A	-		-	-	-	-	824	Inf	Inf	0.0%
10/2	W Circulatory Right	U	N/A	N/A	-		-	-	-	-	302	Inf	Inf	0.0%
11/1	Internal Right	U	N/A	N/A	B		1	28	-	-	20	1900	785	2.5%
11/2	Internal Right	U	N/A	N/A	B		1	28	-	-	708	1900	785	90.2%
11/3	Internal Right	U	N/A	N/A	B		1	28	-	-	615	1900	785	78.3%
12/1	IR Exit	U	N/A	N/A	-		-	-	-	-	861	Inf	Inf	0.0%
13/1	A52 E Exit	U	N/A	N/A	-		-	-	-	-	30	Inf	Inf	0.0%
13/2	A52 E Exit	U	N/A	N/A	-		-	-	-	-	1007	Inf	Inf	0.0%
13/3	A52 E Exit	U	N/A	N/A	-		-	-	-	-	946	Inf	Inf	0.0%
14/1	TS Exit	U	N/A	N/A	-		-	-	-	-	494	Inf	Inf	0.0%
15/1	A52W Exit	U	N/A	N/A	-		-	-	-	-	731	Inf	Inf	0.0%
15/2	A52W Exit	U	N/A	N/A	-		-	-	-	-	795	Inf	Inf	0.0%

16/1	DR Exit	U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%
16/2	DR Exit	U	N/A	N/A	-		-	-	-	-	21	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: A52 Bramcote Island	**-**	**-**	**2971**	**0**	**0**	**32.5**	**13.8**	**0.0**	**46.3**	**-**	**-**	**-**	**-**	
A52 Bramcote Island	**-**	**-**	**2971**	**0**	**0**	**32.5**	**13.8**	**0.0**	**46.3**	**-**	**-**	**-**	**-**	
1/1	279	279	279	0	0	0.0	0.8	-	0.8	9.8	0.4	0.8	1.1	
1/2+1/3	513	513	1026	0	0	0.1	2.0	-	2.1 (1.0+1.1)	14.6 (14.3:14.9)	2.5	2.0	4.5	
2/1	361	361	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/2	294	294	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
2/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
3/1	540	540	-	-	-	2.0	0.7	-	2.7	18.0	8.0	0.7	8.6	
3/2	540	540	-	-	-	2.0	0.7	-	2.7	18.0	8.0	0.7	8.6	
3/3+3/4	666	666	-	-	-	2.2	0.3	-	2.5 (1.2+1.3)	13.3 (13.2:13.4)	4.5	0.3	4.8	
4/1	309	309	-	-	-	1.0	0.3	-	1.3	14.8	3.8	0.3	4.0	
4/2	331	331	-	-	-	0.9	0.3	-	1.2	13.3	3.4	0.3	3.7	
4/3	537	537	-	-	-	4.2	0.0	-	4.2	27.9	10.7	0.0	10.7	
4/4	270	270	-	-	-	1.4	0.4	-	1.8	23.9	4.4	0.4	4.7	
5/1+5/2	443	443	886	0	0	1.7	2.1	-	3.7 (1.7+2.0)	30.4 (25.5:35.9)	4.0	2.1	6.1	
6/1	583	583	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/2	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/3	315	315	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/4	366	366	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
7/2+7/1	1370	1370	-	-	-	7.7	3.3	-	11.0 (5.8+5.2)	28.9 (29.3:28.5)	13.8	3.3	17.1	

7/3	615	615	-	-	-	3.3	1.8	-	5.0	29.4	11.1	1.8	12.9
8/1	405	405	-	-	-	1.9	0.5	-	2.4	21.6	7.6	0.5	8.1
8/2+8/3	571	571	-	-	-	3.6	0.0	-	3.6 (2.8+0.7)	22.4 (22.4:22.8)	10.7	0.0	10.7
9/1+9/2	390	390	780	0	0	0.3	0.8	-	1.1 (0.9+0.2)	10.0 (10.7:8.1)	2.0	0.8	2.8
10/1	824	824	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
10/2	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
11/1	20	20	-	-	-	0.0	0.0	-	0.0	0.9	0.0	0.0	0.0
11/2	708	708	-	-	-	0.2	0.0	-	0.2	1.1	0.7	0.0	0.7
11/3	615	615	-	-	-	0.2	0.0	-	0.2	0.9	0.6	0.0	0.6
12/1	861	861	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/1	30	30	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/3	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/1	731	731	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/2	21	21	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - A52 Bramcote Island

PRC for Signalled Lanes (%): -0.2
PRC Over All Lanes (%): -1.0

Total Delay for Signalled Lanes (pcuHr): 38.67
Total Delay Over All Lanes(pcuHr): 46.34

Cycle Time (s): 75

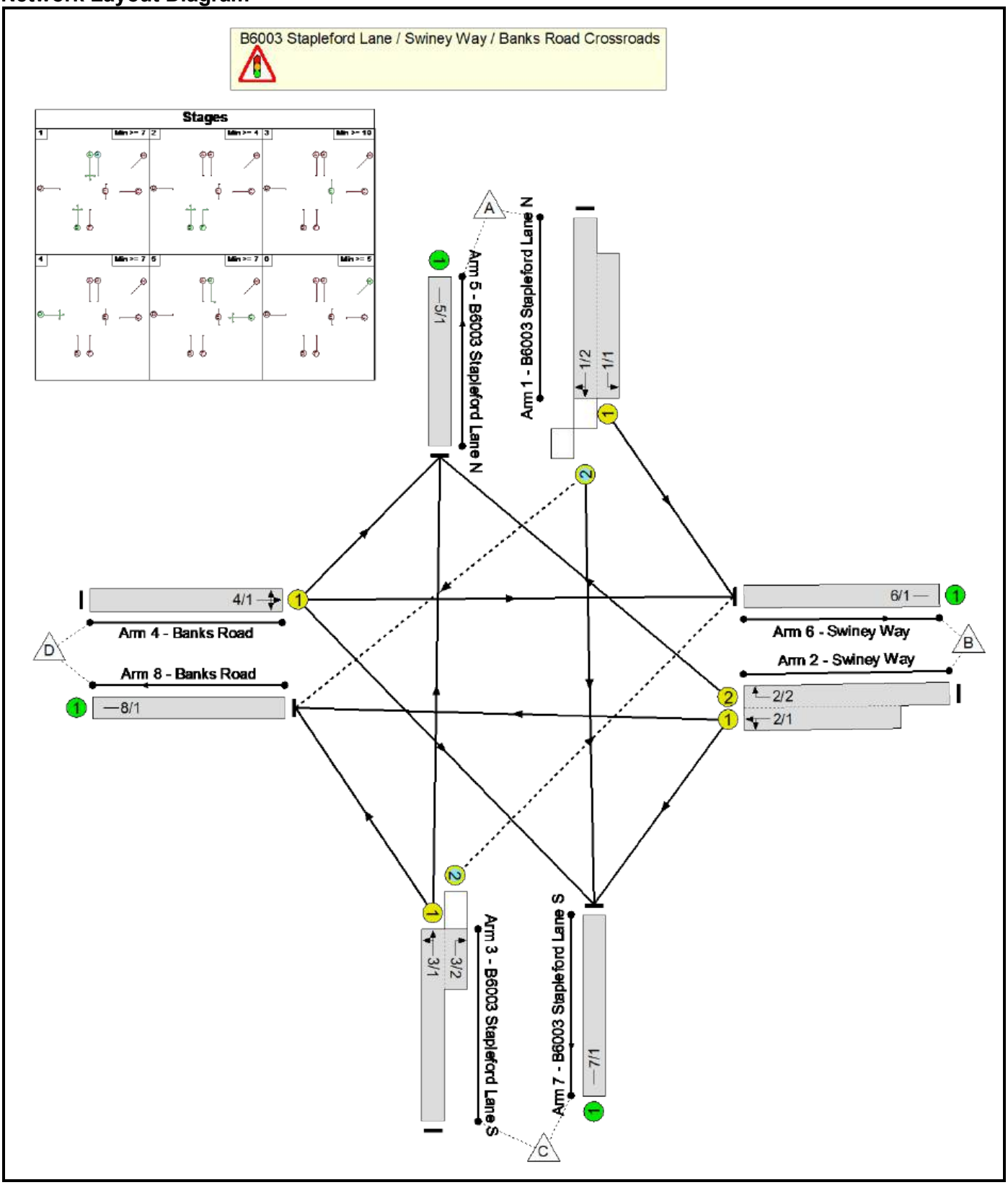
Full Input Data And Results

User and Project Details

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Title:	**B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads**
Location:	
Client:	Bloor Homes Ltd
Date Started:	23.10.25
Checked By:	RM / PM
Additional detail:	
File name:	LINSIG~2.LSG
Author:	
Company:	
Address:	

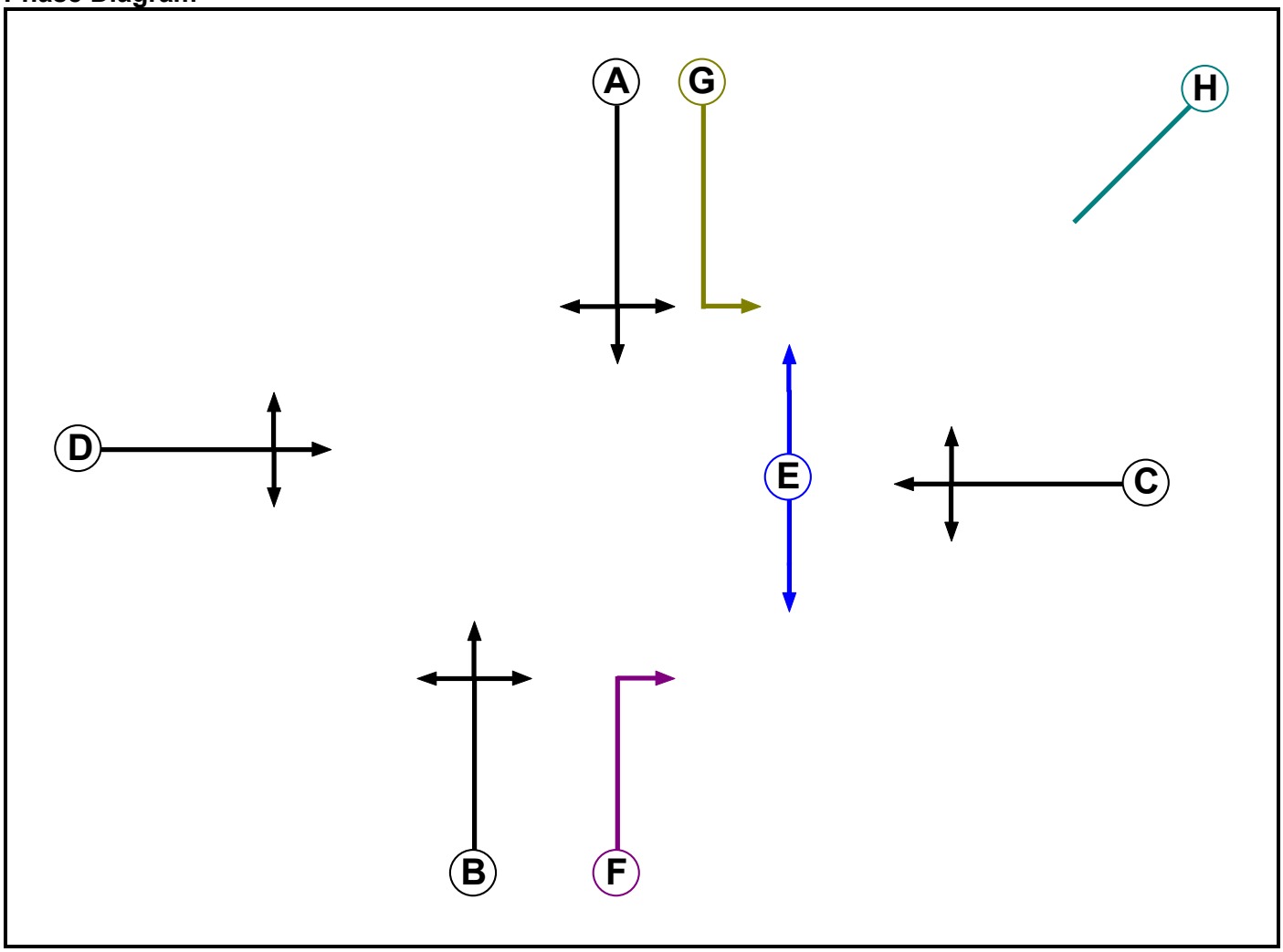
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		10	10
F	Ind. Arrow	B	4	4
G	Filter	A	4	0
H	Dummy		5	5

Full Input Data And Results

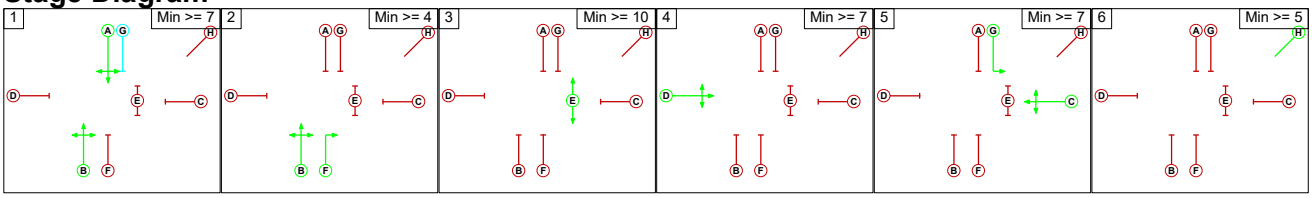
Phase Intergreens Matrix

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

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	B F
3	E
4	D
5	C G
6	H

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage	To Stage						
		1	2	3	4	5	6
	1		5	10	7	7	3
	2	5		10	7	7	3
	3	17	17		17	17	10
	4	5	5	8		5	3
	5	6	X	X	X		X
	6	2	2	2	2	2	

Full Input Data And Results

Give-Way Lane Input Data

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads											
Lane	**Movement**	**Max Flow when Giving Way (PCU/Hr)**	**Min Flow when Giving Way (PCU/Hr)**	**Opposing Lane**	**Opp. Lane Coeff.**	**Opp. Mvmnts.**	**Right Turn Storage (PCU)**	**Non-Blocking Storage (PCU)**	**RTF**	**Right Turn Move up (s)**	**Max Turns in Intergreen (PCU)**
1/2 (B6003 Stapleford Lane N)	8/1 (Right)	1439	0	3/1	1.09	All	4.00	2.00	0.50	4	4.00
3/2 (B6003 Stapleford Lane S)	6/1 (Right)	1439	0	1/1	1.09	All	2.50	-	0.50	3	2.50
				1/2	1.09	All					

Full Input Data And Results

Lane Input Data

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B6003 Stapleford Lane N)	U	A G	2	3	26.0	Geom	-	3.00	0.00	Y	Arm 6 Left	9.00
1/2 (B6003 Stapleford Lane N)	O	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 7 Ahead	Inf
											Arm 8 Right	15.00
2/1 (Swiney Way)	U	C	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 7 Left	9.00
											Arm 8 Ahead	Inf
2/2 (Swiney Way)	U	C	2	3	8.7	Geom	-	3.25	0.00	N	Arm 5 Right	20.00
3/1 (B6003 Stapleford Lane S)	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	12.00
3/2 (B6003 Stapleford Lane S)	O	B F	2	3	4.0	Geom	-	3.00	0.00	N	Arm 6 Right	15.00
4/1 (Banks Road)	U	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 5 Left	12.00
											Arm 6 Ahead	Inf
											Arm 7 Right	15.00
5/1 (B6003 Stapleford Lane N)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Swiney Way)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (B6003 Stapleford Lane S)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Banks Road)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

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

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	628	17	0	645
	B	386	0	50	64	500
	C	373	55	0	57	485
	D	52	172	76	0	300
	Tot.	811	855	143	121	1930

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	628
1/2 (with short)	645(In) 17(Out)
2/1 (short)	114
2/2 (with short)	500(In) 386(Out)
3/1 (with short)	485(In) 430(Out)
3/2 (short)	55
4/1	300
5/1	811
6/1	855
7/1	143
8/1	121

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	100.0 %	2055	2055
				Arm 8 Right	15.00	0.0 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.9 %	1808	1808
				Arm 8 Ahead	Inf	56.1 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.7 %	1884	1884
				Arm 8 Left	12.00	13.3 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.3 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	468	382	22	872
	B	449	0	77	122	648
	C	337	44	0	79	460
	D	45	109	71	0	225
	Tot.	831	621	530	223	2205

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	468
1/2 (with short)	872(In) 404(Out)
2/1 (short)	199
2/2 (with short)	648(In) 449(Out)
3/1 (with short)	460(In) 416(Out)
3/2 (short)	44
4/1	225
5/1	831
6/1	621
7/1	530
8/1	223

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.6 %	2044	2044
				Arm 8 Right	15.00	5.4 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.0 %	1871	1871
				Arm 8 Left	12.00	19.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	20.0 %	1812	1812
				Arm 6 Ahead	Inf	48.4 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	652	271	18	941
	B	401	0	52	66	519
	C	387	57	0	59	503
	D	54	179	79	0	312
	Tot.	842	888	402	143	2275

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2028 Base AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	652
1/2 (with short)	941(In) 289(Out)
2/1 (short)	118
2/2 (with short)	519(In) 401(Out)
3/1 (with short)	503(In) 446(Out)
3/2 (short)	57
4/1	312
5/1	842
6/1	888
7/1	402
8/1	143

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	93.8 %	2042	2042
				Arm 8 Right	15.00	6.2 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	482	393	23	898
	B	462	0	79	126	667
	C	347	45	0	81	473
	D	46	112	73	0	231
	Tot.	855	639	545	230	2269

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2028 Base PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	482
1/2 (with short)	898(In) 416(Out)
2/1 (short)	205
2/2 (with short)	667(In) 462(Out)
3/1 (with short)	473(In) 428(Out)
3/2 (short)	45
4/1	231
5/1	855
6/1	639
7/1	545
8/1	230

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.1 %	1871	1871
				Arm 8 Left	12.00	18.9 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	681	291	18	990
	B	407	0	52	66	525
	C	391	57	0	59	507
	D	54	179	79	0	312
	Tot.	852	917	422	143	2334

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 Base + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	681
1/2 (with short)	990(In) 309(Out)
2/1 (short)	118
2/2 (with short)	525(In) 407(Out)
3/1 (with short)	507(In) 450(Out)
3/2 (short)	57
4/1	312
5/1	852
6/1	917
7/1	422
8/1	143

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.2 %	2043	2043
				Arm 8 Right	15.00	5.8 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.9 %	1884	1884
				Arm 8 Left	12.00	13.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	491	399	23	913
	B	484	0	79	126	689
	C	362	45	0	81	488
	D	46	112	73	0	231
	Tot.	892	648	551	230	2321

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 Base + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	491
1/2 (with short)	913(In) 422(Out)
2/1 (short)	205
2/2 (with short)	689(In) 484(Out)
3/1 (with short)	488(In) 443(Out)
3/2 (short)	45
4/1	231
5/1	892
6/1	648
7/1	551
8/1	230

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.7 %	1872	1872
				Arm 8 Left	12.00	18.3 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	704	293	19	1016
	B	433	0	56	72	561
	C	418	62	0	64	544
	D	58	193	85	0	336
	Tot.	909	959	434	155	2457

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2041 Base AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	704
1/2 (with short)	1016(In) 312(Out)
2/1 (short)	128
2/2 (with short)	561(In) 433(Out)
3/1 (with short)	544(In) 482(Out)
3/2 (short)	62
4/1	336
5/1	909
6/1	959
7/1	434
8/1	155

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	93.9 %	2043	2043
				Arm 8 Right	15.00	6.1 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.7 %	1884	1884
				Arm 8 Left	12.00	13.3 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	523	427	25	975
	B	502	0	86	136	724
	C	376	49	0	88	513
	D	50	122	79	0	251
	Tot.	928	694	592	249	2463

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 8: 2041 Base PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	523
1/2 (with short)	975(In) 452(Out)
2/1 (short)	222
2/2 (with short)	724(In) 502(Out)
3/1 (with short)	513(In) 464(Out)
3/2 (short)	49
4/1	251
5/1	928
6/1	694
7/1	592
8/1	249

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.0 %	1871	1871
				Arm 8 Left	12.00	19.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	734	312	19	1065
	B	439	0	56	72	567
	C	422	62	0	64	548
	D	58	193	85	0	336
	Tot.	919	989	453	155	2516

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2041 Base + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	734
1/2 (with short)	1065(In) 331(Out)
2/1 (short)	128
2/2 (with short)	567(In) 439(Out)
3/1 (with short)	548(In) 486(Out)
3/2 (short)	62
4/1	336
5/1	919
6/1	989
7/1	453
8/1	155

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.3 %	2043	2043
				Arm 8 Right	15.00	5.7 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	532	433	25	990
	B	524	0	86	136	746
	C	391	49	0	88	528
	D	50	122	79	0	251
	Tot.	965	703	598	249	2515

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 10: 2041 Base + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	532
1/2 (with short)	990(In) 458(Out)
2/1 (short)	222
2/2 (with short)	746(In) 524(Out)
3/1 (with short)	528(In) 479(Out)
3/2 (short)	49
4/1	251
5/1	965
6/1	703
7/1	598
8/1	249

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.6 %	1872	1872
				Arm 8 Left	12.00	18.4 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 11: '2028 Base + Sensitivity AM' (FG11: '2028 Base + Sensitivity AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	672	284	18	974
	B	405	0	52	66	523
	C	390	57	0	59	506
	D	54	179	79	0	312
	Tot.	849	908	415	143	2315

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 11: 2028 Base + Sensitivity AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	672
1/2 (with short)	974(In) 302(Out)
2/1 (short)	118
2/2 (with short)	523(In) 405(Out)
3/1 (with short)	506(In) 449(Out)
3/2 (short)	57
4/1	312
5/1	849
6/1	908
7/1	415
8/1	143

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.0 %	2043	2043
				Arm 8 Right	15.00	6.0 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.9 %	1884	1884
				Arm 8 Left	12.00	13.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 12: '2028 Base + Sensitivity PM' (FG12: '2028 Base + Sensitivity PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	488	397	23	908
	B	477	0	79	126	682
	C	357	45	0	81	483
	D	46	112	73	0	231
	Tot.	880	645	549	230	2304

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 12: 2028 Base + Sensitivity PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	488
1/2 (with short)	908(In) 420(Out)
2/1 (short)	205
2/2 (with short)	682(In) 477(Out)
3/1 (with short)	483(In) 438(Out)
3/2 (short)	45
4/1	231
5/1	880
6/1	645
7/1	549
8/1	230

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.5 %	1872	1872
				Arm 8 Left	12.00	18.5 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 13: '2041 Base + Sensitivity AM' (FG13: '2041 Base + Sensitivity AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	724	306	19	1049
	B	437	0	56	72	565
	C	421	62	0	64	547
	D	58	193	85	0	336
	Tot.	916	979	447	155	2497

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 13: 2041 Base + Sensitivity AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	724
1/2 (with short)	1049(In) 325(Out)
2/1 (short)	128
2/2 (with short)	565(In) 437(Out)
3/1 (with short)	547(In) 485(Out)
3/2 (short)	62
4/1	336
5/1	916
6/1	979
7/1	447
8/1	155

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.2 %	2043	2043
				Arm 8 Right	15.00	5.8 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.8 %	1884	1884
				Arm 8 Left	12.00	13.2 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 14: '2041 Base + Sensitivity PM' (FG14: '2041 Base + Sensitivity PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	529	431	25	985
	B	516	0	86	136	738
	C	387	49	0	88	524
	D	50	122	79	0	251
	Tot.	953	700	596	249	2498

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 14: 2041 Base + Sensitivity PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	529
1/2 (with short)	985(In) 456(Out)
2/1 (short)	222
2/2 (with short)	738(In) 516(Out)
3/1 (with short)	524(In) 475(Out)
3/2 (short)	49
4/1	251
5/1	953
6/1	700
7/1	596
8/1	249

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	81.5 %	1872	1872
				Arm 8 Left	12.00	18.5 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 15: '2028 Base + Sensitivity + Development AM' (FG15: '2028 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	701	304	18	1023
	B	411	0	52	66	529
	C	394	57	0	59	510
	D	54	179	79	0	312
	Tot.	859	937	435	143	2374

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 15: 2028 Base + Sensitivity + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	701
1/2 (with short)	1023(In) 322(Out)
2/1 (short)	118
2/2 (with short)	529(In) 411(Out)
3/1 (with short)	510(In) 453(Out)
3/2 (short)	57
4/1	312
5/1	859
6/1	937
7/1	435
8/1	143

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.4 %	2044	2044
				Arm 8 Right	15.00	5.6 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	44.1 %	1807	1807
				Arm 8 Ahead	Inf	55.9 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	87.0 %	1884	1884
				Arm 8 Left	12.00	13.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 16: '2028 Base + Sensitivity + Development PM' (FG16: '2028 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	497	403	23	923
	B	499	0	79	126	704
	C	372	45	0	81	498
	D	46	112	73	0	231
	Tot.	917	654	555	230	2356

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 16: 2028 Base + Sensitivity + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	497
1/2 (with short)	923(In) 426(Out)
2/1 (short)	205
2/2 (with short)	704(In) 499(Out)
3/1 (with short)	498(In) 453(Out)
3/2 (short)	45
4/1	231
5/1	917
6/1	654
7/1	555
8/1	230

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.6 %	2044	2044
				Arm 8 Right	15.00	5.4 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.5 %	1823	1823
				Arm 8 Ahead	Inf	61.5 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.1 %	1873	1873
				Arm 8 Left	12.00	17.9 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.5 %		
				Arm 7 Right	15.00	31.6 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 17: '2041 Base + Sensitivity + Development AM' (FG17: '2041 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	753	326	19	1098
	B	443	0	56	72	571
	C	425	62	0	64	551
	D	58	193	85	0	336
	Tot.	926	1008	467	155	2556

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 17: 2041 Base + Sensitivity + Development AM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	753
1/2 (with short)	1098(In) 345(Out)
2/1 (short)	128
2/2 (with short)	571(In) 443(Out)
3/1 (with short)	551(In) 489(Out)
3/2 (short)	62
4/1	336
5/1	926
6/1	1008
7/1	467
8/1	155

Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.5 %	2044	2044
				Arm 8 Right	15.00	5.5 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	43.8 %	1808	1808
				Arm 8 Ahead	Inf	56.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	86.9 %	1884	1884
				Arm 8 Left	12.00	13.1 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	17.3 %	1829	1829
				Arm 6 Ahead	Inf	57.4 %		
				Arm 7 Right	15.00	25.3 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 18: '2041 Base + Sensitivity + Development PM' (FG18: '2041 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	538	437	25	1000
	B	539	0	86	136	761
	C	401	49	0	88	538
	D	50	122	79	0	251
	Tot.	990	709	602	249	2550

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 18: 2041 Base + Sensitivity + Development PM
Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	
1/1 (short)	538
1/2 (with short)	1000(In) 462(Out)
2/1 (short)	222
2/2 (with short)	761(In) 539(Out)
3/1 (with short)	538(In) 489(Out)
3/2 (short)	49
4/1	251
5/1	990
6/1	709
7/1	602
8/1	249

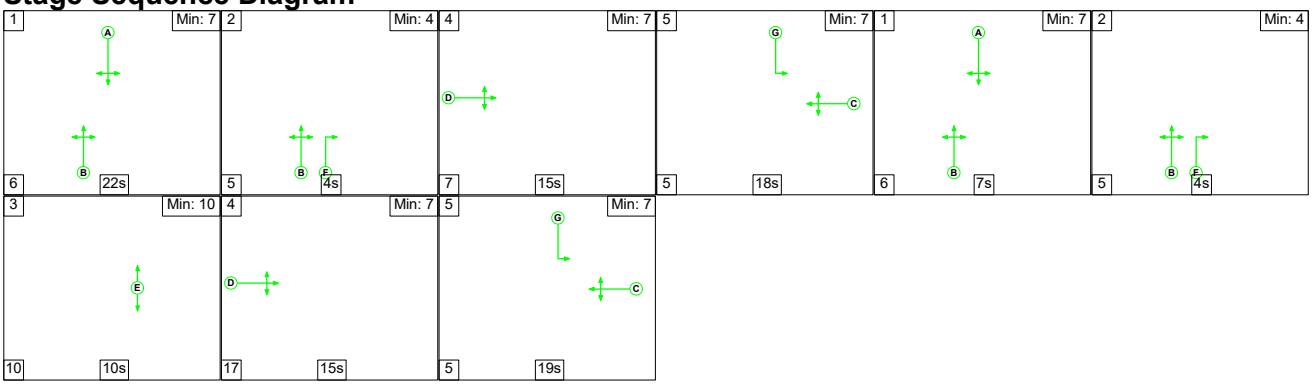
Full Input Data And Results

Lane Saturation Flows

Junction: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Stapleford Lane N)	3.00	0.00	Y	Arm 6 Left	9.00	100.0 %	1641	1641
1/2 (B6003 Stapleford Lane N)	3.00	0.00	N	Arm 7 Ahead	Inf	94.6 %	2044	2044
				Arm 8 Right	15.00	5.4 %		
2/1 (Swiney Way)	3.25	0.00	Y	Arm 7 Left	9.00	38.7 %	1822	1822
				Arm 8 Ahead	Inf	61.3 %		
2/2 (Swiney Way)	3.25	0.00	N	Arm 5 Right	20.00	100.0 %	1935	1935
3/1 (B6003 Stapleford Lane S)	3.00	0.00	Y	Arm 5 Ahead	Inf	82.0 %	1873	1873
				Arm 8 Left	12.00	18.0 %		
3/2 (B6003 Stapleford Lane S)	3.00	0.00	N	Arm 6 Right	15.00	100.0 %	1868	1868
4/1 (Banks Road)	3.00	0.00	Y	Arm 5 Left	12.00	19.9 %	1813	1813
				Arm 6 Ahead	Inf	48.6 %		
				Arm 7 Right	15.00	31.5 %		
5/1 (B6003 Stapleford Lane N Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Swiney Way Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (B6003 Stapleford Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Banks Road Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Stage Sequence Diagram

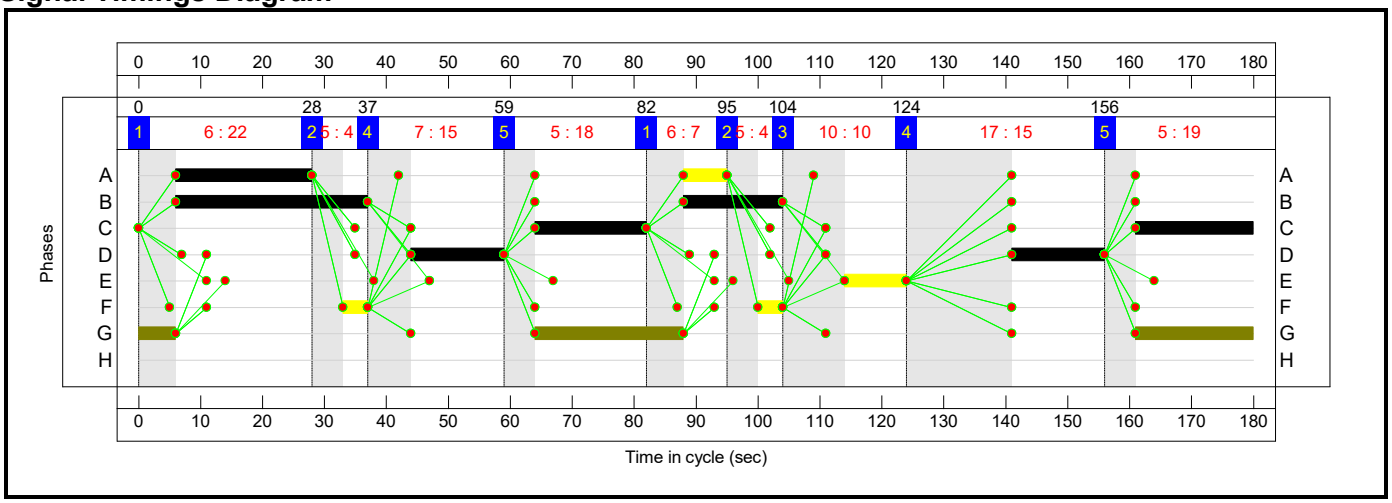


Full Input Data And Results

Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	22	4	15	18	7	4	10	15	19
Change Point	0	28	37	59	82	95	104	124	156

Signal Timings Diagram



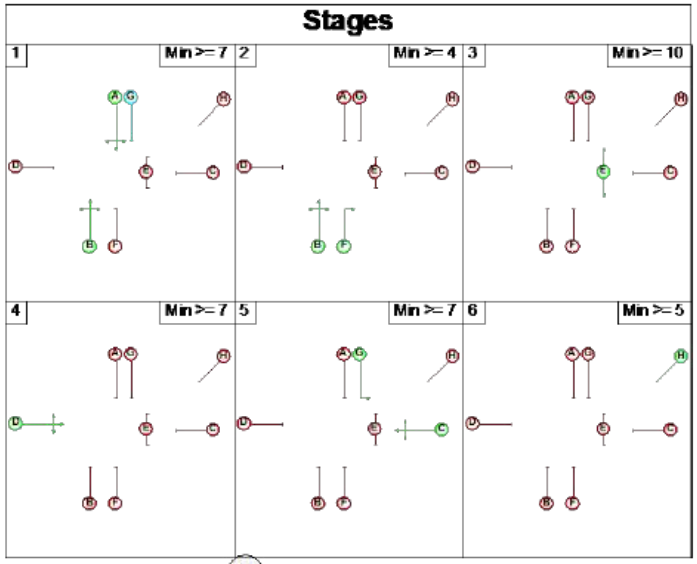
Full Input Data And Results

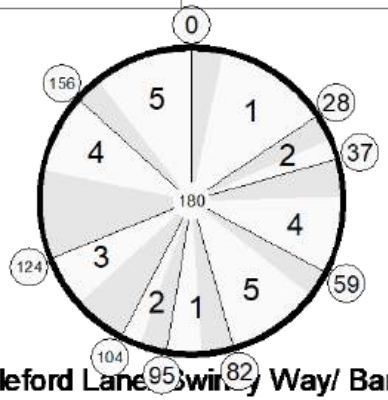
Network Layout Diagram

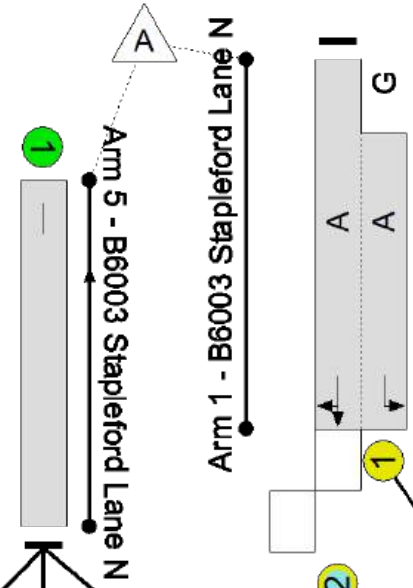
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

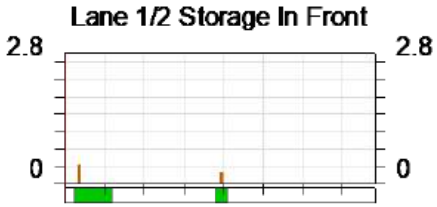
PRC: -2.7 %

Total Traffic Delay: 33.8 pcuHr

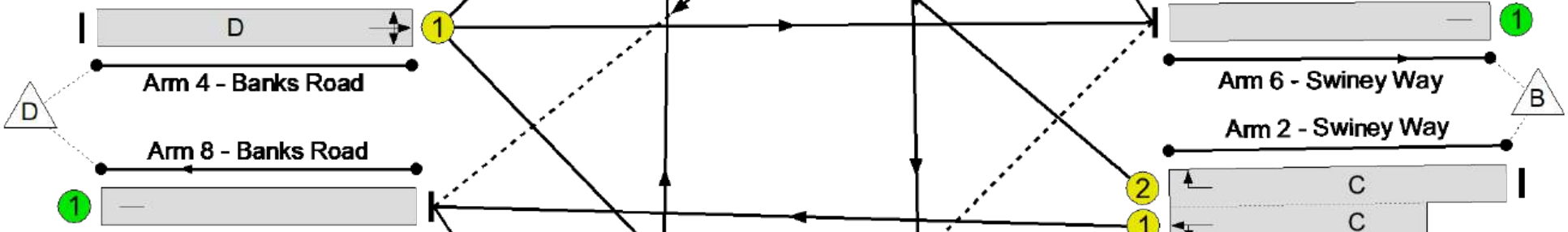








C1 - Stapleford Lane/Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**92.4%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	645	2055:1641	20+729	86.1 : 86.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	500	1935:1808	418+123	92.4 : 92.4%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	485	1884:1868	466+60	92.3 : 92.3%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	300	1829	325	92.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	811	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**37**	**14**	**4**	**16.7**	**17.1**	**0.1**	**33.8**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**37**	**14**	**4**	**16.7**	**17.1**	**0.1**	**33.8**	**-**	**-**	**-**	**-**
1/2+1/1	645	645	0	0	0	4.4	2.9	0.0	7.4	41.1	18.3	2.9	21.3
2/2+2/1	500	500	-	-	-	4.7	4.9	-	9.6	69.1	10.5	4.9	15.5
3/1+3/2	485	485	37	14	4	4.5	4.8	0.1	9.4	69.6	14.0	4.8	18.9
4/1	300	300	-	-	-	3.1	4.4	-	7.5	89.7	8.0	4.4	12.4
5/1	811	811	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -2.7
PRC Over All Lanes (%): -2.7

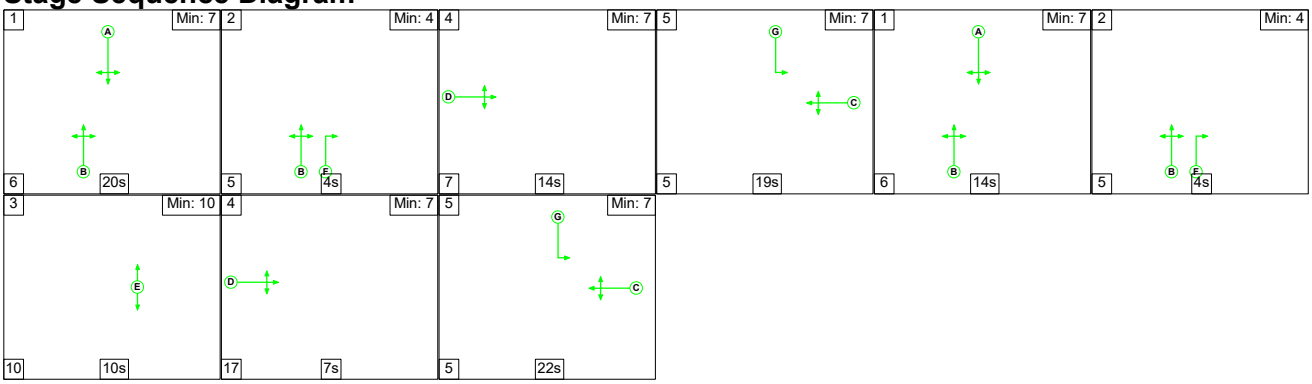
Total Delay for Signalled Lanes (pcuHr): 33.81
Total Delay Over All Lanes(pcuHr): 33.81

Cycle Time (s): 180

Full Input Data And Results

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

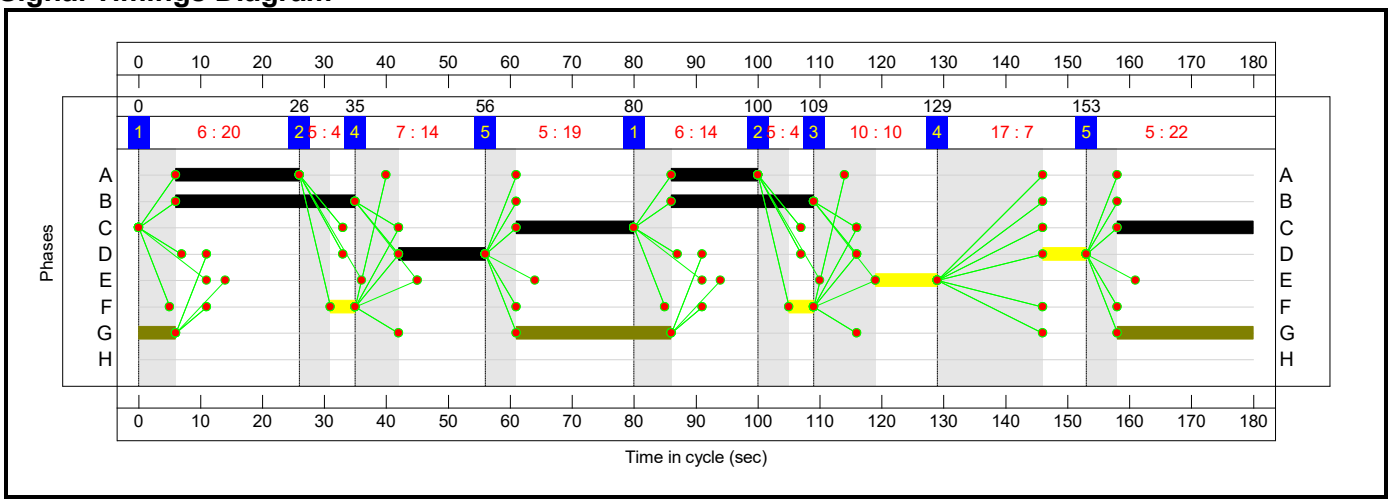
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	14	19	14	4	10	7	22
Change Point	0	26	35	56	80	100	109	129	153

Signal Timings Diagram



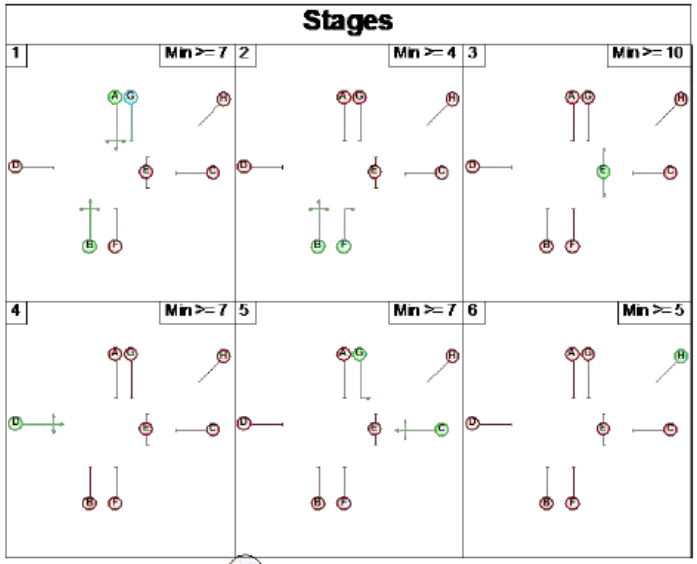
Full Input Data And Results

Network Layout Diagram

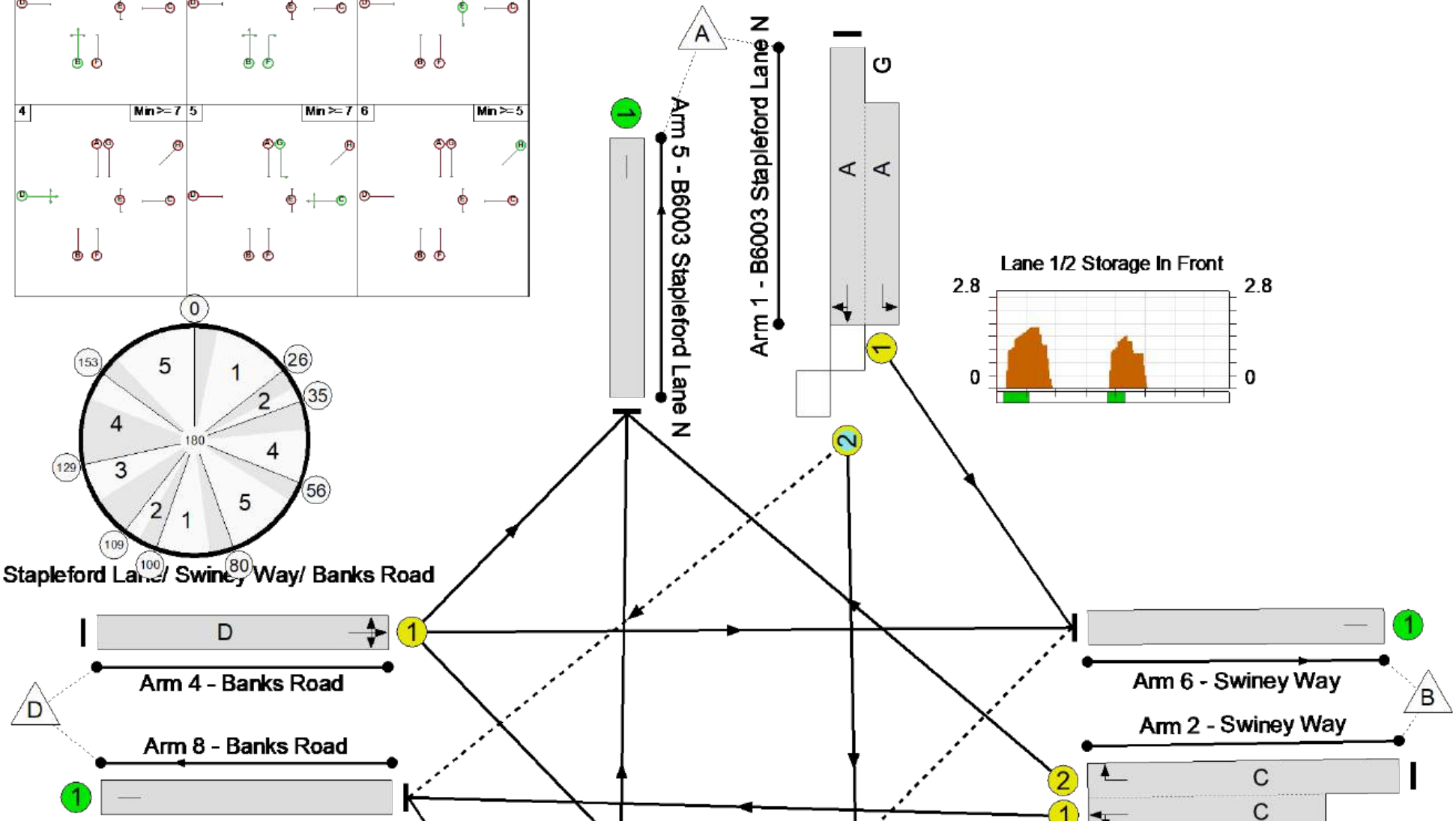
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -11.4 %

Total Traffic Delay: 53.8 pcuHr



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.2%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**100.2%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:87	53	872	2044:1641	409+474	98.8 : 98.8%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	41	-	648	1935:1822	448+199	100.2 : 100.2%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	460	1871:1868	517+55	80.4 : 80.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	225	1812	232	97.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	831	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	621	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	530	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	223	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**32**	**4**	**20.2**	**33.5**	**0.1**	**53.8**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**32**	**4**	**20.2**	**33.5**	**0.1**	**53.8**	**-**	**-**	**-**	**-**
1/2+1/1	872	872	19	0	3	6.4	12.4	0.1	18.9	77.8	11.8	12.4	24.2
2/2+2/1	648	647	-	-	-	6.6	13.1	-	19.7	109.4	14.0	13.1	27.1
3/1+3/2	460	460	10	32	1	3.8	2.0	0.1	5.9	45.9	12.4	2.0	14.3
4/1	225	225	-	-	-	3.4	6.0	-	9.4	150.5	7.2	6.0	13.2
5/1	830	830	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -11.4
PRC Over All Lanes (%): -11.4

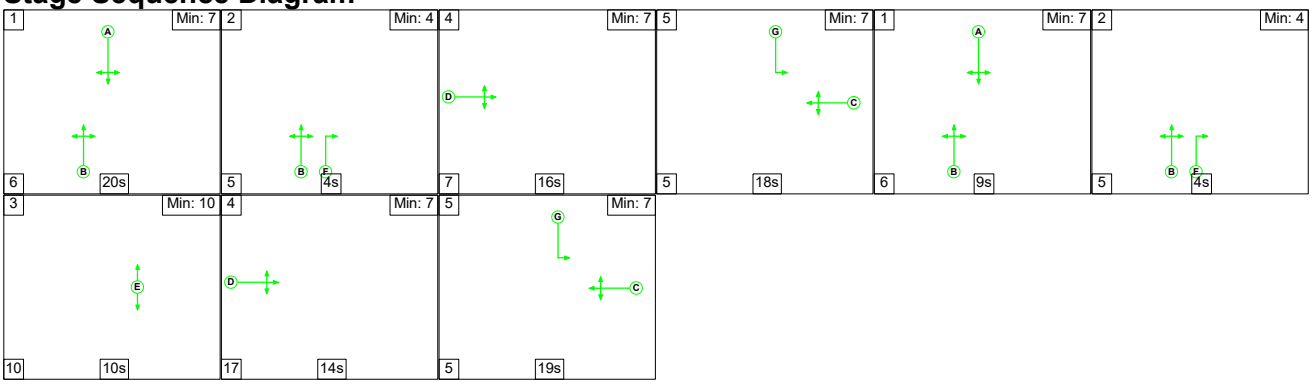
Total Delay for Signalled Lanes (pcuHr): 53.83
Total Delay Over All Lanes(pcuHr): 53.83

Cycle Time (s): 180

Full Input Data And Results

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

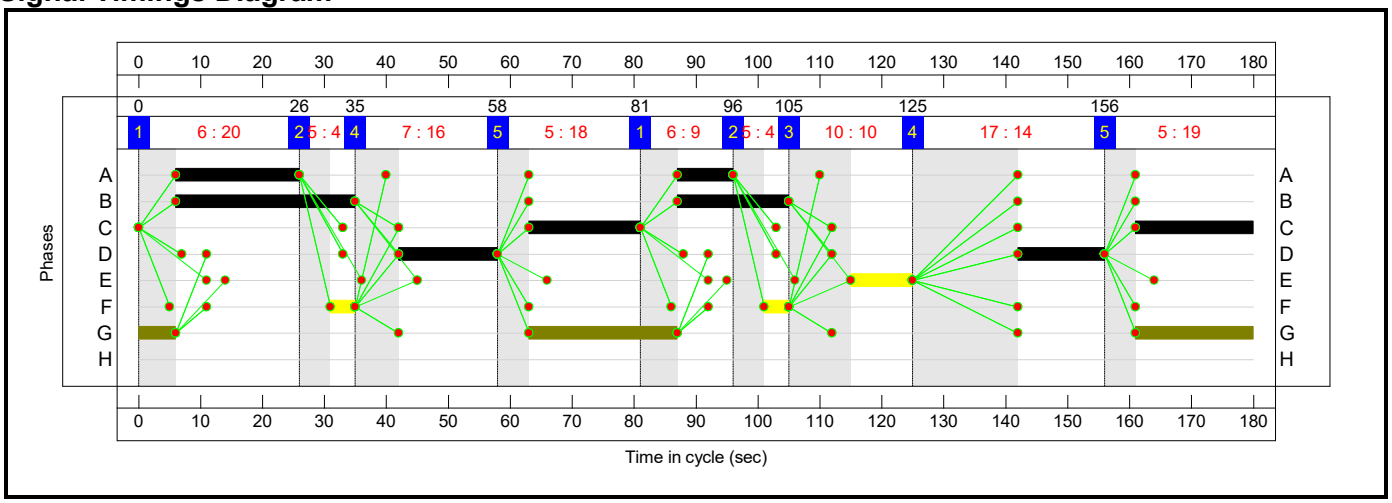
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	16	18	9	4	10	14	19
Change Point	0	26	35	58	81	96	105	125	156

Signal Timings Diagram



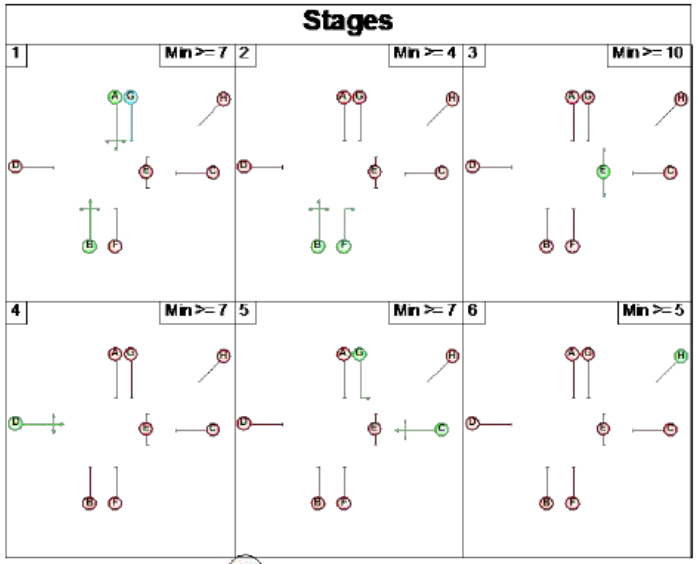
Full Input Data And Results

Network Layout Diagram

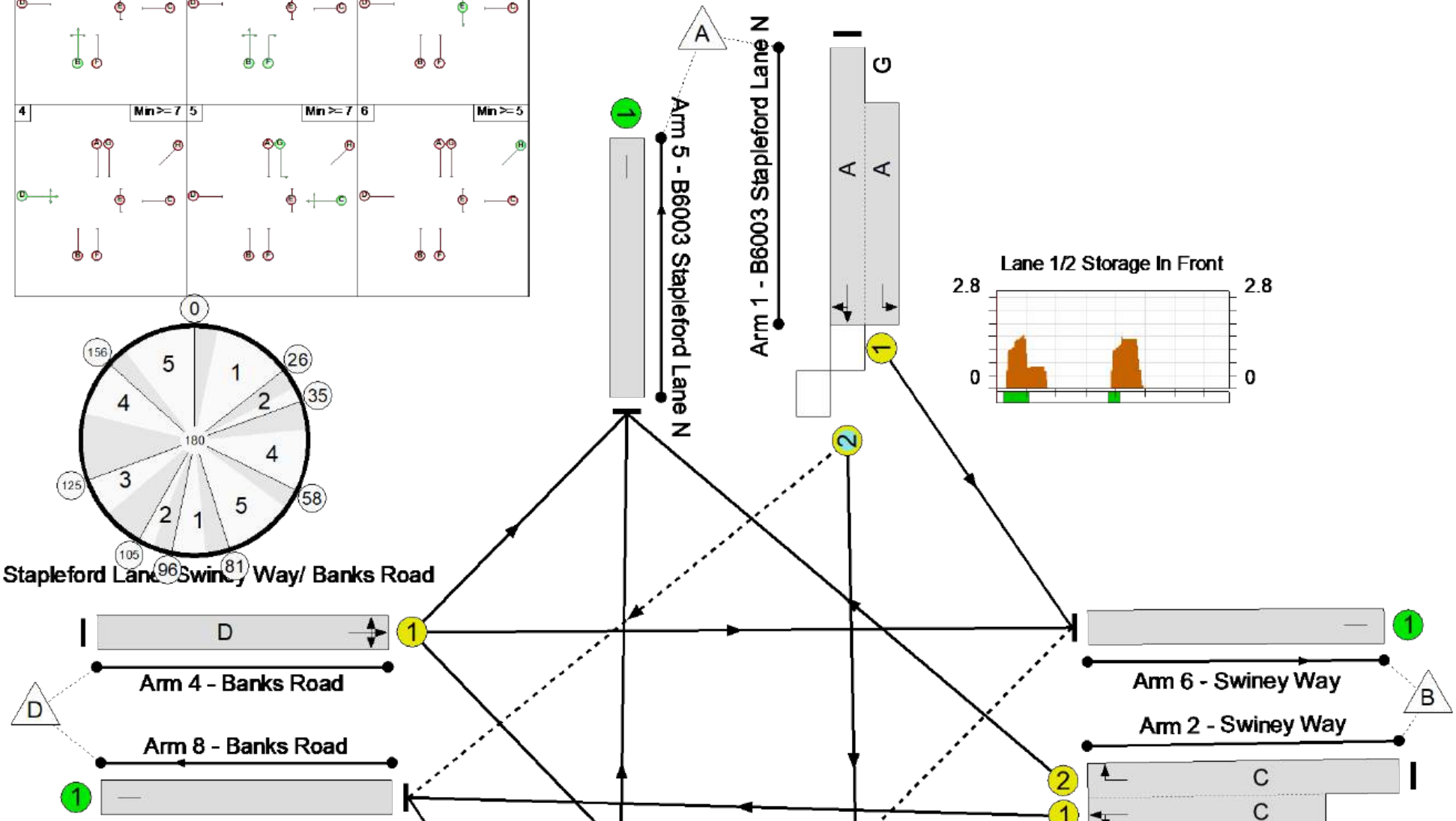
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -6.7 %

Total Traffic Delay: 45.3 pcuHr



C1 - Stapleford Lane / Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.0%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**96.0%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	941	2042:1641	323+729	89.4 : 89.4%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	519	1935:1807	418+123	96.0 : 96.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	503	1884:1868	466+60	95.7 : 95.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	312	1829	325	96.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	842	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	888	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**27**	**40**	**8**	**20.9**	**24.2**	**0.2**	**45.3**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**27**	**40**	**8**	**20.9**	**24.2**	**0.2**	**45.3**	**-**	**-**	**-**	**-**
1/2+1/1	941	941	14	0	4	7.5	3.9	0.1	11.5	44.0	19.2	3.9	23.1
2/2+2/1	519	519	-	-	-	5.1	7.2	-	12.3	85.6	11.4	7.2	18.6
3/1+3/2	503	503	13	40	5	4.7	6.9	0.1	11.7	83.6	14.6	6.9	21.5
4/1	312	312	-	-	-	3.6	6.1	-	9.7	112.4	8.5	6.1	14.6
5/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	402	402	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -6.7
PRC Over All Lanes (%): -6.7

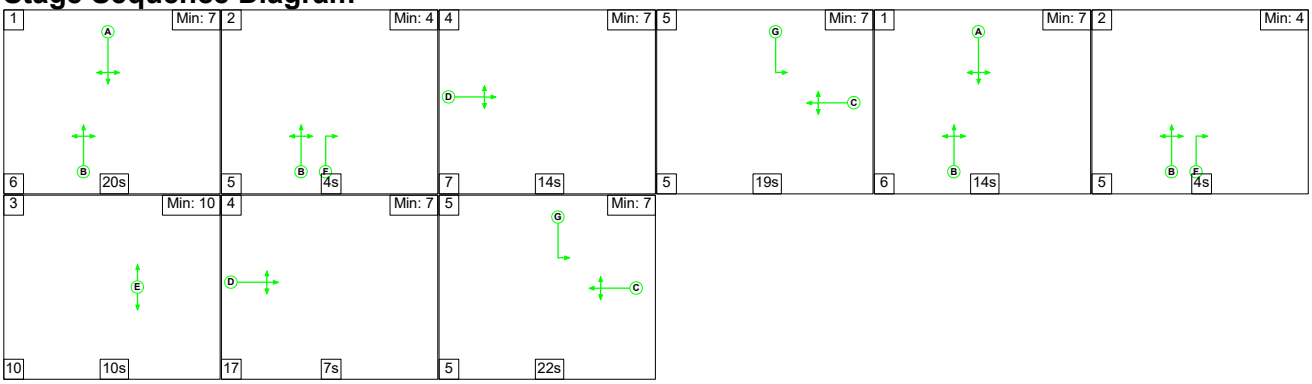
Total Delay for Signalled Lanes (pcuHr): 45.28
Total Delay Over All Lanes(pcuHr): 45.28

Cycle Time (s): 180

Full Input Data And Results

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

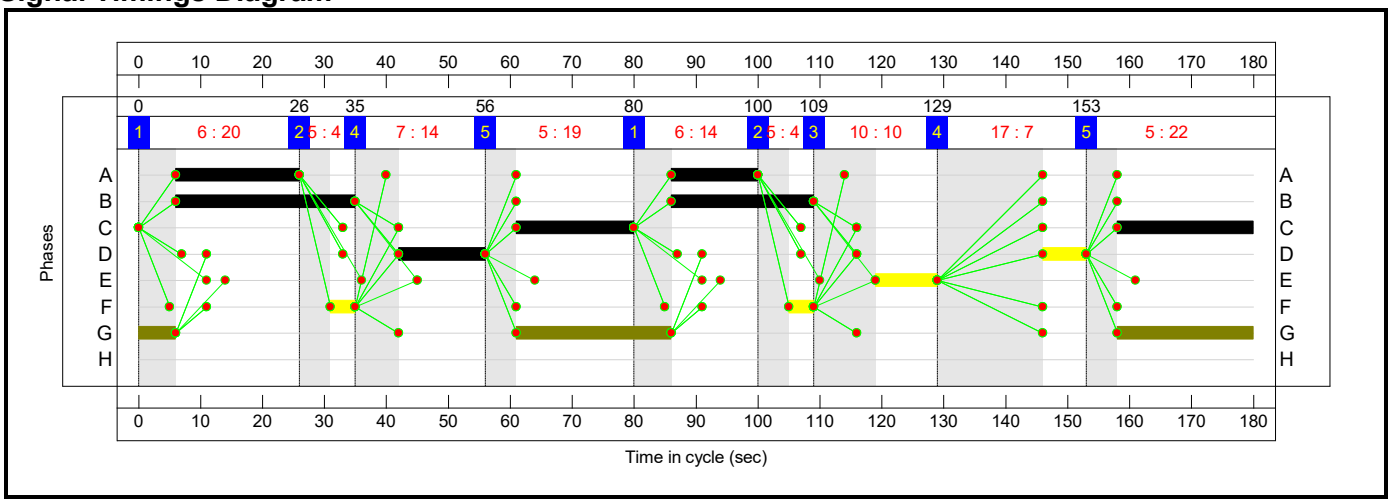
Stage Sequence Diagram



Stage Timings

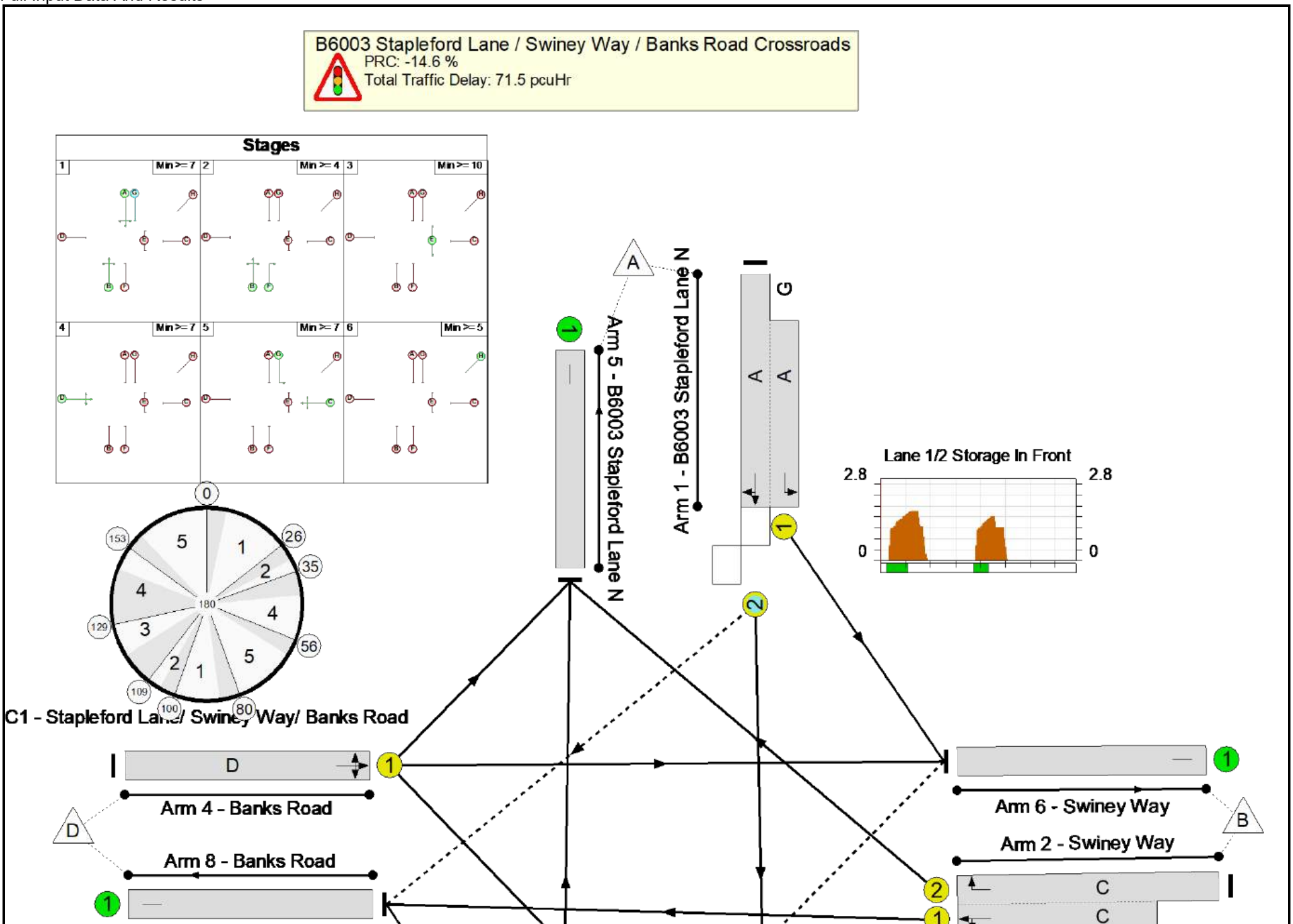
Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	14	19	14	4	10	7	22
Change Point	0	26	35	56	80	100	109	129	153

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -14.6 %
Total Traffic Delay: 71.5 pcuHr
Stages
1
Min >= 7
2
Min >= 4
3
Min >= 10
4
Min >= 7
5
Min >= 7
6
Min >= 5
A
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
G
A
A
Lane 1/2 Storage In Front
2.8
2.8
0
0
0
153
26
35
56
80
100
109
129
180
5
1
2
4
4
5
1
2
3
C1 - Stapleford Lane/ Swiney Way/ Banks Road
D
Arm 4 - Banks Road
D
Arm 8 - Banks Road
Arm 6 - Swiney Way
B
Arm 2 - Swiney Way
C
C

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.1%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.1%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:87	53	898	2044:1641	409+474	101.8 : 101.8%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	41	-	667	1935:1823	448+199	103.1 : 103.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	473	1871:1868	517+54	82.7 : 82.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	231	1813	232	99.7%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	855	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	639	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	545	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**33**	**4**	**23.3**	**48.0**	**0.1**	**71.5**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**33**	**4**	**23.3**	**48.0**	**0.1**	**71.5**	**-**	**-**	**-**	**-**
1/2+1/1	898	891	20	0	3	7.3	19.4	0.1	26.8	107.3	12.6	19.4	32.0
2/2+2/1	667	647	-	-	-	8.5	18.9	-	27.4	148.1	16.2	18.9	35.2
3/1+3/2	473	473	10	33	2	4.0	2.3	0.1	6.3	48.1	12.8	2.3	15.1
4/1	231	231	-	-	-	3.5	7.4	-	10.9	170.6	7.5	7.4	14.9
5/1	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -14.6
PRC Over All Lanes (%): -14.6

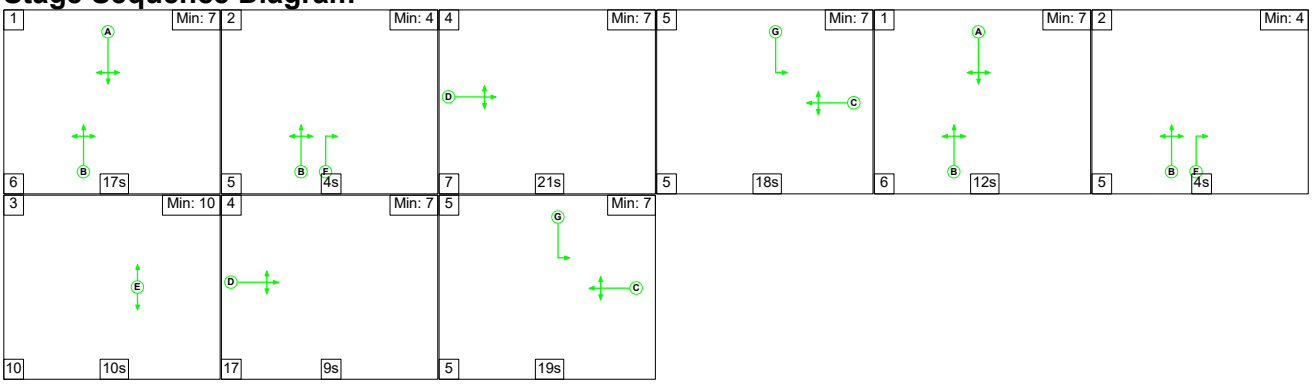
Total Delay for Signalled Lanes (pcuHr): 71.46
Total Delay Over All Lanes(pcuHr): 71.46

Cycle Time (s): 180

Full Input Data And Results

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Development AM', Plan 1: 'Peds alt')

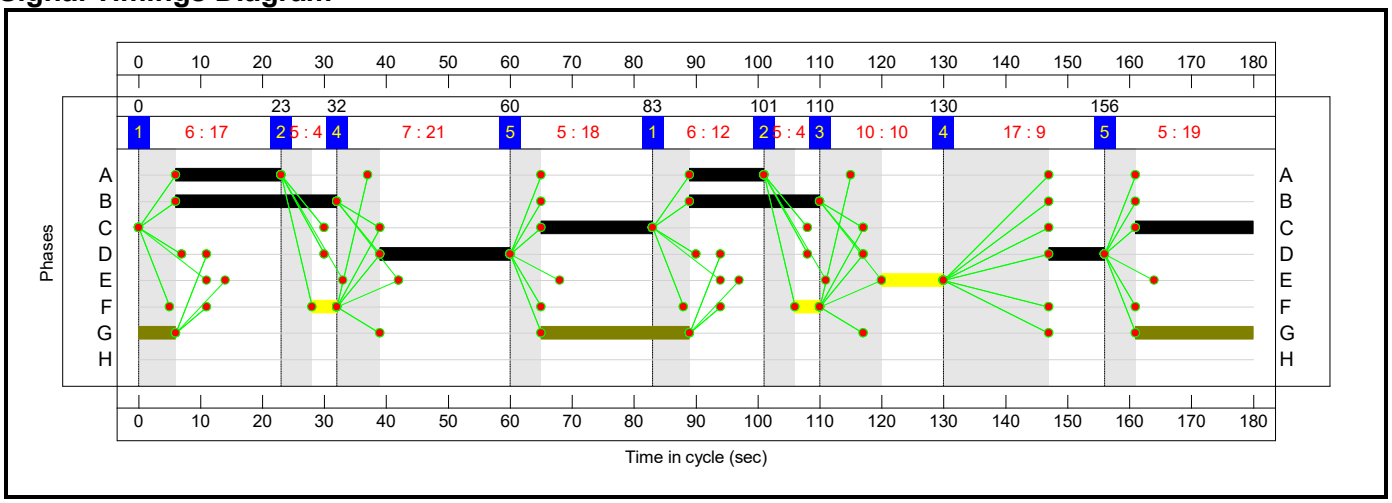
Stage Sequence Diagram



Stage Timings

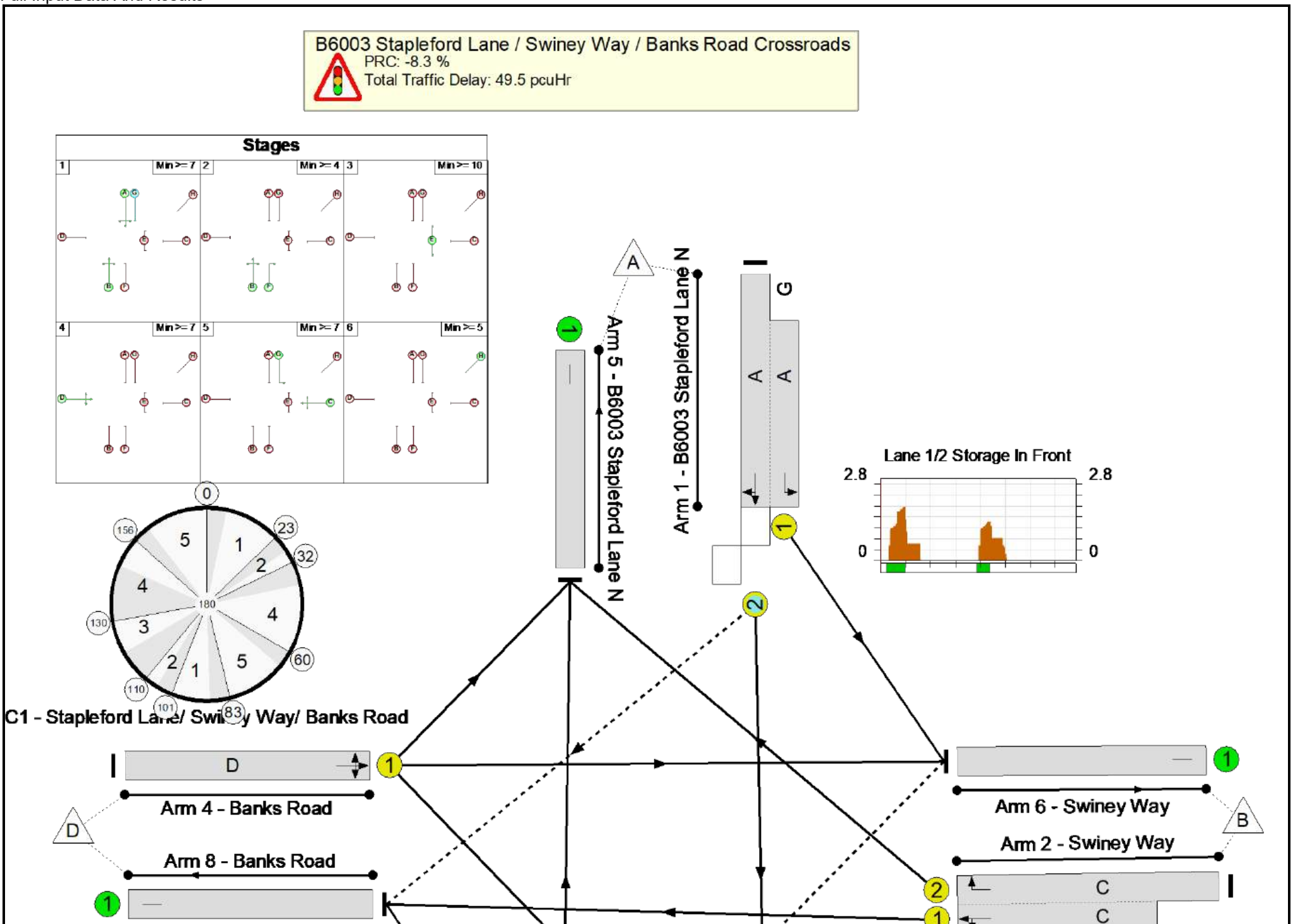
Stage	1	2	4	5	1	2	3	4	5
Duration	17	4	21	18	12	4	10	9	19
Change Point	0	23	32	60	83	101	110	130	156

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -8.3 %
Total Traffic Delay: 49.5 pcuHr
Stages
Min >= 7
Min >= 4
Min >= 10
Min >= 7
Min >= 7
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/ Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.4%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.4%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	990	2043:1641	350+729	88.3 : 93.4%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	525	1935:1807	418+121	97.4 : 97.4%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	507	1884:1868	466+59	96.5 : 96.5%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	312	1829	325	96.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	422	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**8**	**52**	**15**	**22.2**	**27.2**	**0.2**	**49.5**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**8**	**52**	**15**	**22.2**	**27.2**	**0.2**	**49.5**	**-**	**-**	**-**	**-**
1/2+1/1	990	990	8	0	10	7.8	5.0	0.1	12.9	46.8	18.9	5.0	23.9
2/2+2/1	525	525	-	-	-	5.1	8.5	-	13.7	93.7	11.3	8.5	19.8
3/1+3/2	507	507	0	52	5	4.6	7.6	0.1	12.3	87.1	13.7	7.6	21.3
4/1	312	312	-	-	-	4.6	6.1	-	10.7	124.0	10.3	6.1	16.5
5/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	917	917	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -8.3
PRC Over All Lanes (%): -8.3

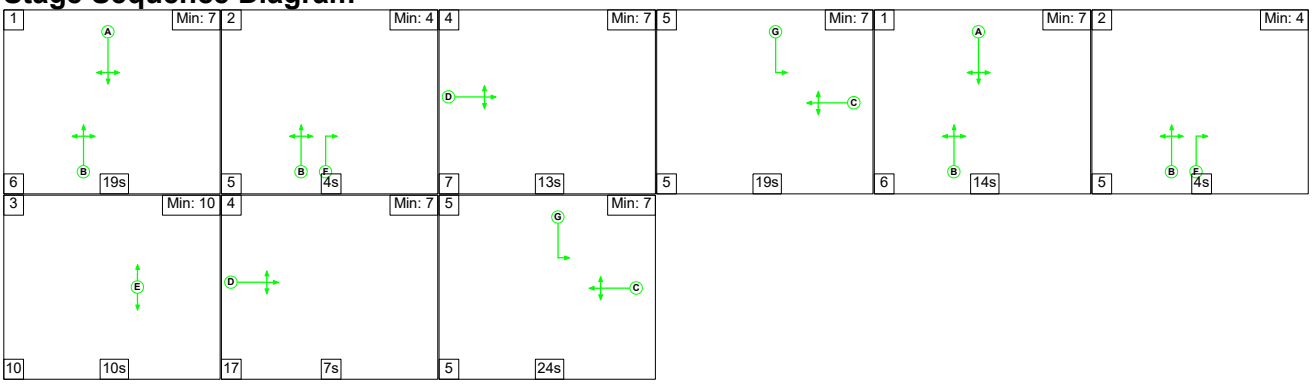
Total Delay for Signalled Lanes (pcuHr): 49.55
Total Delay Over All Lanes(pcuHr): 49.55

Cycle Time (s): 180

Full Input Data And Results

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'Peds alt')

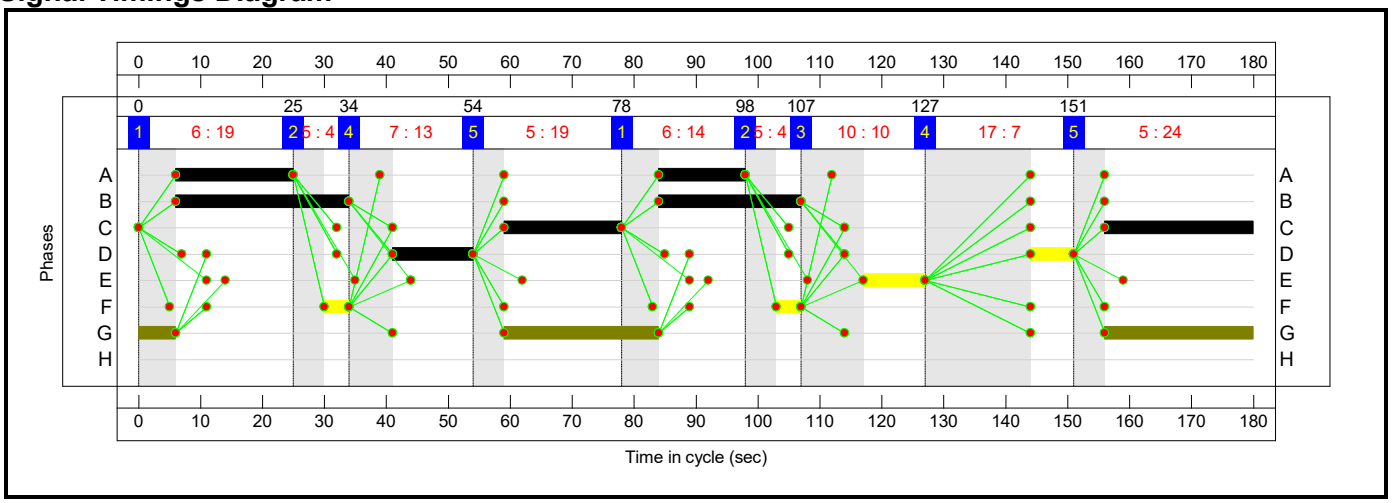
Stage Sequence Diagram



Stage Timings

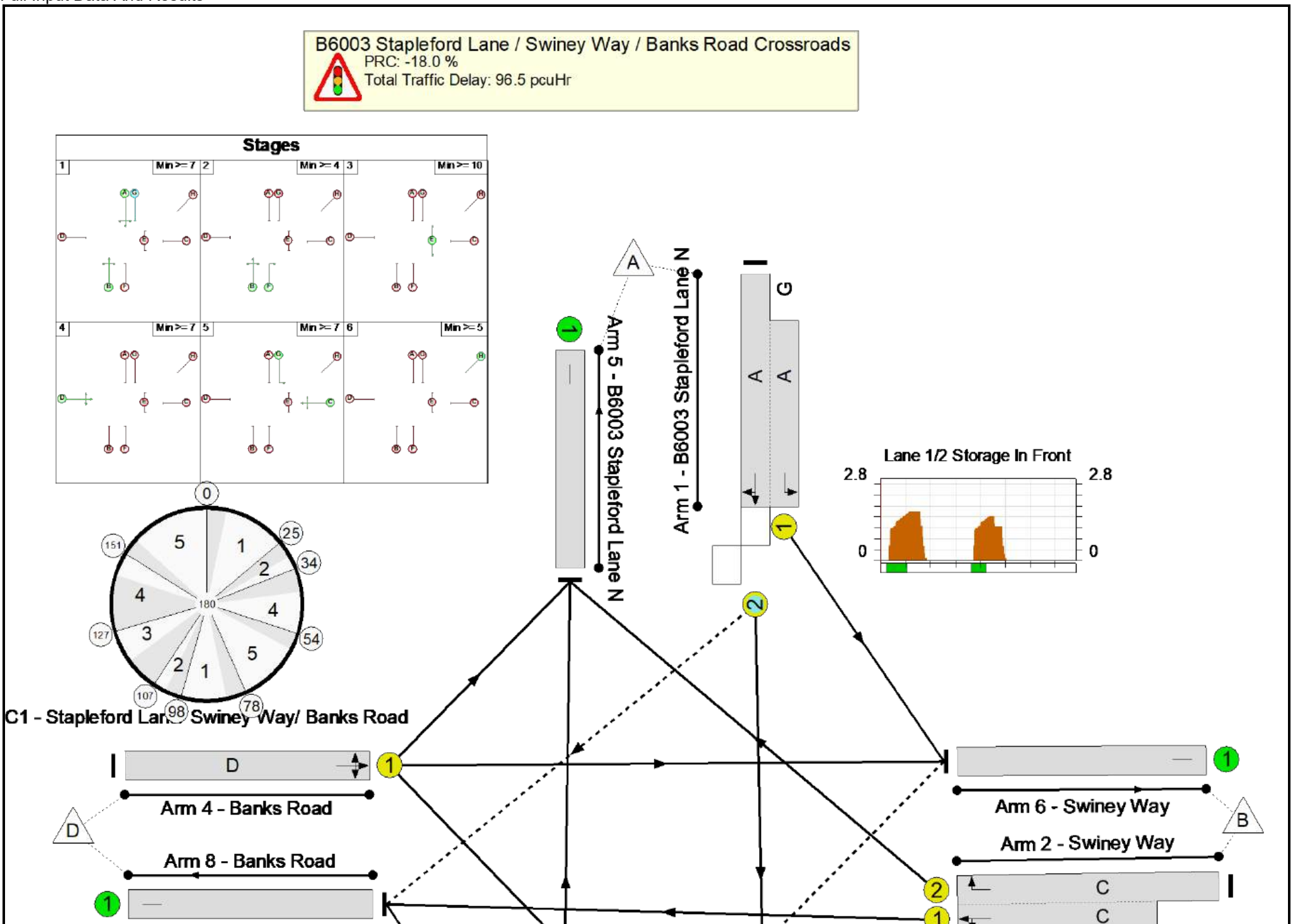
Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	13	19	14	4	10	7	24
Change Point	0	25	34	54	78	98	107	127	151

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -18.0 %
Total Traffic Delay: 96.5 pcuHr
Stages
Min >= 7
Min >= 4
Min >= 10
Min >= 7
Min >= 7
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane / Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.2%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.2%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	33:88	55	913	2044:1641	397+462	106.2 : 106.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	43	-	689	1935:1823	463+196	104.5 : 104.5%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	51	8	488	1872:1868	509+52	87.0 : 87.0%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	231	1813	222	104.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	892	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**29**	**33**	**5**	**27.2**	**69.2**	**0.1**	**96.5**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**29**	**33**	**5**	**27.2**	**69.2**	**0.1**	**96.5**	**-**	**-**	**-**	**-**
1/2+1/1	913	888	19	0	3	9.1	33.4	0.1	42.6	167.9	13.8	33.4	47.2
2/2+2/1	689	659	-	-	-	9.4	22.4	-	31.9	166.6	18.3	22.4	40.8
3/1+3/2	488	488	10	33	2	4.3	3.1	0.1	7.4	54.5	13.7	3.1	16.8
4/1	231	222	-	-	-	4.3	10.3	-	14.7	228.4	8.0	10.3	18.3
5/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	223	223	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -18.0
PRC Over All Lanes (%): -18.0

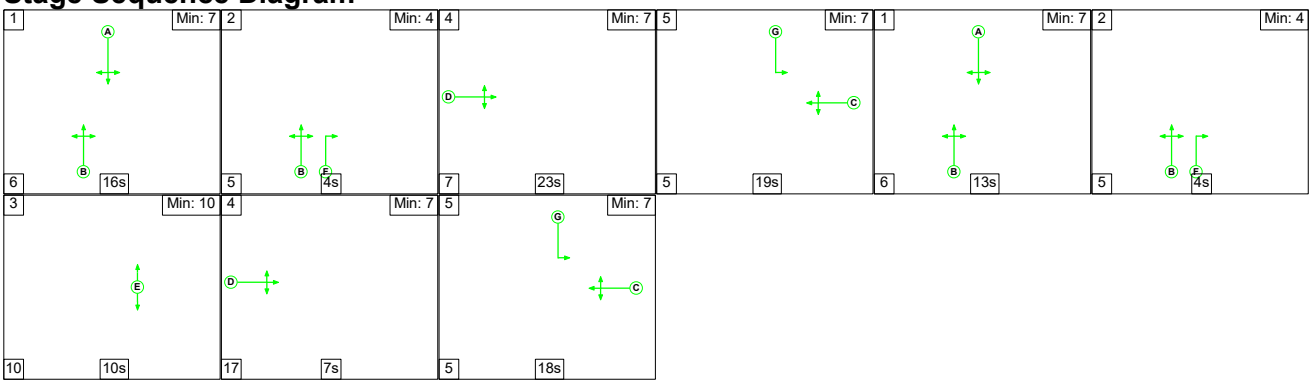
Total Delay for Signalled Lanes (pcuHr): 96.53
Total Delay Over All Lanes(pcuHr): 96.53

Cycle Time (s): 180

Full Input Data And Results

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'Peds alt')

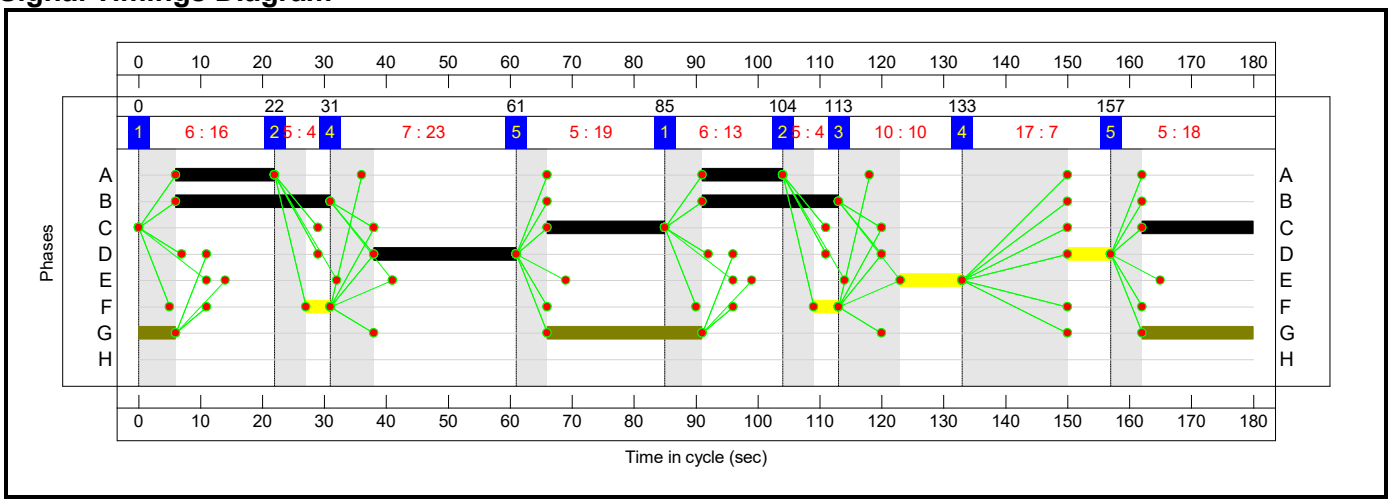
Stage Sequence Diagram



Stage Timings

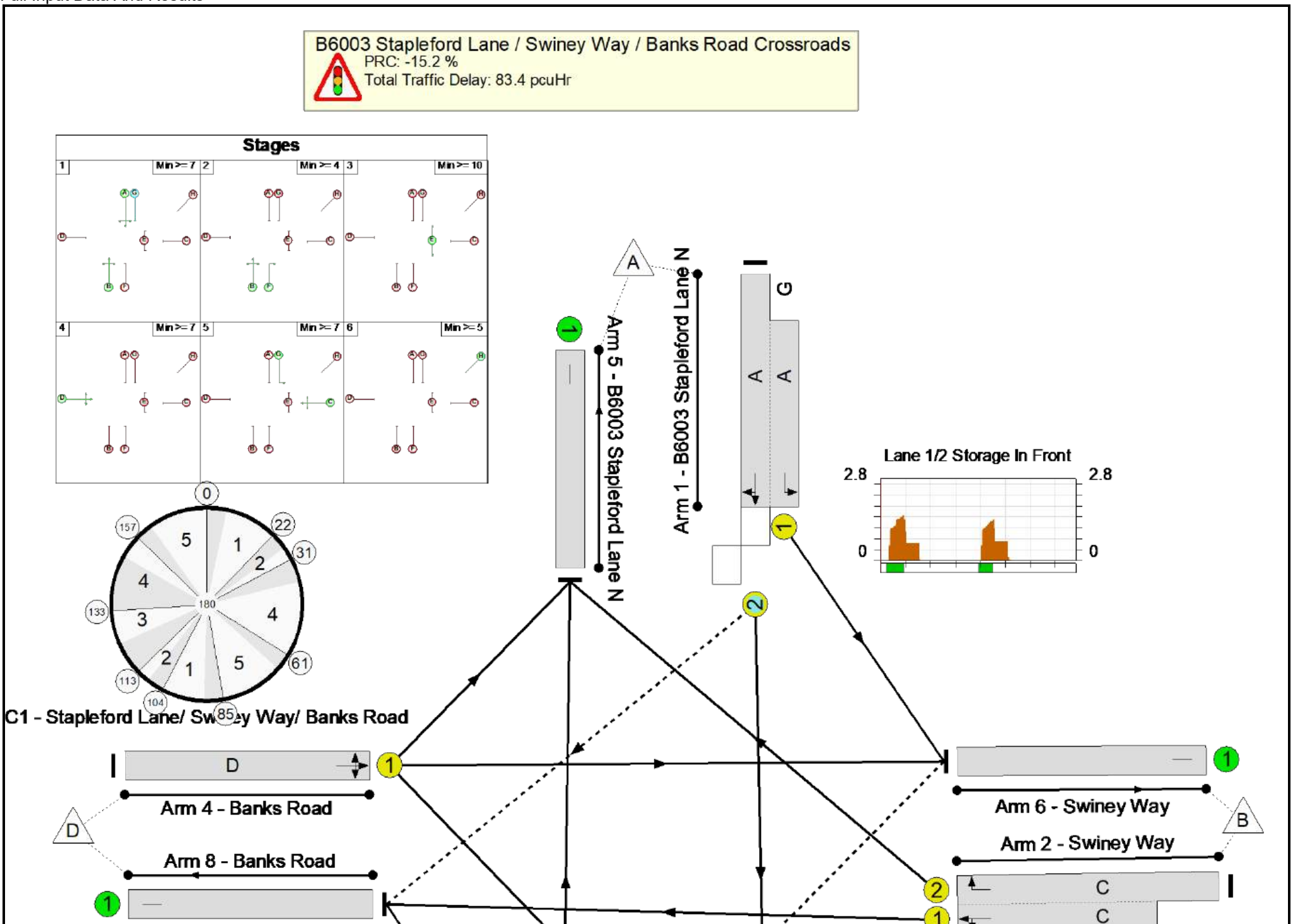
Stage	1	2	4	5	1	2	3	4	5
Duration	16	4	23	19	13	4	10	7	18
Change Point	0	22	31	61	85	104	113	133	157

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -15.2 %
Total Traffic Delay: 83.4 pcuHr
Stages
1
Min >= 7
2
Min >= 4
3
Min >= 10
4
Min >= 7
5
Min >= 7
6
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/ Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.7%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**103.7%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1016	2043:1641	345+729	90.6 : 96.5%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	561	1935:1808	418+123	103.7 : 103.7%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	544	1884:1868	466+60	103.5 : 103.5%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	909	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	959	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	434	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**53**	**25**	**29.0**	**54.3**	**0.2**	**83.4**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**53**	**25**	**29.0**	**54.3**	**0.2**	**83.4**	**-**	**-**	**-**	**-**
1/2+1/1	1016	1016	1	0	18	8.2	7.1	0.1	15.4	54.4	19.2	7.1	26.2
2/2+2/1	561	541	-	-	-	7.6	17.8	-	25.4	162.8	13.7	17.8	31.5
3/1+3/2	544	526	0	53	7	6.7	17.1	0.1	23.9	158.2	15.9	17.1	33.0
4/1	336	325	-	-	-	6.5	12.3	-	18.8	201.0	13.3	12.3	25.5
5/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	951	951	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	150	150	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -15.2
PRC Over All Lanes (%): -15.2

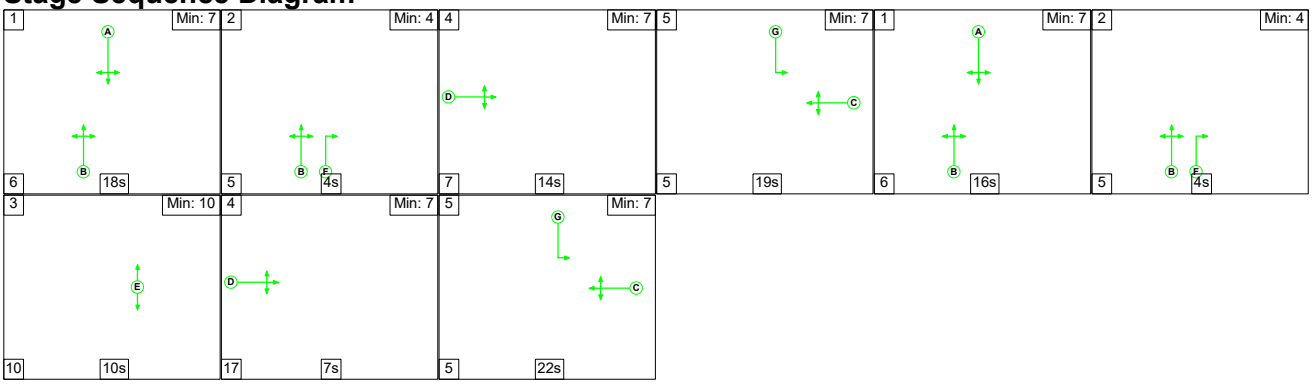
Total Delay for Signalled Lanes (pcuHr): 83.41
Total Delay Over All Lanes(pcuHr): 83.41

Cycle Time (s): 180

Full Input Data And Results

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'Peds alt')

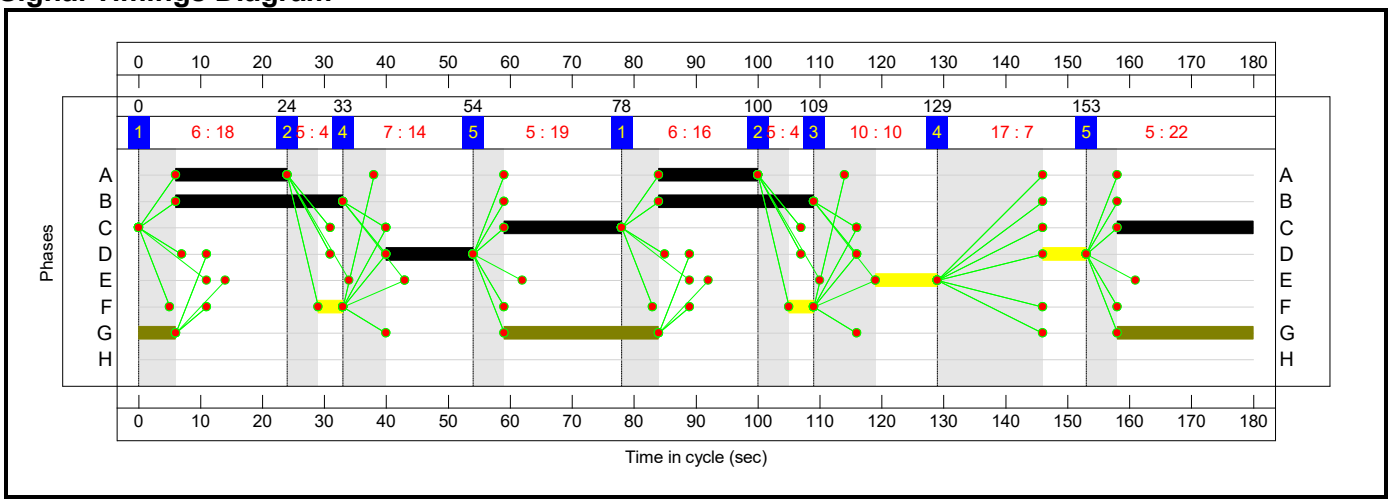
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	18	4	14	19	16	4	10	7	22
Change Point	0	24	33	54	78	100	109	129	153

Signal Timings Diagram



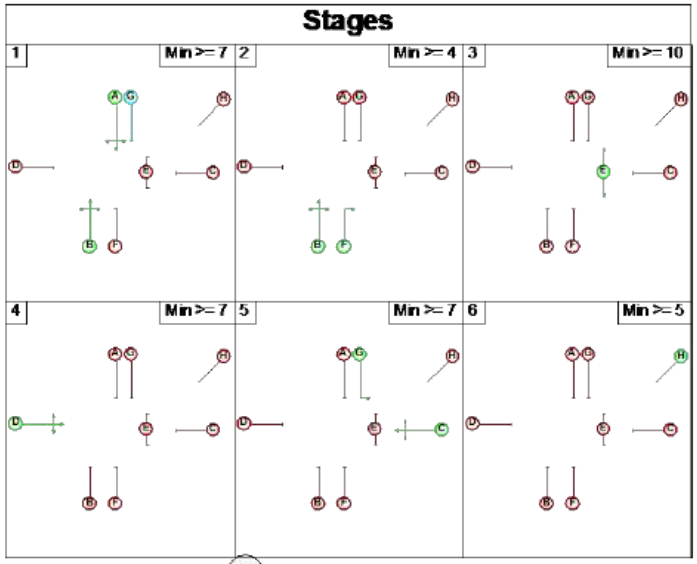
Full Input Data And Results

Network Layout Diagram

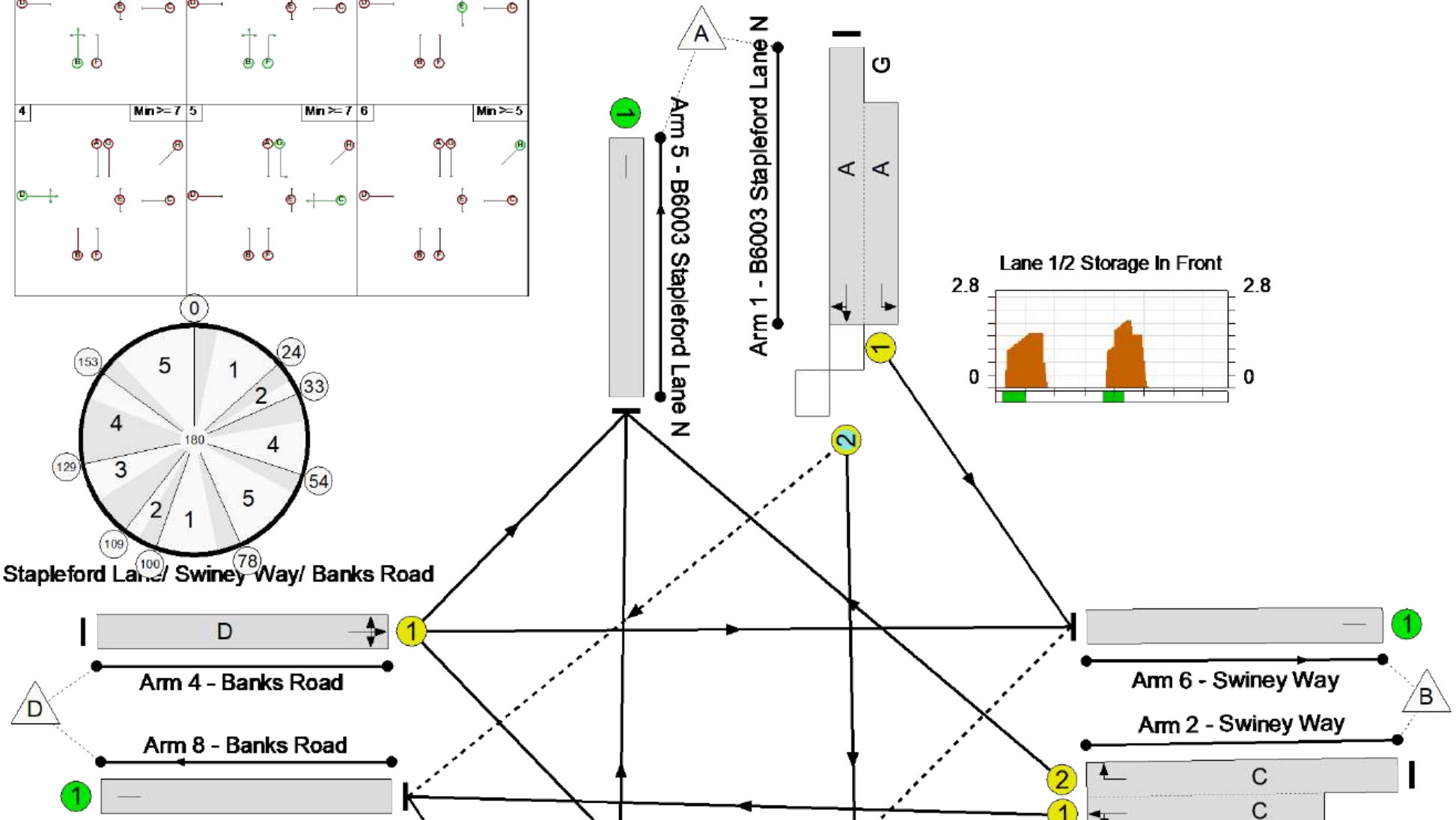
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -24.5 %

Total Traffic Delay: 148.7 pcuHr



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**112.1%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**112.1%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:87	53	975	2044:1641	409+473	110.6 : 110.6%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	41	-	724	1935:1822	448+198	112.1 : 112.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	513	1871:1868	517+55	89.7 : 89.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	21	-	251	1813	232	108.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	928	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	694	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**22**	**32**	**17**	**36.1**	**112.4**	**0.1**	**148.7**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**22**	**32**	**17**	**36.1**	**112.4**	**0.1**	**148.7**	**-**	**-**	**-**	**-**
1/2+1/1	975	932	9	0	14	11.4	51.3	0.1	62.8	232.1	15.2	51.3	66.6
2/2+2/1	724	646	-	-	-	14.6	43.1	-	57.7	287.1	23.1	43.1	66.2
3/1+3/2	513	513	13	32	4	4.4	3.9	0.0	8.3	58.5	14.4	3.9	18.3
4/1	251	232	-	-	-	5.7	14.1	-	19.8	284.0	9.5	14.1	23.6
5/1	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -24.5
PRC Over All Lanes (%): -24.5

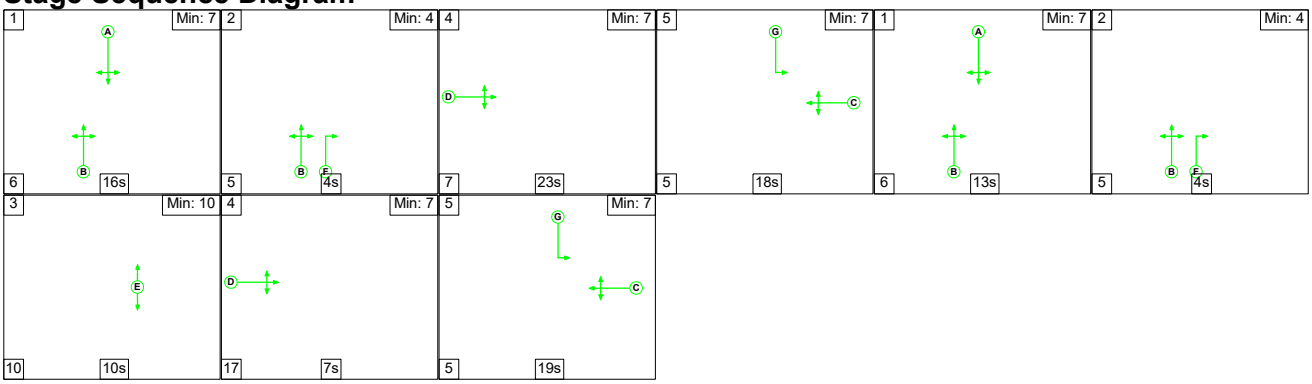
Total Delay for Signalled Lanes (pcuHr): 148.73
Total Delay Over All Lanes(pcuHr): 148.73

Cycle Time (s): 180

Full Input Data And Results

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'Peds alt')

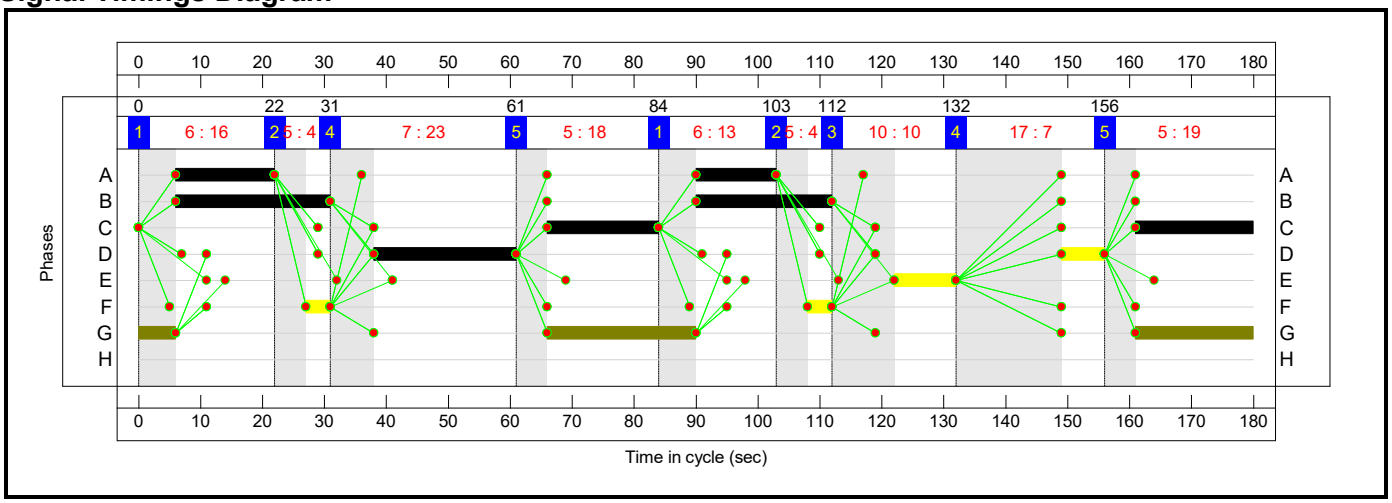
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	16	4	23	18	13	4	10	7	19
Change Point	0	22	31	61	84	103	112	132	156

Signal Timings Diagram



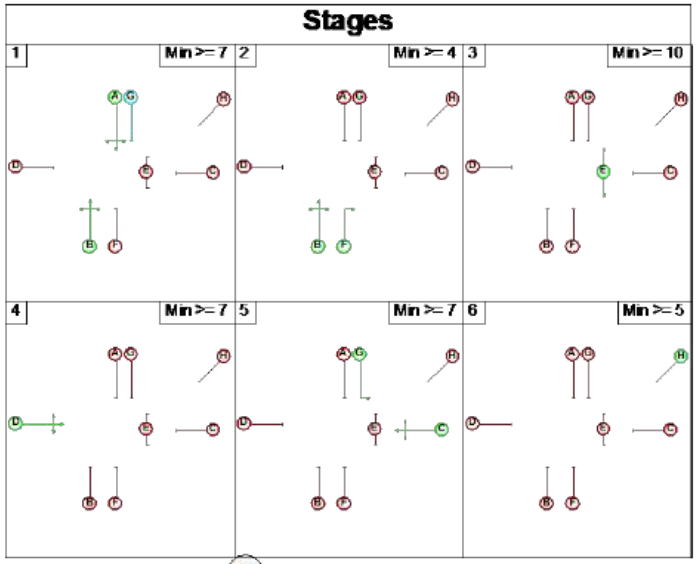
Full Input Data And Results

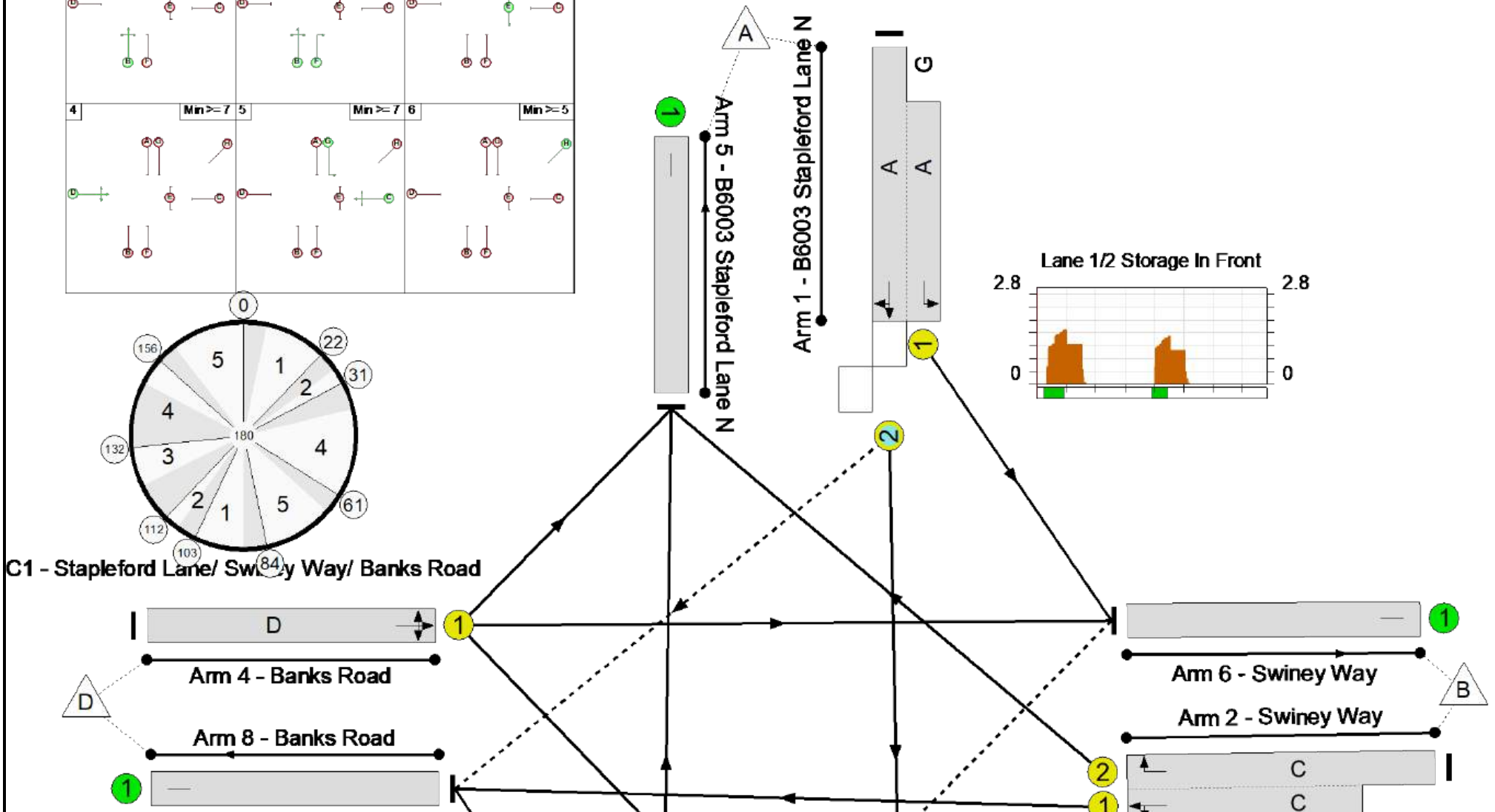
Network Layout Diagram

B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -16.8 %

Total Traffic Delay: 97.9 pcuHr





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.1%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**105.1%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1065	2043:1641	352+729	94.1 : 100.6%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	567	1935:1808	418+122	105.1 : 105.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	548	1884:1868	466+59	104.3 : 104.3%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	919	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	989	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	453	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**31.1**	**66.6**	**0.2**	**97.9**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**31.1**	**66.6**	**0.2**	**97.9**	**-**	**-**	**-**	**-**
1/2+1/1	1065	1060	1	0	18	9.4	15.1	0.1	24.6	83.1	20.4	15.1	35.5
2/2+2/1	567	539	-	-	-	8.1	20.6	-	28.7	182.5	14.6	20.6	35.2
3/1+3/2	548	525	0	52	7	7.1	18.6	0.1	25.8	169.8	16.3	18.6	34.9
4/1	336	325	-	-	-	6.5	12.3	-	18.7	200.8	13.3	12.3	25.5
5/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	976	976	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -16.8
PRC Over All Lanes (%): -16.8

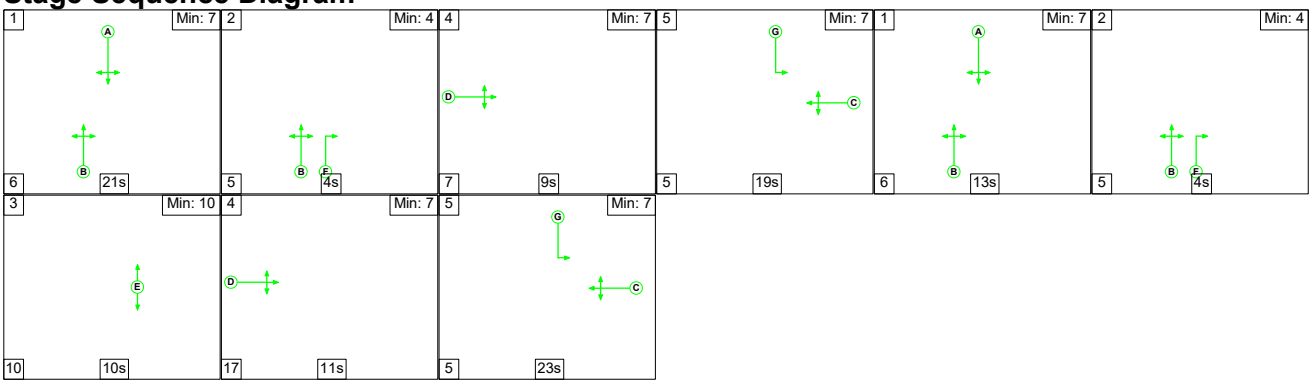
Total Delay for Signalled Lanes (pcuHr): 97.93
Total Delay Over All Lanes(pcuHr): 97.93

Cycle Time (s): 180

Full Input Data And Results

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'Peds alt')

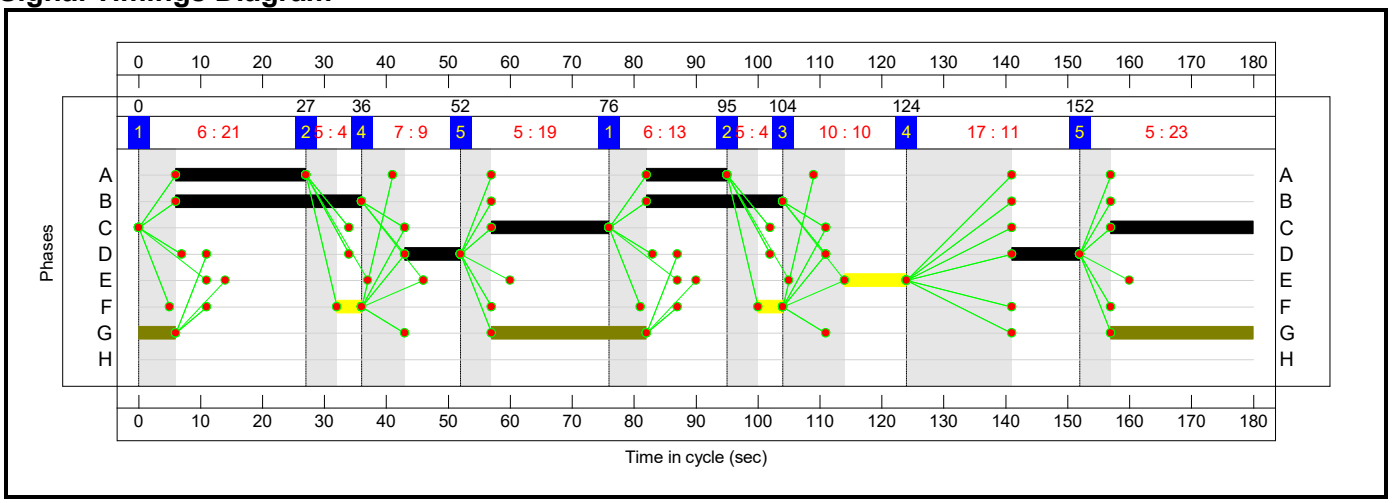
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	9	19	13	4	10	11	23
Change Point	0	27	36	52	76	95	104	124	152

Signal Timings Diagram



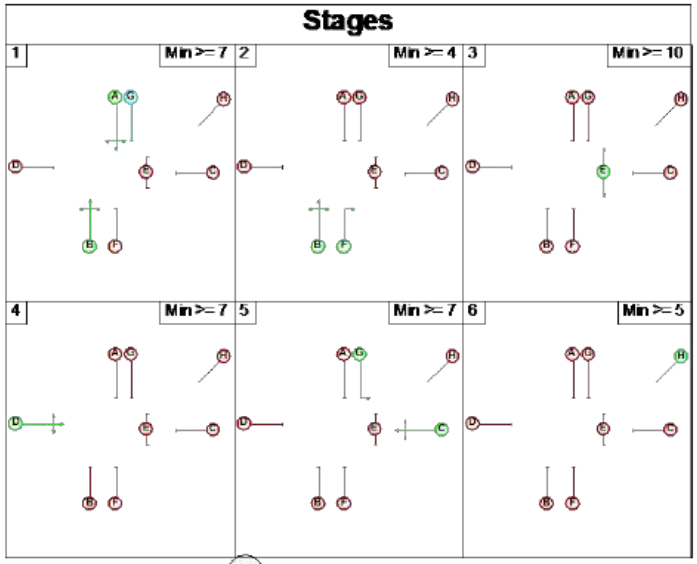
Full Input Data And Results

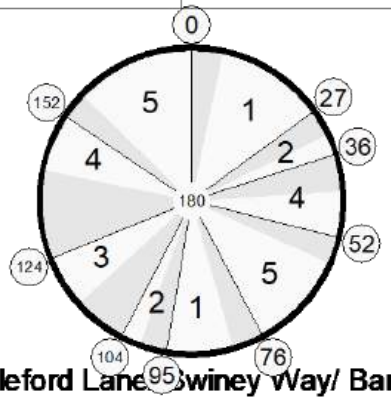
Network Layout Diagram

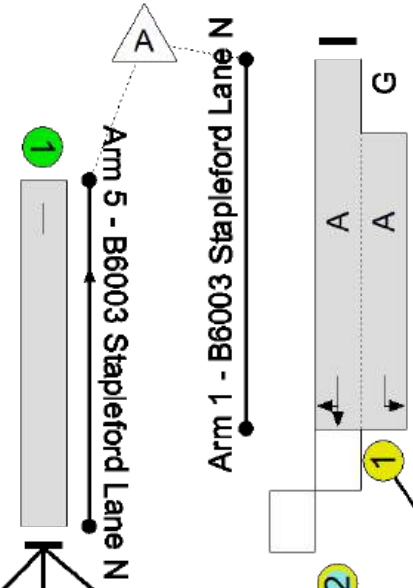
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

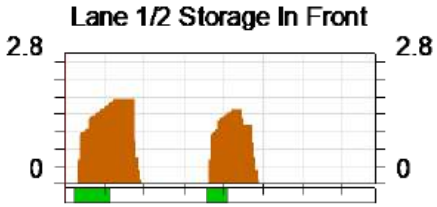
PRC: -27.7 %

Total Traffic Delay: 172.8 pcuHr

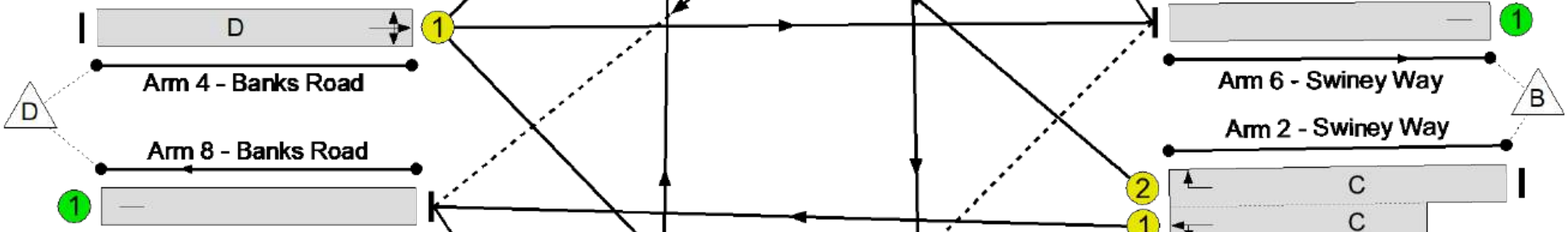








C1 - Stapleford Lane/Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.0%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**115.0%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:88	54	990	2044:1641	409+475	112.0 : 112.0%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	42	-	746	1935:1822	456+193	115.0 : 115.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	528	1872:1868	518+53	92.4 : 92.4%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	251	1813	222	113.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	965	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	703	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**17**	**36**	**19**	**40.0**	**132.7**	**0.2**	**172.8**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**17**	**36**	**19**	**40.0**	**132.7**	**0.2**	**172.8**	**-**	**-**	**-**	**-**
1/2+1/1	990	941	7	0	15	12.7	57.5	0.1	70.3	255.6	17.4	57.5	74.9
2/2+2/1	746	649	-	-	-	16.7	52.1	-	68.8	332.0	26.2	52.1	78.3
3/1+3/2	528	528	10	36	4	4.8	4.9	0.1	9.8	67.0	16.0	4.9	21.0
4/1	251	222	-	-	-	5.7	18.2	-	23.9	342.9	9.9	18.2	28.1
5/1	891	891	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	229	229	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -27.7
PRC Over All Lanes (%): -27.7

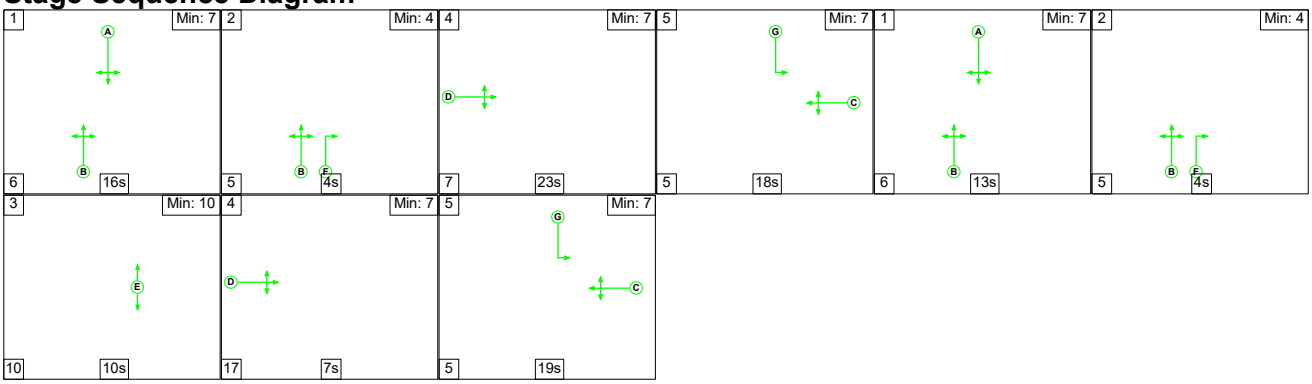
Total Delay for Signalled Lanes (pcuHr): 172.81
Total Delay Over All Lanes(pcuHr): 172.81

Cycle Time (s): 180

Full Input Data And Results

Scenario 11: '2028 Base + Sensitivity AM' (FG11: '2028 Base + Sensitivity AM', Plan 1: 'Peds alt')

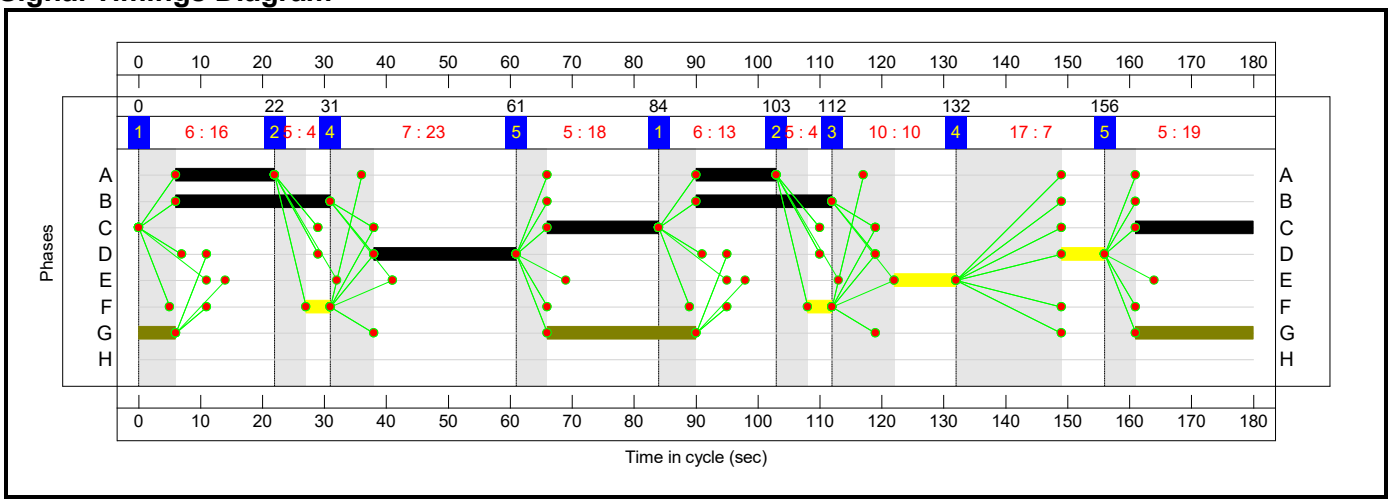
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	16	4	23	18	13	4	10	7	19
Change Point	0	22	31	61	84	103	112	132	156

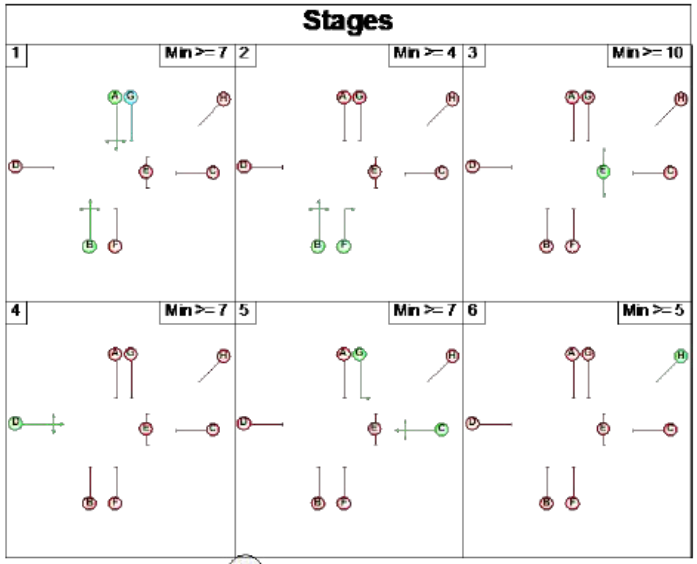
Signal Timings Diagram



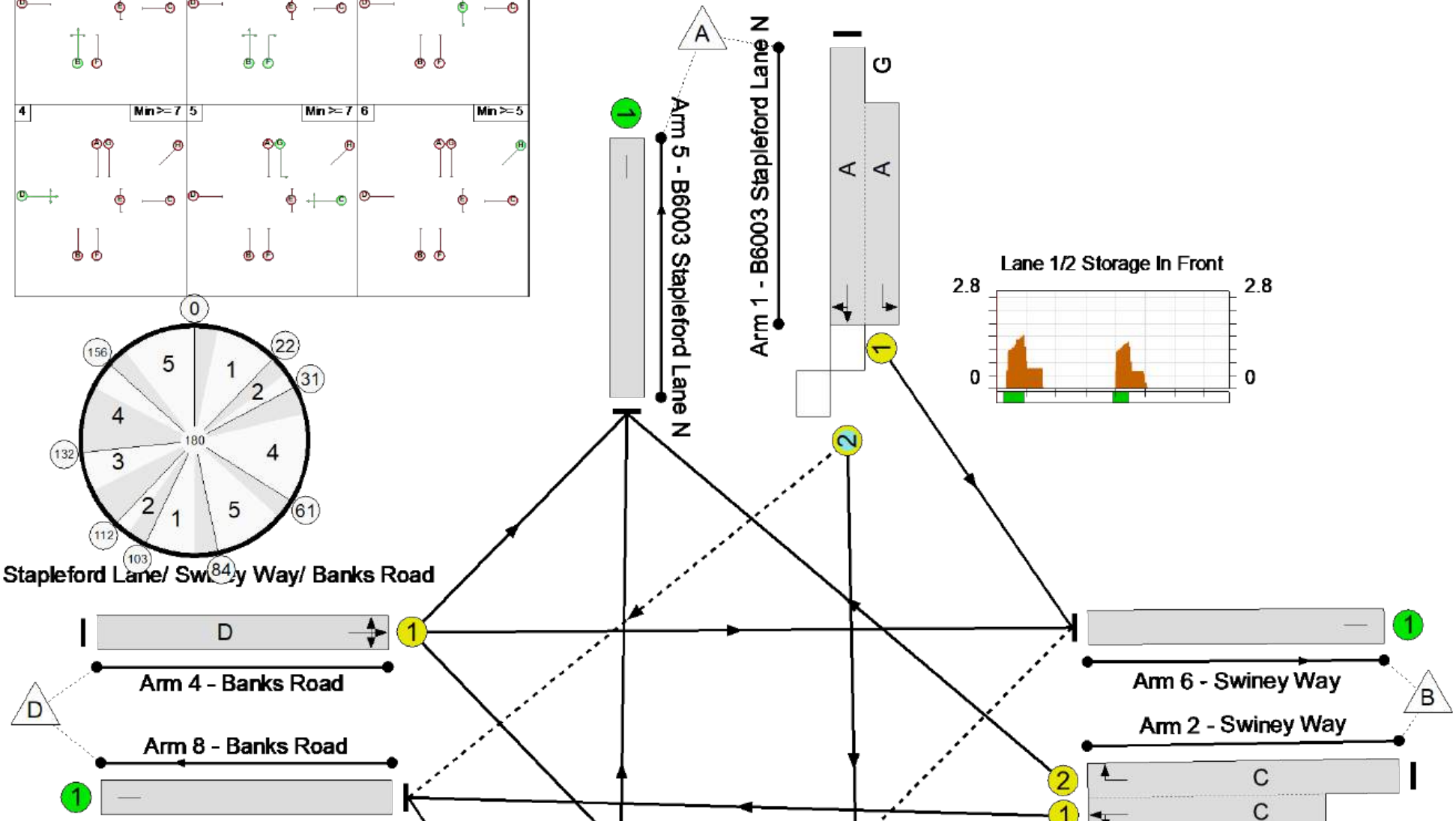
Full Input Data And Results

Network Layout Diagram

B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -7.7 %
Total Traffic Delay: 48.1 pcuHr



C1 - Stapleford Lane/ Swiney Way/ Banks Road



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.0%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**97.0%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	974	2043:1641	350+729	86.2 : 92.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	523	1935:1807	418+122	97.0 : 97.0%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	506	1884:1868	466+59	96.3 : 96.3%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	312	1829	325	96.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	849	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	908	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	415	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**9**	**52**	**14**	**22.1**	**25.9**	**0.2**	**48.1**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**9**	**52**	**14**	**22.1**	**25.9**	**0.2**	**48.1**	**-**	**-**	**-**	**-**
1/2+1/1	974	974	9	0	9	7.5	4.3	0.1	11.9	43.9	17.9	4.3	22.2
2/2+2/1	523	523	-	-	-	5.0	8.1	-	13.1	90.0	11.0	8.1	19.0
3/1+3/2	506	506	0	52	5	4.5	7.4	0.1	12.0	85.7	13.3	7.4	20.7
4/1	312	312	-	-	-	5.0	6.1	-	11.1	128.3	11.4	6.1	17.5
5/1	849	849	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	415	415	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -7.7
PRC Over All Lanes (%): -7.7

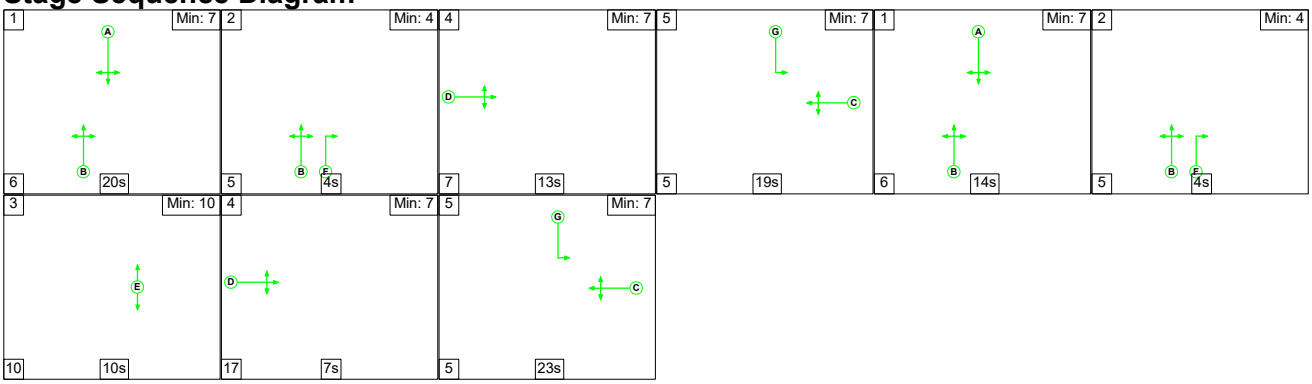
Total Delay for Signalled Lanes (pcuHr): 48.12
Total Delay Over All Lanes(pcuHr): 48.12

Cycle Time (s): 180

Full Input Data And Results

Scenario 12: '2028 Base + Sensitivity PM' (FG12: '2028 Base + Sensitivity PM', Plan 1: 'Peds alt')

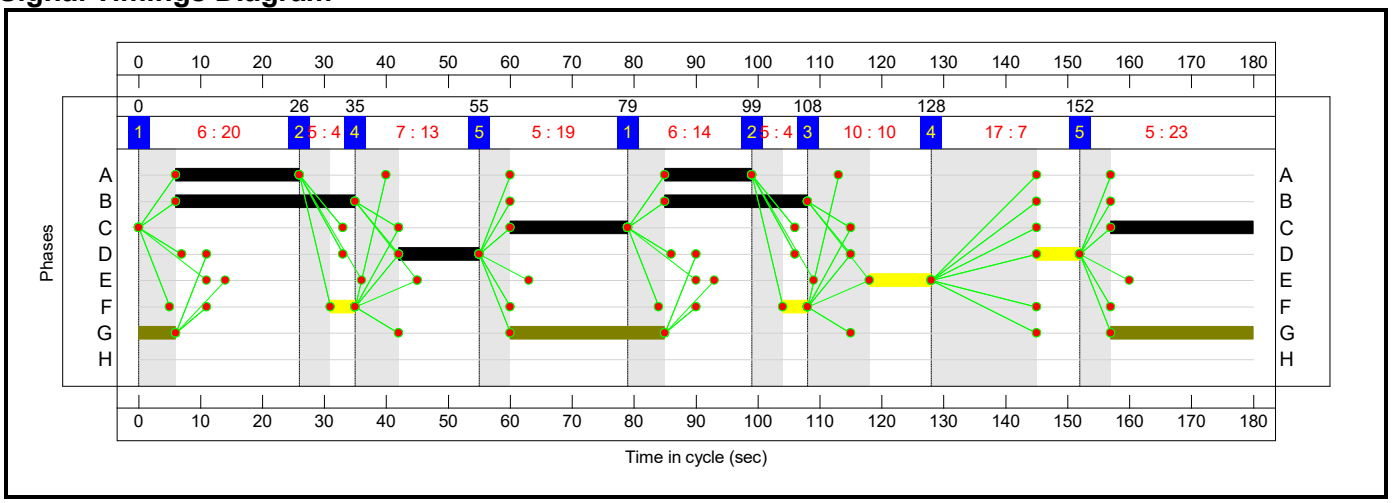
Stage Sequence Diagram



Stage Timings

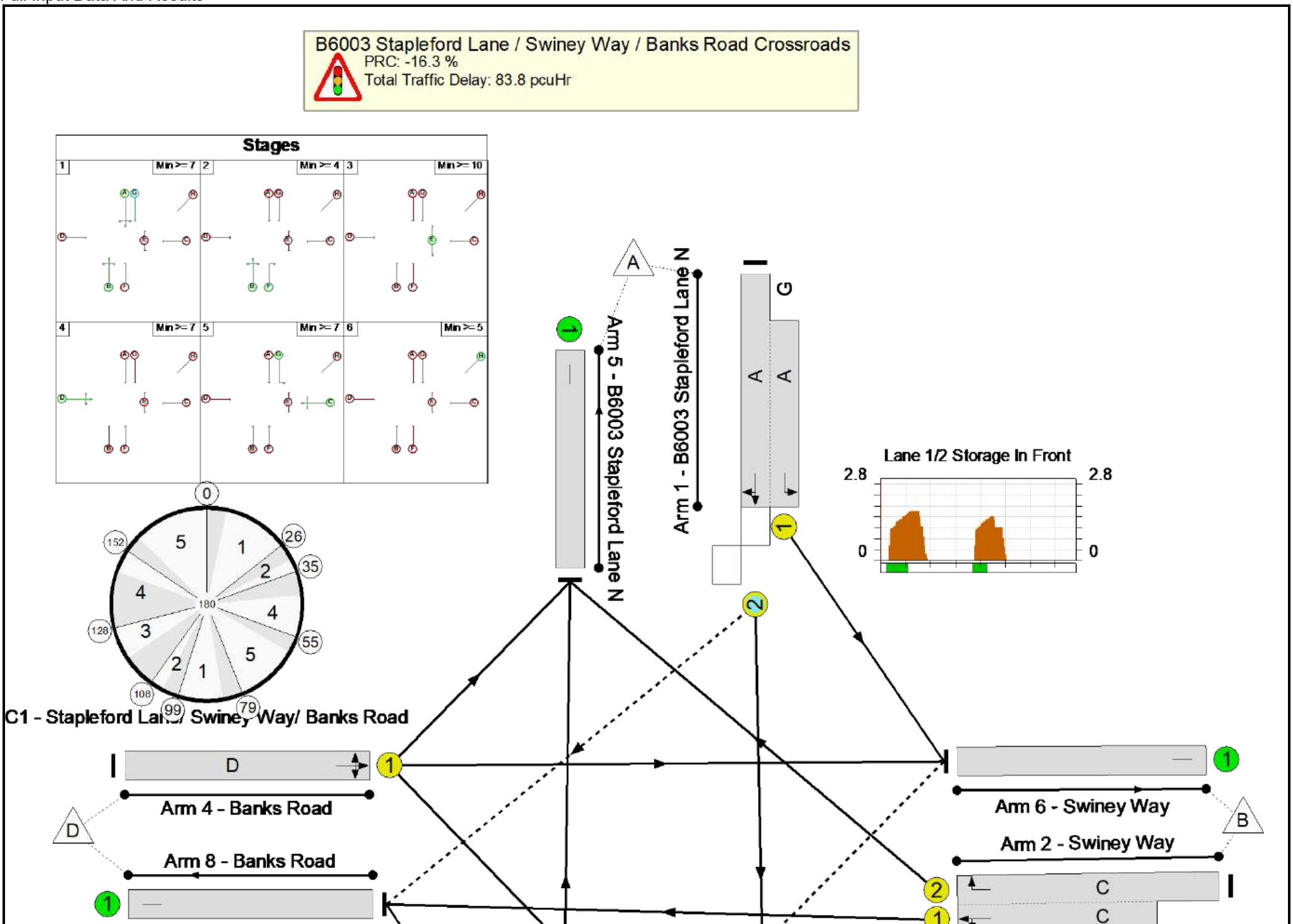
Stage	1	2	4	5	1	2	3	4	5
Duration	20	4	13	19	14	4	10	7	23
Change Point	0	26	35	55	79	99	108	128	152

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -16.3 %
Total Traffic Delay: 83.8 pcuHr
Stages
1
Min >= 7
2
Min >= 4
3
Min >= 10
4
Min >= 7
5
Min >= 7
6
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/ Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.7%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.7%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:88	54	908	2044:1641	409+475	102.7 : 102.7%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	42	-	682	1935:1823	456+196	104.7 : 104.7%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	483	1872:1868	518+53	84.5 : 84.5%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	231	1813	222	104.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	880	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	645	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	549	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**33**	**4**	**25.7**	**57.9**	**0.1**	**83.8**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**30**	**33**	**4**	**25.7**	**57.9**	**0.1**	**83.8**	**-**	**-**	**-**	**-**
1/2+1/1	908	897	20	0	3	7.7	22.3	0.1	30.1	119.4	13.0	22.3	35.3
2/2+2/1	682	651	-	-	-	9.5	22.8	-	32.3	170.3	17.9	22.8	40.6
3/1+3/2	483	483	10	33	2	4.1	2.6	0.1	6.7	50.3	13.4	2.6	16.0
4/1	231	222	-	-	-	4.3	10.3	-	14.7	228.3	8.0	10.3	18.3
5/1	857	857	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	640	640	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -16.3
PRC Over All Lanes (%): -16.3

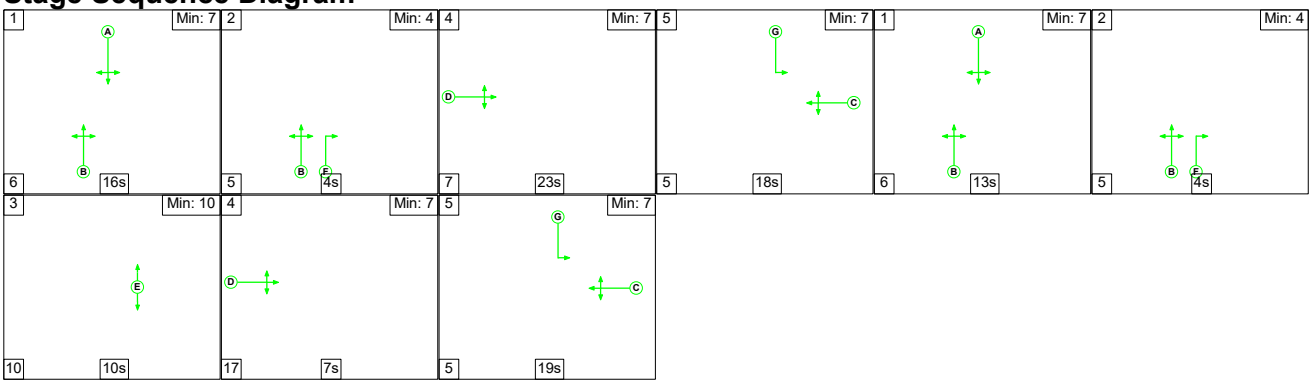
Total Delay for Signalled Lanes (pcuHr): 83.78
Total Delay Over All Lanes(pcuHr): 83.78

Cycle Time (s): 180

Full Input Data And Results

Scenario 13: '2041 Base + Sensitivity AM' (FG13: '2041 Base + Sensitivity AM', Plan 1: 'Peds alt')

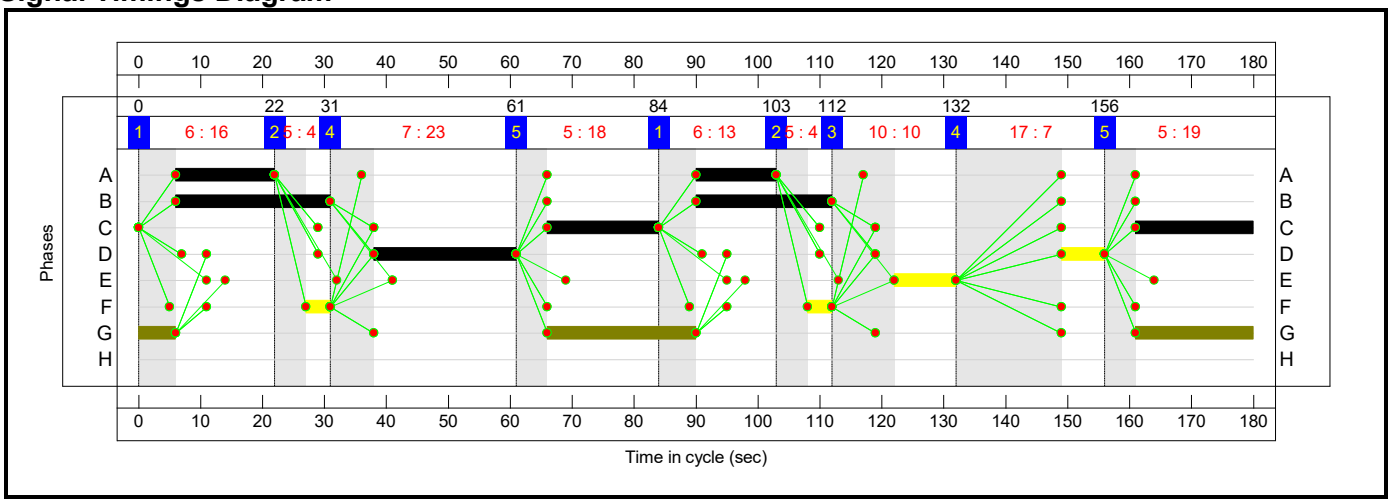
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	16	4	23	18	13	4	10	7	19
Change Point	0	22	31	61	84	103	112	132	156

Signal Timings Diagram



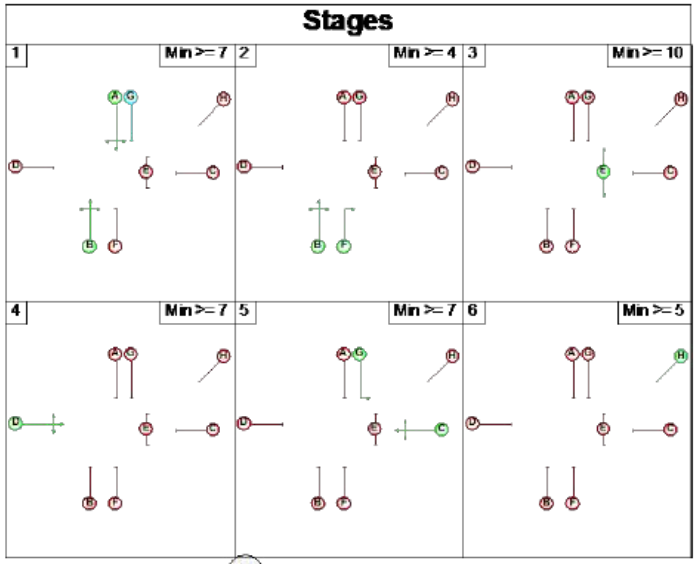
Full Input Data And Results

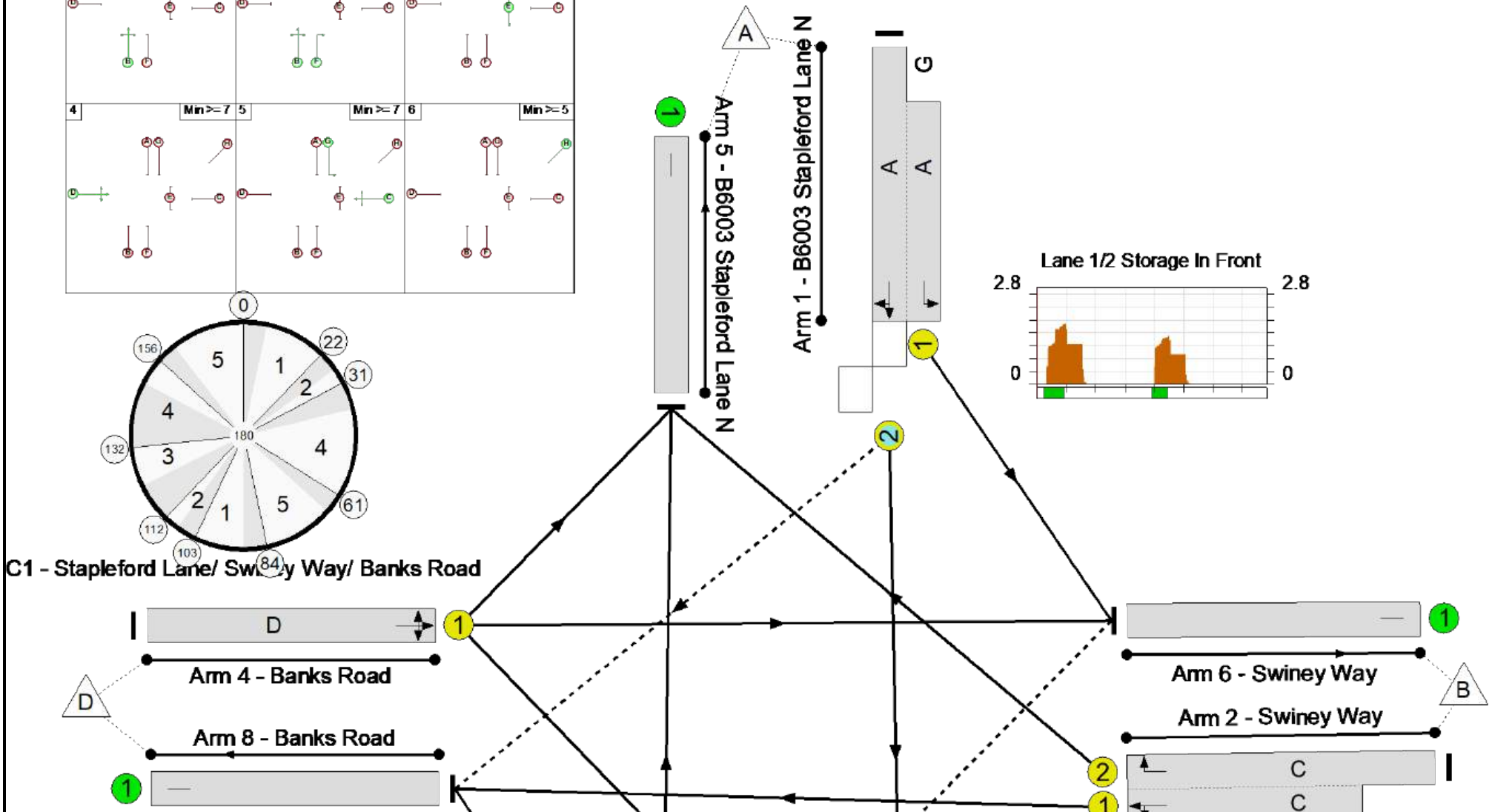
Network Layout Diagram

B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -16.3 %

Total Traffic Delay: 90.9 pcuHr





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.6%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**104.6%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1049	2043:1641	349+729	93.0 : 99.3%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	565	1935:1808	418+122	104.6 : 104.6%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	547	1884:1868	466+60	104.1 : 104.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	916	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	979	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	447	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**30.1**	**60.6**	**0.2**	**90.9**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**30.1**	**60.6**	**0.2**	**90.9**	**-**	**-**	**-**	**-**
1/2+1/1	1049	1049	1	0	18	8.8	10.4	0.1	19.2	66.0	19.9	10.4	30.3
2/2+2/1	565	540	-	-	-	7.9	19.7	-	27.5	175.4	14.2	19.7	33.9
3/1+3/2	547	526	0	52	7	7.0	18.2	0.1	25.4	166.9	16.2	18.2	34.5
4/1	336	325	-	-	-	6.5	12.3	-	18.7	200.8	13.3	12.3	25.5
5/1	878	878	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	442	442	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	149	149	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -16.3
PRC Over All Lanes (%): -16.3

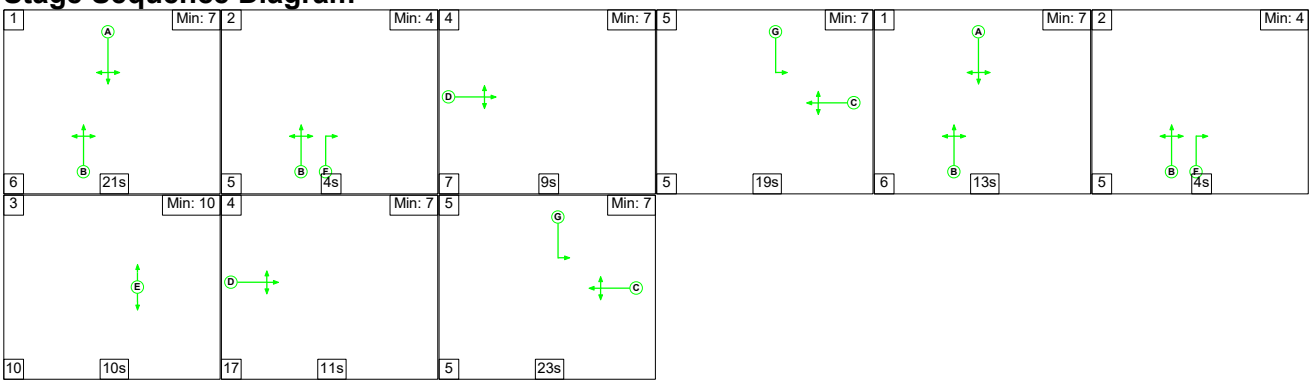
Total Delay for Signalled Lanes (pcuHr): 90.86
Total Delay Over All Lanes(pcuHr): 90.86

Cycle Time (s): 180

Full Input Data And Results

Scenario 14: '2041 Base + Sensitivity PM' (FG14: '2041 Base + Sensitivity PM', Plan 1: 'Peds alt')

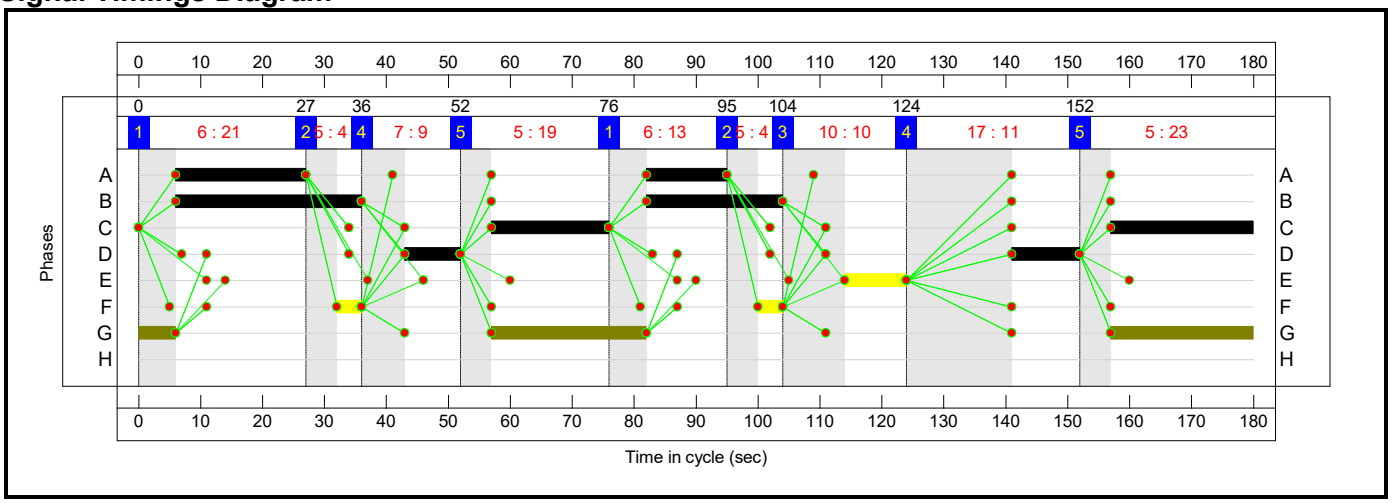
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	21	4	9	19	13	4	10	11	23
Change Point	0	27	36	52	76	95	104	124	152

Signal Timings Diagram



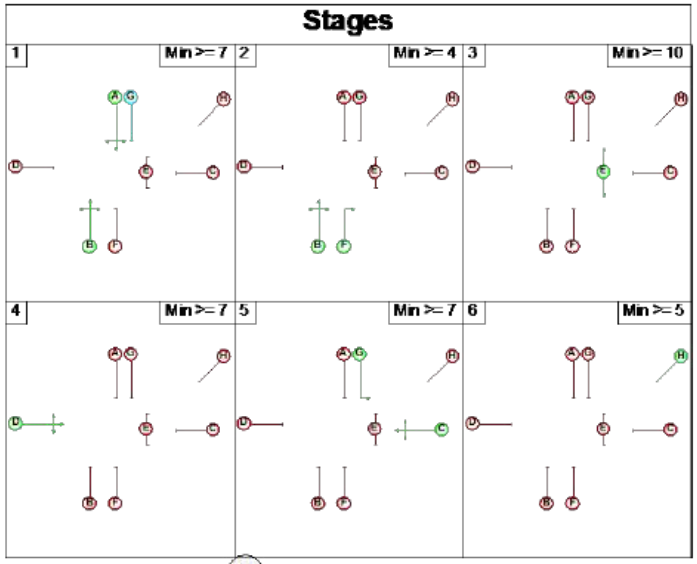
Full Input Data And Results

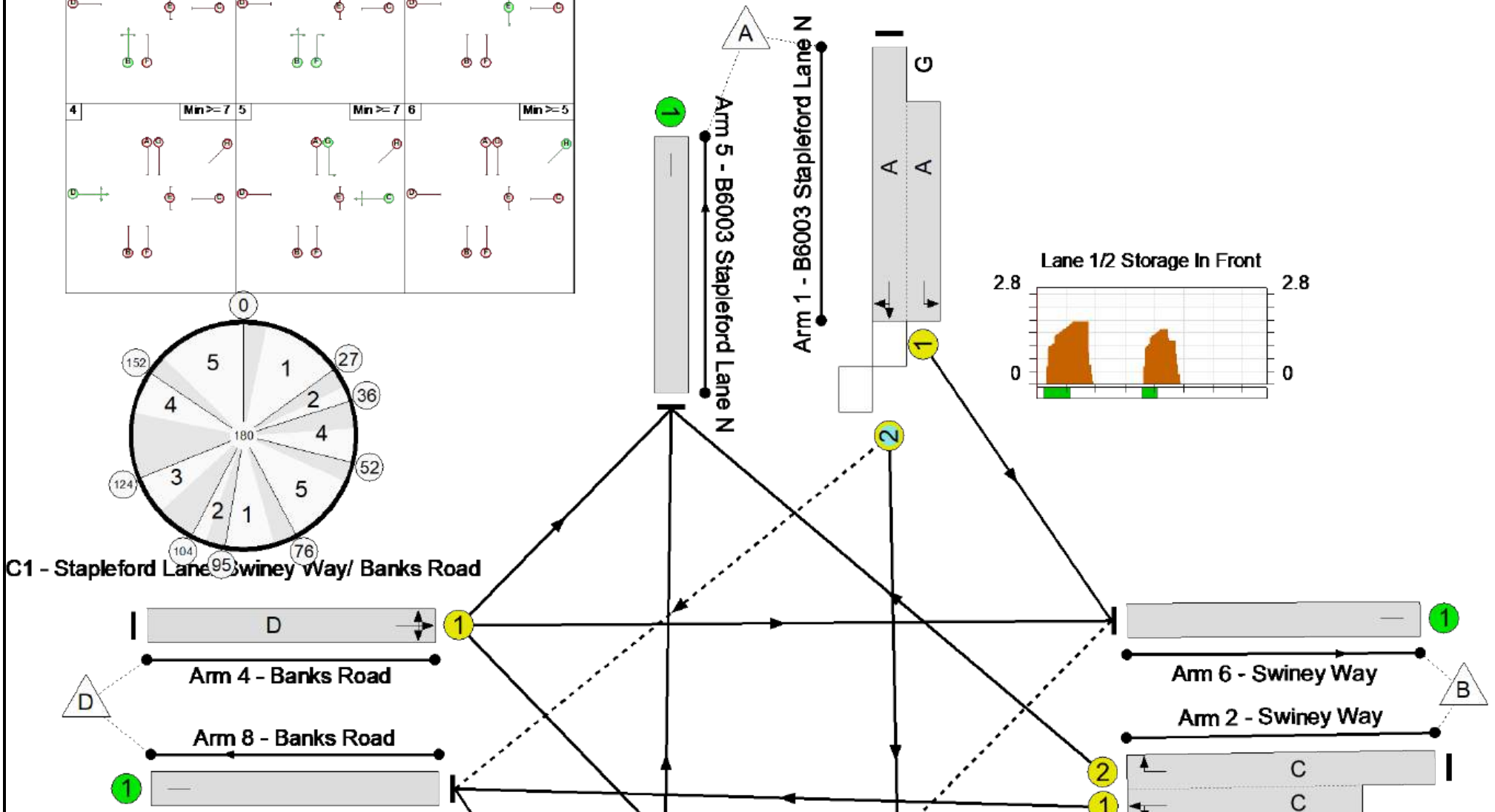
Network Layout Diagram

B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -25.9 %

Total Traffic Delay: 164.0 pcuHr





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.3%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**113.3%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	34:88	54	985	2044:1641	409+474	111.5 : 111.5%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	42	-	738	1935:1822	456+196	113.2 : 113.2%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	52	8	524	1872:1868	518+53	91.7 : 91.7%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	251	1813	222	113.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	953	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	700	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	596	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**17**	**36**	**19**	**38.5**	**125.3**	**0.2**	**164.0**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**17**	**36**	**19**	**38.5**	**125.3**	**0.2**	**164.0**	**-**	**-**	**-**	**-**
1/2+1/1	985	938	7	0	15	12.5	55.4	0.1	68.0	248.5	17.2	55.4	72.6
2/2+2/1	738	652	-	-	-	15.6	47.1	-	62.7	305.8	24.9	47.1	71.9
3/1+3/2	524	524	10	36	4	4.7	4.6	0.1	9.4	64.7	15.7	4.6	20.4
4/1	251	222	-	-	-	5.7	18.2	-	23.9	342.9	9.9	18.2	28.1
5/1	887	887	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -25.9
PRC Over All Lanes (%): -25.9

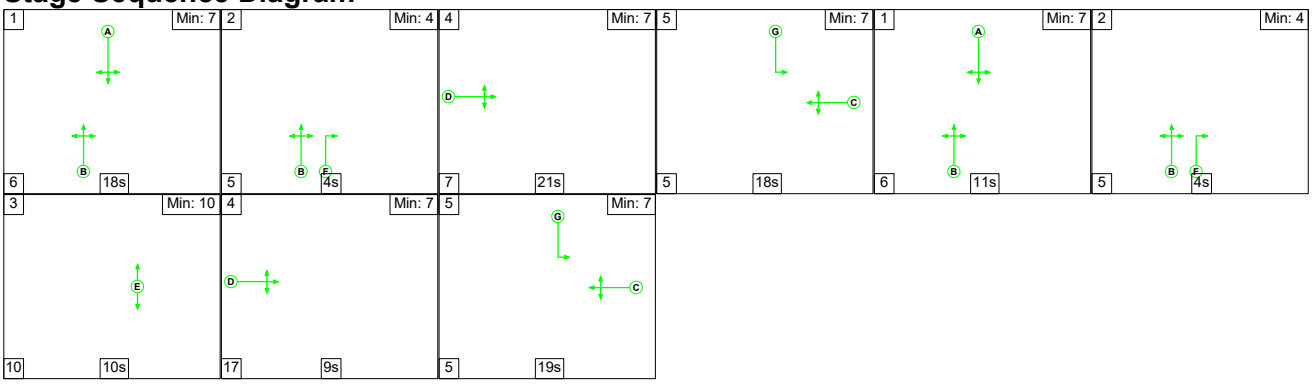
Total Delay for Signalled Lanes (pcuHr): 163.98
Total Delay Over All Lanes(pcuHr): 163.98

Cycle Time (s): 180

Full Input Data And Results

Scenario 15: '2028 Base + Sensitivity + Development AM' (FG15: '2028 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

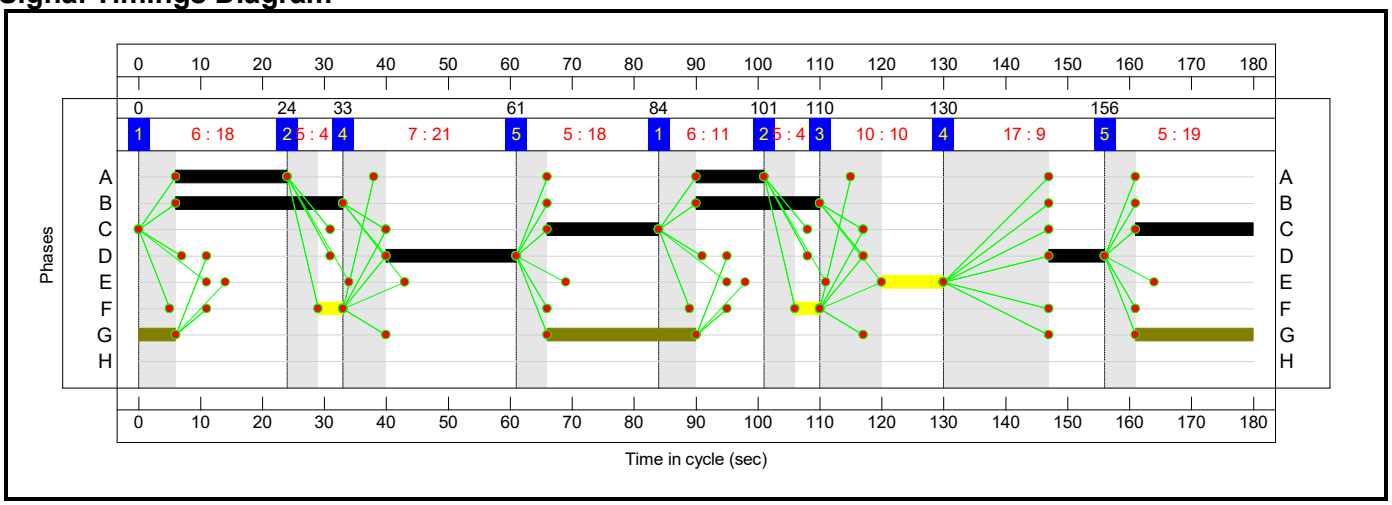
Stage Sequence Diagram



Stage Timings

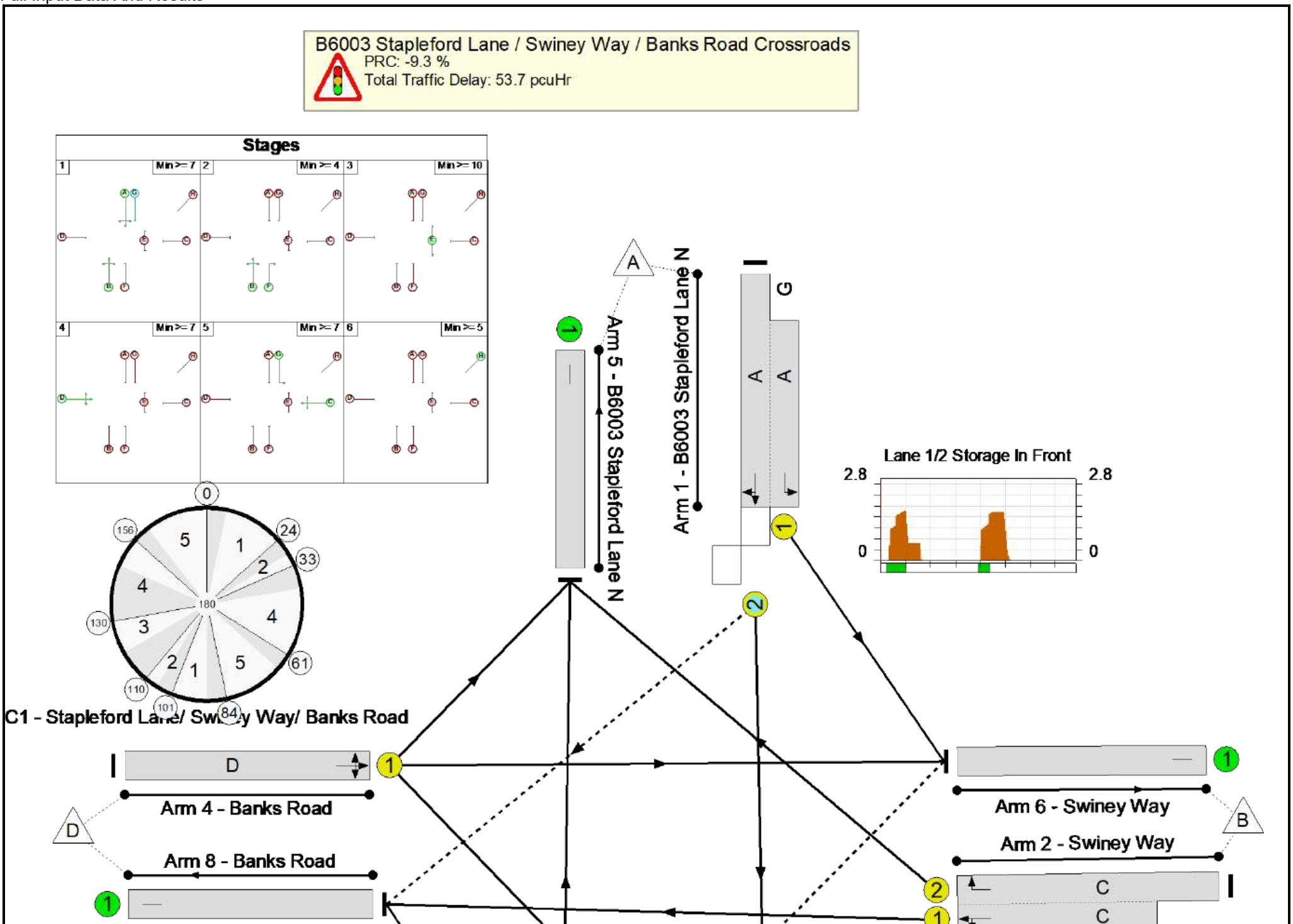
Stage	1	2	4	5	1	2	3	4	5
Duration	18	4	21	18	11	4	10	9	19
Change Point	0	24	33	61	84	101	110	130	156

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -9.3 %
Total Traffic Delay: 53.7 pcuHr
Stages
Min >= 7
Min >= 4
Min >= 10
Min >= 7
Min >= 7
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane/ Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.4%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**98.4%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1023	2044:1641	351+729	91.7 : 96.1%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	529	1935:1807	418+120	98.4 : 98.4%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	510	1884:1868	467+59	97.1 : 97.1%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	312	1829	325	96.0%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	859	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	937	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	435	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	143	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**12**	**52**	**12**	**22.6**	**30.9**	**0.2**	**53.7**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**12**	**52**	**12**	**22.6**	**30.9**	**0.2**	**53.7**	**-**	**-**	**-**	**-**
1/2+1/1	1023	1023	12	0	6	8.2	7.1	0.1	15.4	54.3	19.9	7.1	27.0
2/2+2/1	529	529	-	-	-	5.2	9.5	-	14.7	100.2	11.1	9.5	20.7
3/1+3/2	510	510	0	52	5	4.6	8.1	0.1	12.9	90.7	13.9	8.1	22.1
4/1	312	312	-	-	-	4.6	6.1	-	10.7	123.6	10.3	6.1	16.5
5/1	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	937	937	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	435	435	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	143	143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -9.3
PRC Over All Lanes (%): -9.3

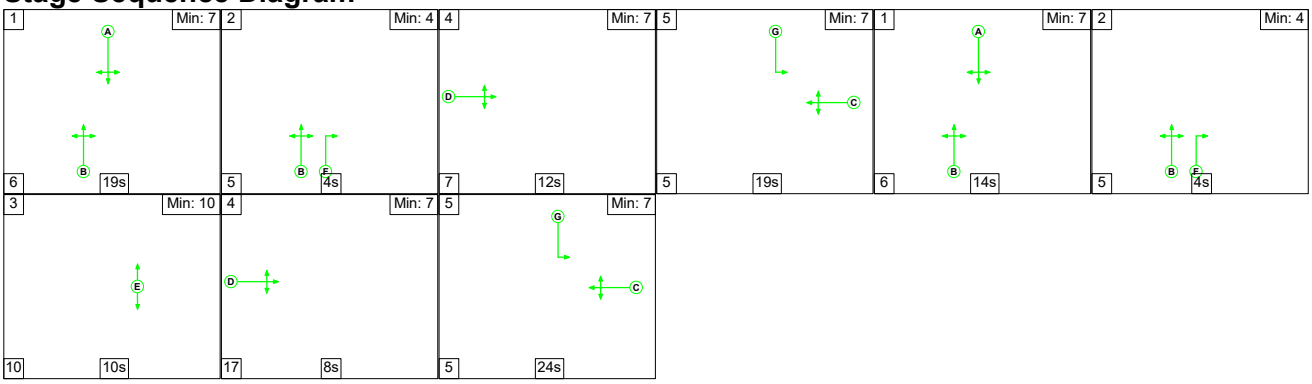
Total Delay for Signalled Lanes (pcuHr): 53.74
Total Delay Over All Lanes(pcuHr): 53.74

Cycle Time (s): 180

Full Input Data And Results

Scenario 16: '2028 Base + Sensitivity + Development PM' (FG16: '2028 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

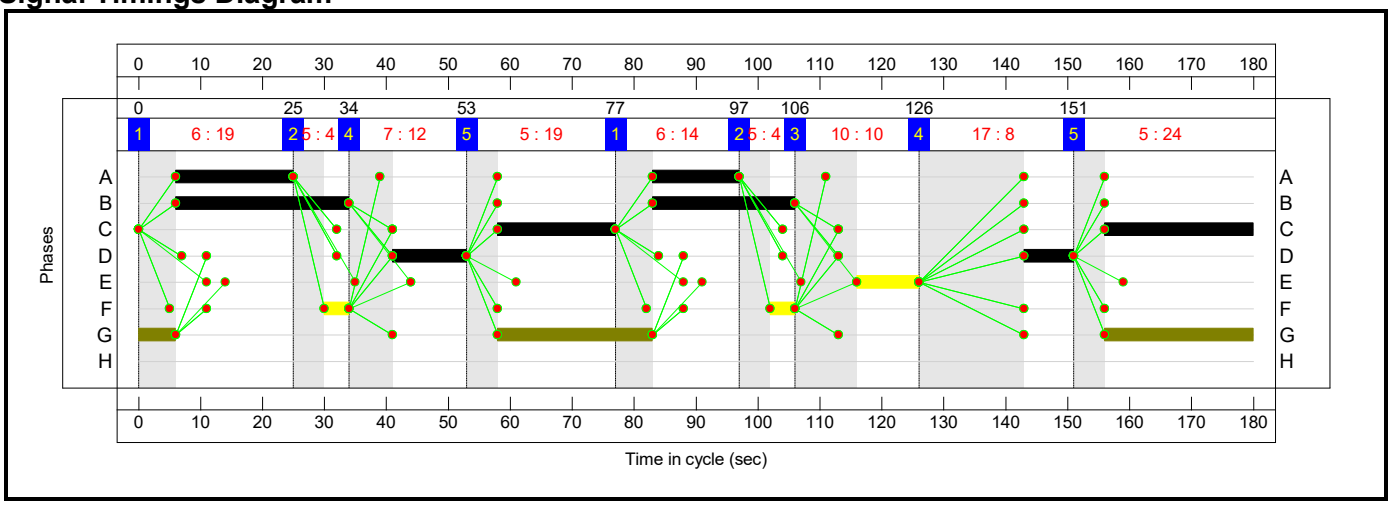
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5	1	2	3	4	5
Duration	19	4	12	19	14	4	10	8	24
Change Point	0	25	34	53	77	97	106	126	151

Signal Timings Diagram



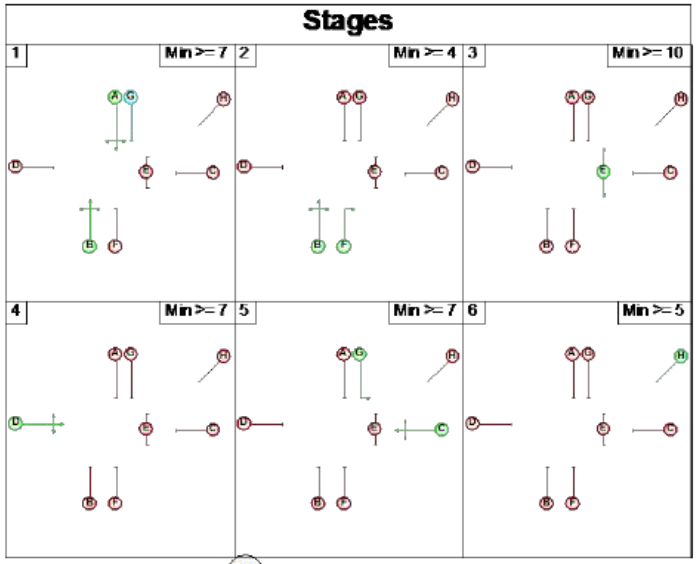
Full Input Data And Results

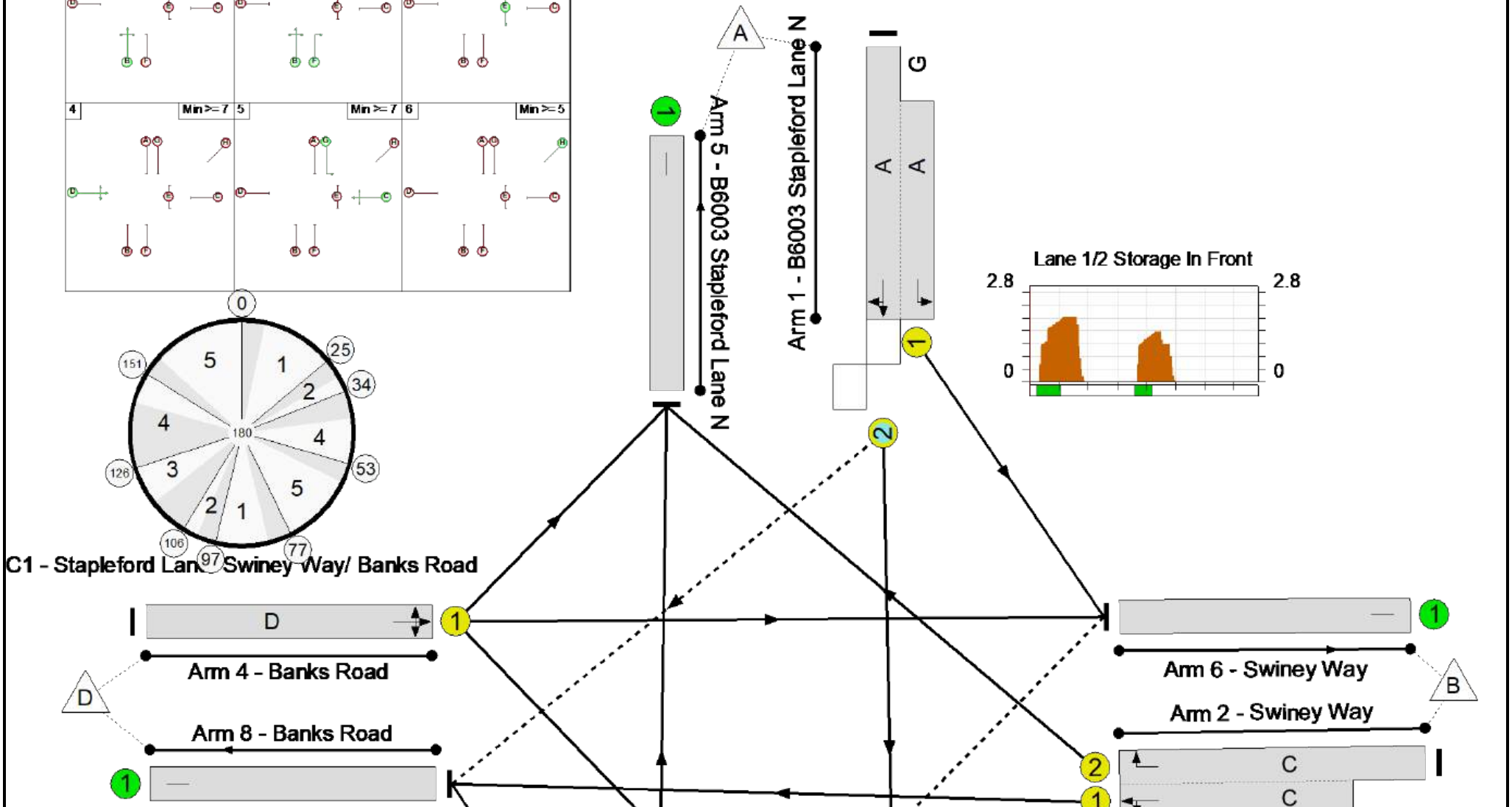
Network Layout Diagram

B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads

PRC: -19.6 %

Total Traffic Delay: 111.6 pcuHr





Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.6%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**107.6%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	33:88	55	923	2044:1641	397+464	107.2 : 107.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	43	-	704	1935:1823	464+190	107.6 : 107.6%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	51	8	498	1873:1868	510+51	88.8 : 88.8%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	231	1813	222	104.2%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	917	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	654	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	555	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	230	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**24**	**31**	**11**	**29.7**	**81.7**	**0.1**	**111.6**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**24**	**31**	**11**	**29.7**	**81.7**	**0.1**	**111.6**	**-**	**-**	**-**	**-**
1/2+1/1	923	894	13	0	8	9.6	37.1	0.1	46.8	182.7	14.2	37.1	51.4
2/2+2/1	704	654	-	-	-	11.6	30.7	-	42.3	216.1	20.3	30.7	50.9
3/1+3/2	498	498	11	31	3	4.4	3.6	0.0	8.0	57.9	14.4	3.6	18.0
4/1	231	222	-	-	-	4.2	10.3	-	14.5	225.4	7.5	10.3	17.8
5/1	880	880	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	649	649	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	519	519	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	220	220	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -19.6
PRC Over All Lanes (%): -19.6

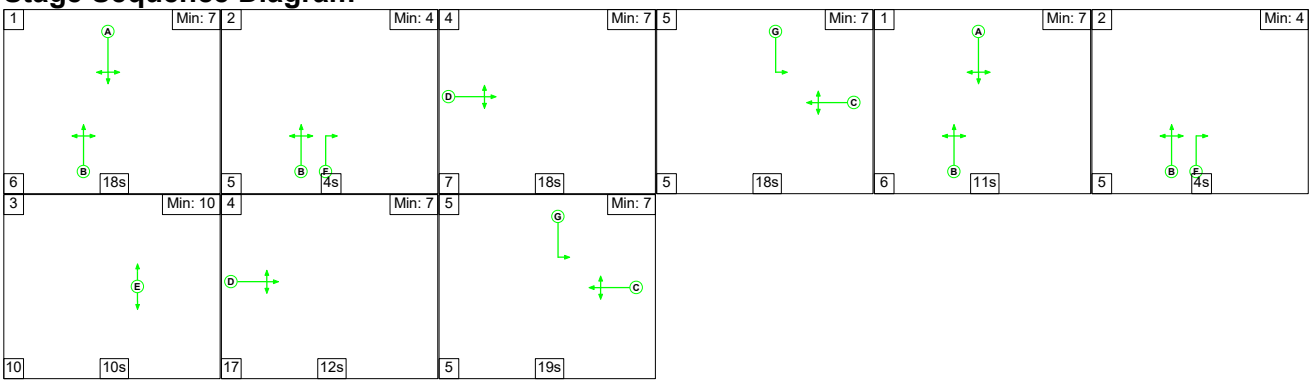
Total Delay for Signalled Lanes (pcuHr): 111.56
Total Delay Over All Lanes(pcuHr): 111.56

Cycle Time (s): 180

Full Input Data And Results

Scenario 17: '2041 Base + Sensitivity + Development AM' (FG17: '2041 Base + Sensitivity + Development AM', Plan 1: 'Peds alt')

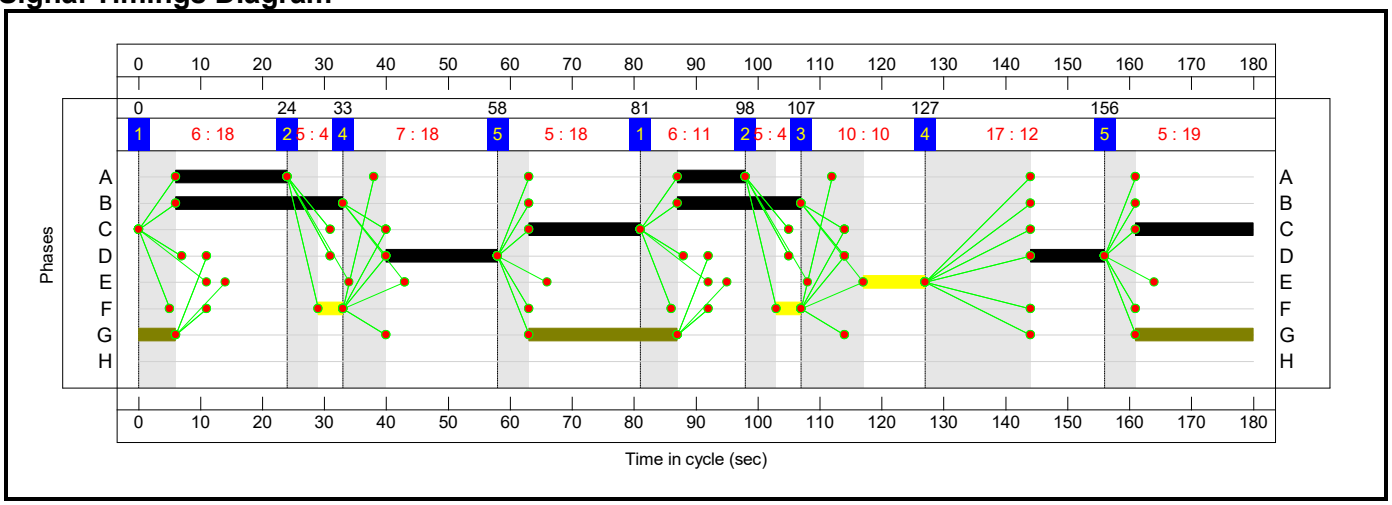
Stage Sequence Diagram



Stage Timings

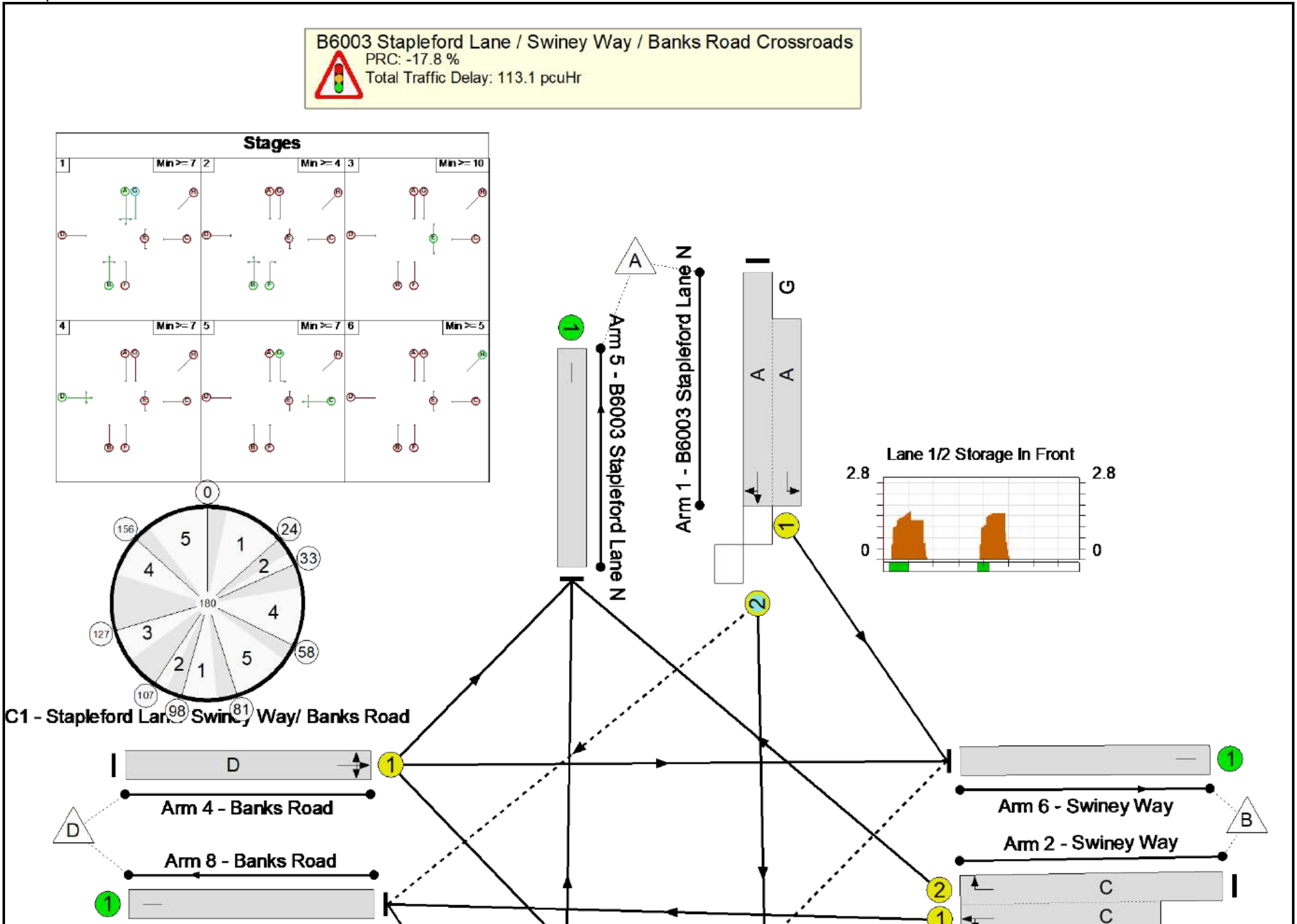
Stage	1	2	4	5	1	2	3	4	5
Duration	18	4	18	18	11	4	10	12	19
Change Point	0	24	33	58	81	98	107	127	156

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -17.8 %
Total Traffic Delay: 113.1 pcuHr
Stages
Min >= 7
Min >= 4
Min >= 10
Min >= 7
Min >= 7
Min >= 5
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
Lane 1/2 Storage In Front
2.8
2.8
0
0
C1 - Stapleford Lane / Swiney Way/ Banks Road
Arm 4 - Banks Road
Arm 8 - Banks Road
Arm 6 - Swiney Way
Arm 2 - Swiney Way

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.1%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**106.1%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	29:78	49	1098	2044:1641	349+729	98.7 : 103.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	37	-	571	1935:1808	418+121	106.1 : 106.1%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	47	8	551	1884:1868	466+59	104.9 : 104.9%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	30	-	336	1829	325	103.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	926	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	1008	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	467	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	155	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**34.0**	**78.9**	**0.2**	**113.1**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**1**	**52**	**25**	**34.0**	**78.9**	**0.2**	**113.1**	**-**	**-**	**-**	**-**
1/2+1/1	1098	1074	1	0	18	12.0	24.3	0.1	36.4	119.2	26.3	24.3	50.6
2/2+2/1	571	538	-	-	-	8.9	22.6	-	31.5	198.6	15.8	22.6	38.4
3/1+3/2	551	525	0	52	7	7.5	19.8	0.1	27.4	179.3	17.6	19.8	37.4
4/1	336	325	-	-	-	5.5	12.3	-	17.8	190.9	10.7	12.3	23.0
5/1	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	461	461	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	148	148	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -17.8
PRC Over All Lanes (%): -17.8

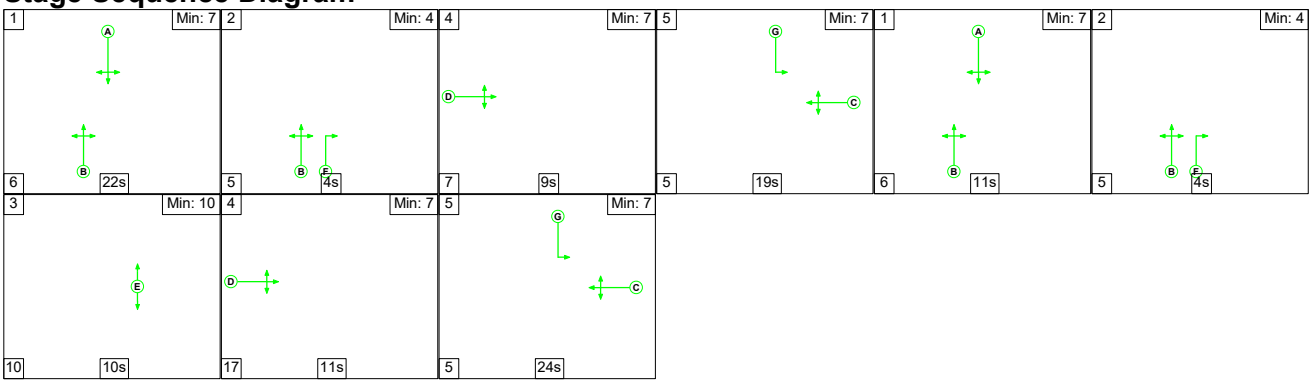
Total Delay for Signalled Lanes (pcuHr): 113.11
Total Delay Over All Lanes(pcuHr): 113.11

Cycle Time (s): 180

Full Input Data And Results

Scenario 18: '2041 Base + Sensitivity + Development PM' (FG18: '2041 Base + Sensitivity + Development PM', Plan 1: 'Peds alt')

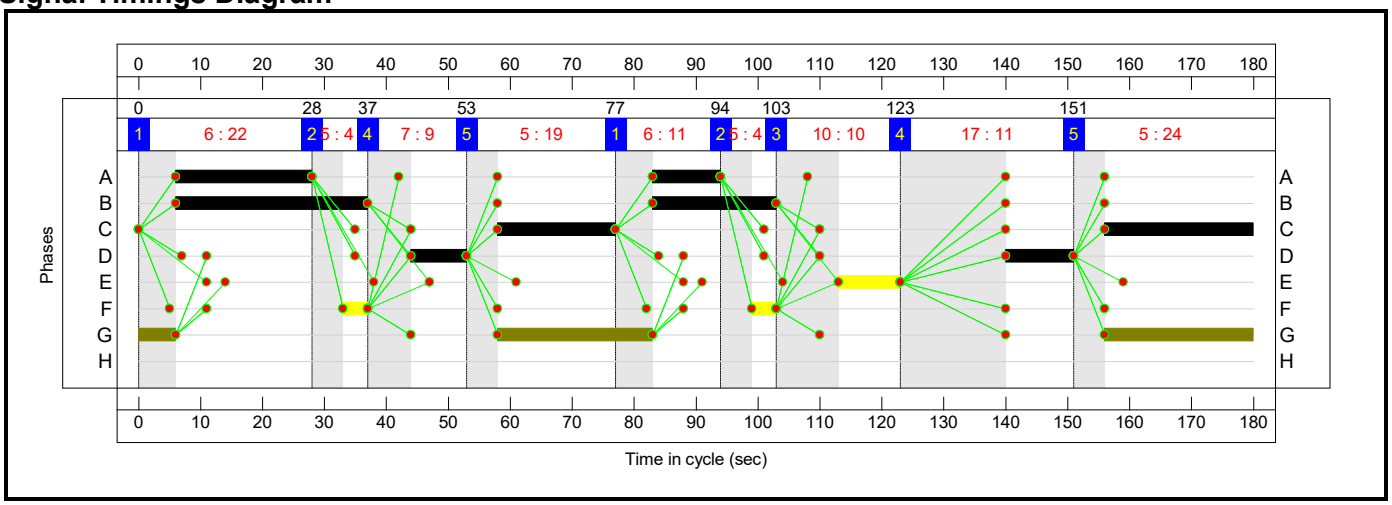
Stage Sequence Diagram



Stage Timings

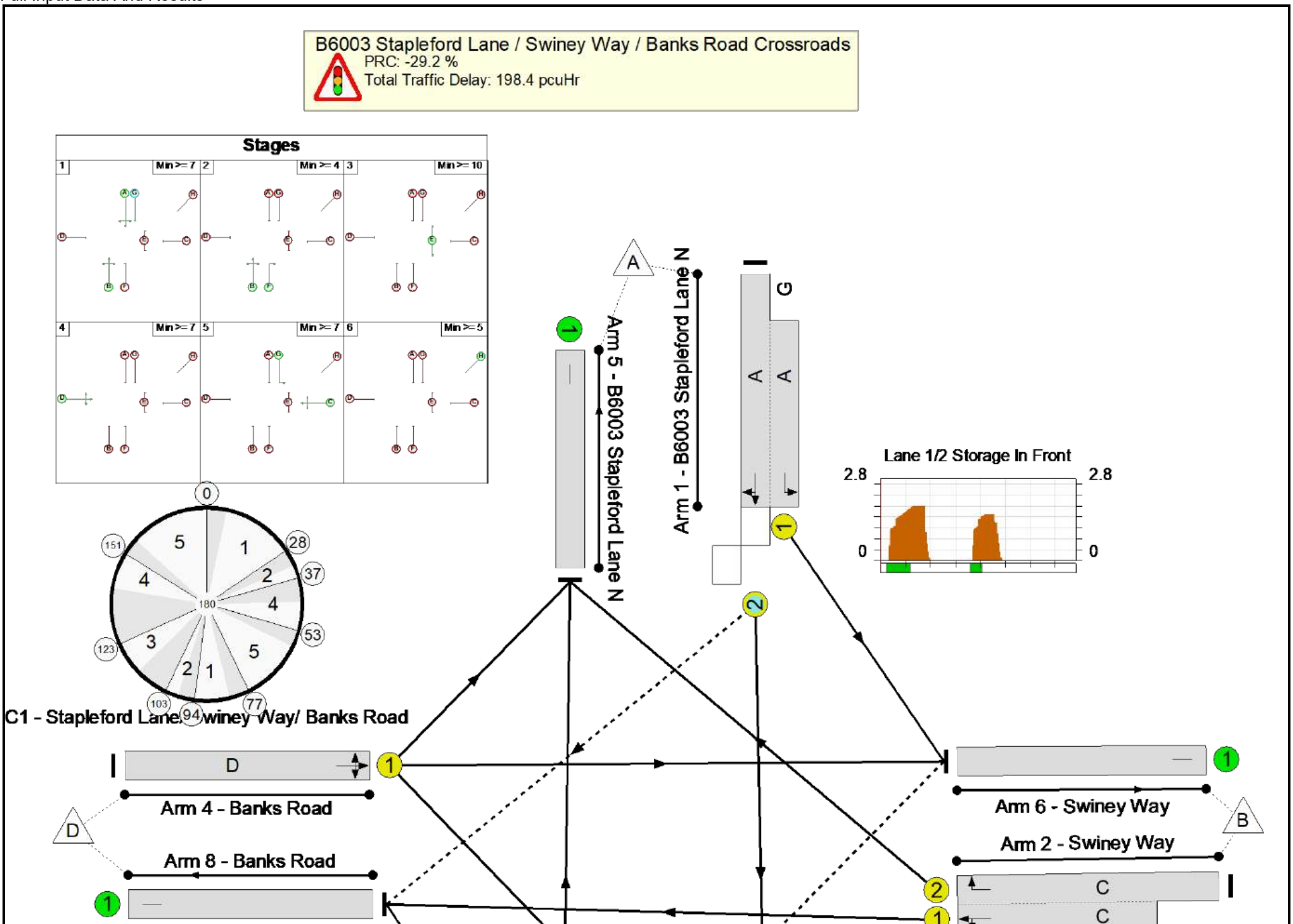
Stage	1	2	4	5	1	2	3	4	5
Duration	22	4	9	19	11	4	10	11	24
Change Point	0	28	37	53	77	94	103	123	151

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads
PRC: -29.2 %
Total Traffic Delay: 198.4 pcuHr
Stages
1
Min >= 7
2
Min >= 4
3
Min >= 10
4
Min >= 7
5
Min >= 7
6
Min >= 5
A
Arm 5 - B6003 Stapleford Lane N
Arm 1 - B6003 Stapleford Lane N
G
A
A
Lane 1/2 Storage In Front
2.8
2.8
0
0
0
5
1
28
151
4
2
37
4
180
53
123
3
5
2
1
103
94
77
C1 - Stapleford Lane/ Swiney Way/ Banks Road
D
Arm 4 - Banks Road
D
Arm 8 - Banks Road
Arm 6 - Swiney Way
B
Arm 2 - Swiney Way
C
C

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.3%**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	**116.3%**
1/2+1/1	B6003 Stapleford Lane N Left Ahead Right	O+U	N/A	N/A	A	G	2	33:88	55	1000	2044:1641	397+463	116.2 : 116.2%
2/2+2/1	Swiney Way Right Left Ahead	U	N/A	N/A	C		2	43	-	761	1935:1822	464+191	116.3 : 116.3%
3/1+3/2	B6003 Stapleford Lane S Ahead Right Left	U+O	N/A	N/A	B	F	2	51	8	538	1873:1868	510+51	95.9 : 95.9%
4/1	Banks Road Left Ahead Right	U	N/A	N/A	D		2	20	-	251	1813	222	113.3%
5/1	B6003 Stapleford Lane N	U	N/A	N/A	-		-	-	-	990	Inf	Inf	0.0%
6/1	Swiney Way	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
7/1	B6003 Stapleford Lane S	U	N/A	N/A	-		-	-	-	602	Inf	Inf	0.0%
8/1	Banks Road	U	N/A	N/A	-		-	-	-	249	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**16**	**36**	**19**	**43.0**	**155.2**	**0.2**	**198.4**	**-**	**-**	**-**	**-**
B6003 Stapleford Lane / Swiney Way / Banks Road Crossroads	**-**	**-**	**16**	**36**	**19**	**43.0**	**155.2**	**0.2**	**198.4**	**-**	**-**	**-**	**-**
1/2+1/1	1000	935	6	0	15	14.9	73.3	0.1	88.3	317.8	19.5	73.3	92.8
2/2+2/1	761	655	-	-	-	17.4	56.6	-	74.0	350.0	27.5	56.6	84.1
3/1+3/2	538	538	9	36	4	5.1	7.2	0.1	12.3	82.5	16.6	7.2	23.8
4/1	251	222	-	-	-	5.7	18.2	-	23.8	341.8	9.8	18.2	27.9
5/1	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	226	226	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Stapleford Lane/ Swiney Way/ Banks Road

PRC for Signalled Lanes (%): -29.2
PRC Over All Lanes (%): -29.2

Total Delay for Signalled Lanes (pcuHr): 198.43
Total Delay Over All Lanes(pcuHr): 198.43

Cycle Time (s): 180

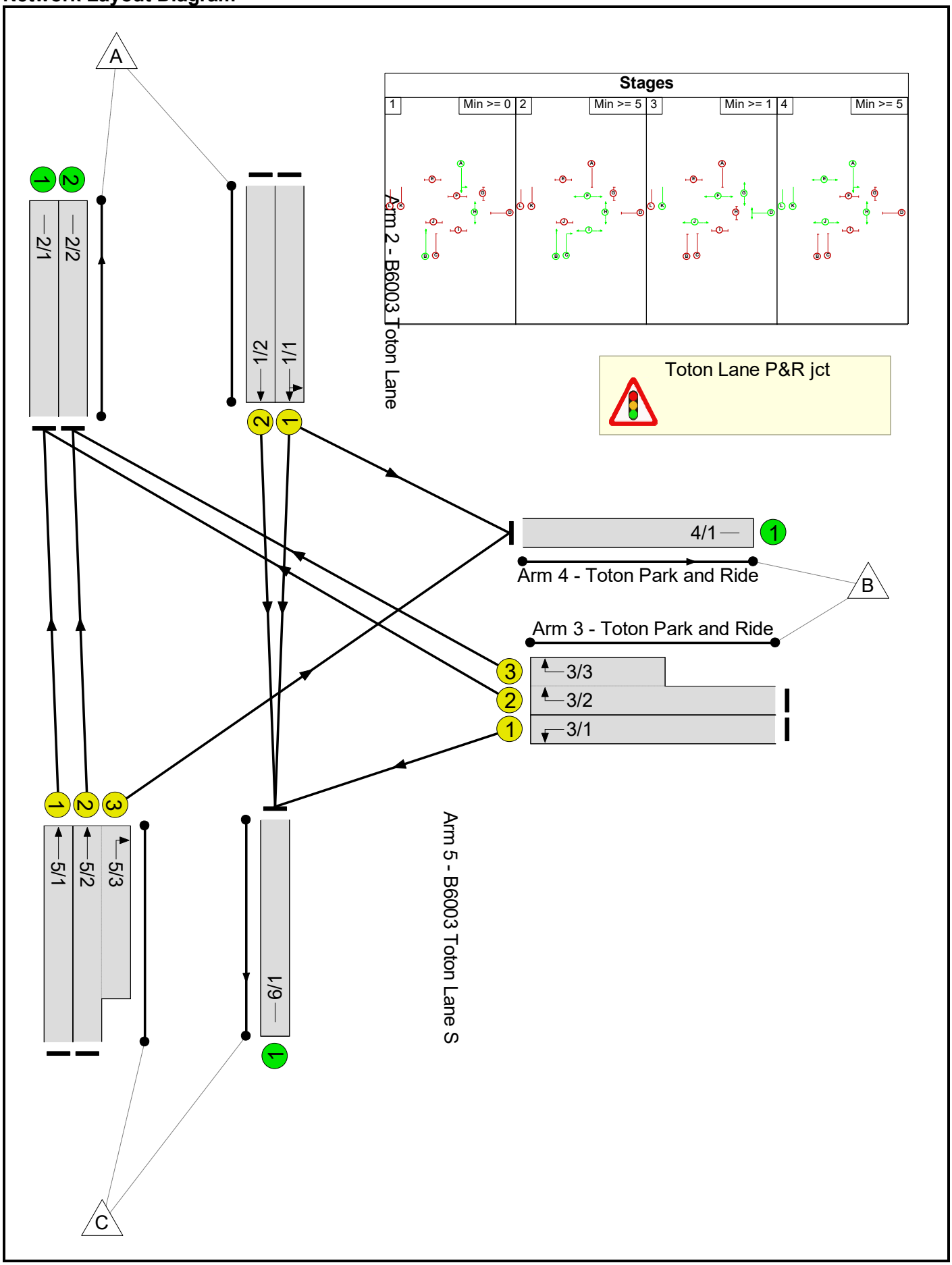
Full Input Data And Results

User and Project Details

Project:	**Toton West**
Title:	**B6003 Toton Park & Ride Signalised T Junction**
Location:	
Client:	Bloor Homes Ltd
Additional detail:	
File name:	LINSIG B6003 Toton Park and Ride Access Junction Existing.lsg3x
Author:	
Company:	
Address:	

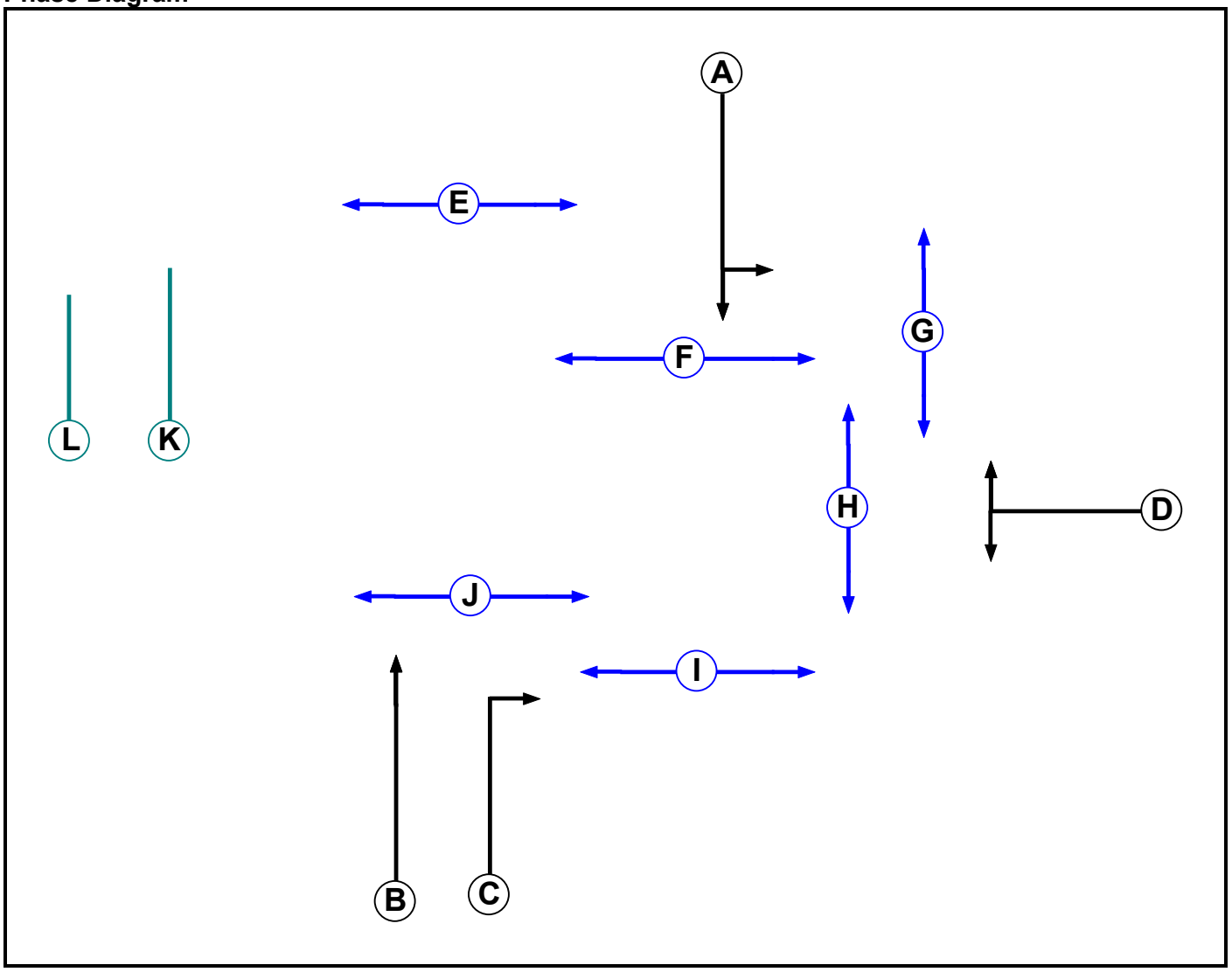
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		2	0
E	Pedestrian		5	5
F	Pedestrian		5	5
G	Pedestrian		5	5
H	Pedestrian		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Dummy		5	5
L	Dummy		7	7

Full Input Data And Results

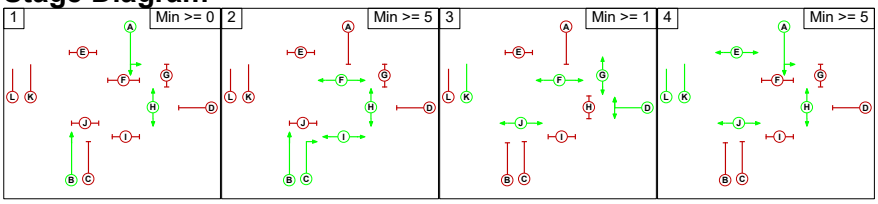
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L
A		-	5	7	-	5	7	-	10	-	-	-
B	-		-	5	10	-	-	-	-	5	5	2
C	7	-		5	10	-	10	-	-	5	5	2
D	5	5	5		11	-	-	5	7	-	-	2
E	-	7	7	7		-	-	-	-	-	-	-
F	10	-	-	-	-		-	-	-	-	-	2
G	8	-	8	-	-	-		-	-	-	-	2
H	-	-	-	11	-	-	-		-	-	-	-
I	9	-	-	9	-	-	-	-		-	-	2
J	-	10	10	-	-	-	-	-	-		-	-
K	-	5	5	-	-	-	-	-	-	-		-
L	-	3	3	3	-	3	3	-	3	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B H
2	B C F H I
3	D F G J K
4	A E H J K L

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	C	Losing	3	3
2	1	I	Losing	1	1
2	3	B	Losing	4	4
2	3	C	Losing	4	4
2	4	B	Losing	1	1
3	1	D	Losing	5	5
3	2	D	Losing	5	5
3	4	D	Losing	5	5
4	2	E	Losing	1	1

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage			
	1	2	3	4
1		10	11	10
2	10		14	11
3	10	12		16
4	10	10	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Toton Lane P&&R jct
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Toton Lane P&&R jct												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (B6003 Toton Lane)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	12.00
											Arm 6 Ahead	Inf
1/2 (B6003 Toton Lane)	U	A	2	3	60.0	Geom	-	3.00	0.00	N	Arm 6 Ahead	Inf
2/1 (B6003 Toton Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
2/2 (B6003 Toton Lane)	U		2	3	60.0	Inf	-	-	-	-	-	-
3/1 (Toton Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 6 Left	12.00
3/2 (Toton Park and Ride)	U	D	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 2 Right	22.00
3/3 (Toton Park and Ride)	U	D	2	3	7.0	Geom	-	3.50	0.00	Y	Arm 2 Right	20.00
4/1 (Toton Park and Ride)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (B6003 Toton Lane S)	U	B	2	3	60.0	Geom	-	3.25	0.00	Y	Arm 2 Ahead	Inf
5/2 (B6003 Toton Lane S)	U	B	2	3	60.0	Geom	-	3.25	0.00	N	Arm 2 Ahead	Inf
5/3 (B6003 Toton Lane S)	U	C	2	3	10.4	Geom	-	3.25	0.00	Y	Arm 4 Right	15.00
6/1 (B6003 Toton Lane S)	U		2	3	60.0	Inf	-	-	-	-	-	-

Full Input Data And Results

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2025 Base AM'	08:00	09:00	01:00	
2: '2025 Base PM'	17:00	18:00	01:00	
3: '2028 Base AM'	08:00	09:00	01:00	
4: '2028 Base PM'	17:00	18:00	01:00	
5: '2028 Base + Developmet AM'	08:00	09:00	01:00	
6: '2028 Base + Development PM'	17:00	18:00	01:00	
7: '2041 Base AM'	08:00	09:00	01:00	
8: '2041 Base PM'	17:00	18:00	01:00	
9: '2041 Base + Development AM'	08:00	09:00	01:00	
10: '2041 Base + Development PM'	17:00	18:00	01:00	

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

	Destination				
		A	B	C	Tot.
Origin	A	0	211	875	1086
	B	59	0	106	165
	C	847	94	0	941
	Tot.	906	305	981	2192

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 1: 2025 Base AM
Junction: Toton Lane P&&R jct	
1/1	543
1/2	543
2/1	476
2/2	430
3/1	106
3/2 (with short)	59(In) 29(Out)
3/3 (short)	30
4/1	305
5/1	447
5/2 (with short)	494(In) 400(Out)
5/3 (short)	94
6/1	981

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	38.9 %	1826	1826
				Arm 6 Ahead	Inf	61.1 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	64	958	1022
	B	177	0	65	242
	C	862	19	0	881
	Tot.	1039	83	1023	2145

Traffic Lane Flows

Lane	Scenario 2: 2025 Base PM
Junction: Toton Lane P&&R jct	
1/1	511
1/2	511
2/1	517
2/2	522
3/1	65
3/2 (with short)	177(In) 85(Out)
3/3 (short)	92
4/1	83
5/1	432
5/2 (with short)	449(In) 430(Out)
5/3 (short)	19
6/1	1023

Full Input Data And Results

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	12.5 %	1885	1885
				Arm 6 Ahead	Inf	87.5 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	219	908	1127
	B	61	0	110	171
	C	879	98	0	977
	Tot.	940	317	1018	2275

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2028 Base AM
Junction: Toton Lane P&&R jct	
1/1	564
1/2	563
2/1	495
2/2	445
3/1	110
3/2 (with short)	61(In) 29(Out)
3/3 (short)	32
4/1	317
5/1	466
5/2 (with short)	511(In) 413(Out)
5/3 (short)	98
6/1	1018

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	38.8 %	1826	1826
				Arm 6 Ahead	Inf	61.2 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	66	986	1052
	B	182	0	67	249
	C	887	20	0	907
	Tot.	1069	86	1053	2208

Traffic Lane Flows

Lane	Scenario 4: 2028 Base PM
Junction: Toton Lane P&&R jct	
1/1	526
1/2	526
2/1	532
2/2	537
3/1	67
3/2 (with short)	182(In) 88(Out)
3/3 (short)	94
4/1	86
5/1	444
5/2 (with short)	463(In) 443(Out)
5/3 (short)	20
6/1	1053

Full Input Data And Results

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	12.5 %	1885	1885
				Arm 6 Ahead	Inf	87.5 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Developmet AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	219	937	1156
	B	61	0	110	171
	C	1022	98	0	1120
	Tot.	1083	317	1047	2447

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 Base + Development AM
Junction: Toton Lane P&&R jct	
1/1	578
1/2	578
2/1	551
2/2	532
3/1	110
3/2 (with short)	61(In) 29(Out)
3/3 (short)	32
4/1	317
5/1	522
5/2 (with short)	598(In) 500(Out)
5/3 (short)	98
6/1	1047

Lane Saturation Flows

Junction: Toton Lane P&&R jct

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	37.9 %	1828	1828
				Arm 6 Ahead	Inf	62.1 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	66	1094	1160
	B	182	0	67	249
	C	931	20	0	951
	Tot.	1113	86	1161	2360

Traffic Lane Flows

Lane	Scenario 6: 2028 Base + Development PM
Junction: Toton Lane P&&R jct	
1/1	580
1/2	580
2/1	554
2/2	559
3/1	67
3/2 (with short)	182(In) 88(Out)
3/3 (short)	94
4/1	86
5/1	466
5/2 (with short)	485(In) 465(Out)
5/3 (short)	20
6/1	1161

Full Input Data And Results

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	11.4 %	1888	1888
				Arm 6 Ahead	Inf	88.6 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	237	981	1218
	B	66	0	119	185
	C	950	105	0	1055
	Tot.	1016	342	1100	2458

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 7: 2041 Base AM
Junction: Toton Lane P&&R jct	
1/1	609
1/2	609
2/1	534
2/2	482
3/1	119
3/2 (with short)	66(In) 32(Out)
3/3 (short)	34
4/1	342
5/1	502
5/2 (with short)	553(In) 448(Out)
5/3 (short)	105
6/1	1100

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	38.9 %	1826	1826
				Arm 6 Ahead	Inf	61.1 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	72	1070	1142
	B	198	0	73	271
	C	963	21	0	984
	Tot.	1161	93	1143	2397

Traffic Lane Flows

Lane	Scenario 8: 2041 Base PM
Junction: Toton Lane P&&R jct	
1/1	571
1/2	571
2/1	579
2/2	582
3/1	73
3/2 (with short)	198(In) 96(Out)
3/3 (short)	102
4/1	93
5/1	483
5/2 (with short)	501(In) 480(Out)
5/3 (short)	21
6/1	1143

Full Input Data And Results

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	12.6 %	1885	1885
				Arm 6 Ahead	Inf	87.4 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	237	1011	1248
	B	66	0	119	185
	C	1092	105	0	1197
	Tot.	1158	342	1130	2630

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 9: 2041 Base + Development AM
Junction: Toton Lane P&&R jct	
1/1	624
1/2	624
2/1	592
2/2	566
3/1	119
3/2 (with short)	66(In) 32(Out)
3/3 (short)	34
4/1	342
5/1	560
5/2 (with short)	637(In) 532(Out)
5/3 (short)	105
6/1	1130

Lane Saturation Flows

Junction: Toton Lane P&&R jct

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	38.0 %	1828	1828
				Arm 6 Ahead	Inf	62.0 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'NB exit peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	72	1178	1250
	B	198	0	73	271
	C	1006	21	0	1027
	Tot.	1204	93	1251	2548

Traffic Lane Flows

Lane	Scenario 10: 2041 Base + Development PM
Junction: Toton Lane P&&R jct	
1/1	625
1/2	625
2/1	600
2/2	604
3/1	73
3/2 (with short)	198(In) 96(Out)
3/3 (short)	102
4/1	93
5/1	504
5/2 (with short)	523(In) 502(Out)
5/3 (short)	21
6/1	1251

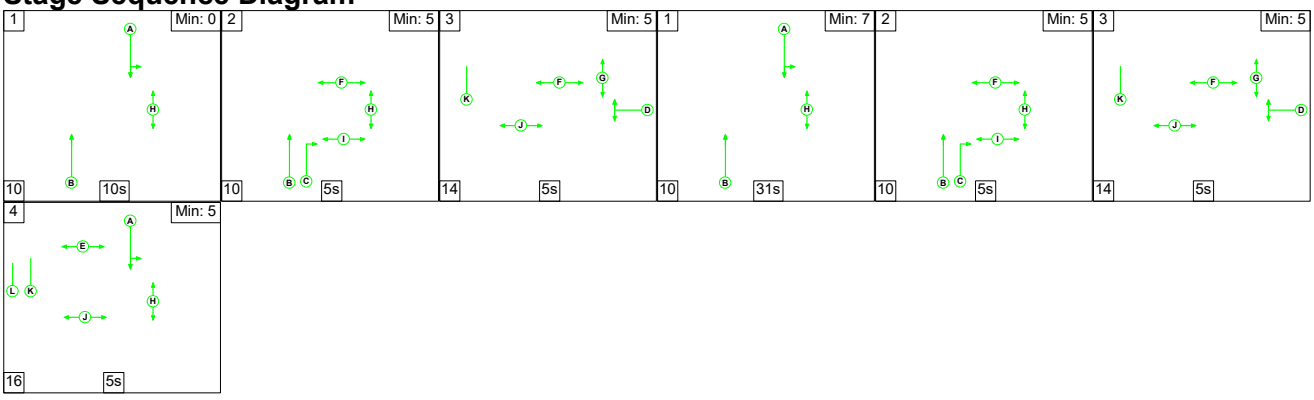
Full Input Data And Results

Lane Saturation Flows

Junction: Toton Lane P&&R jct								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1 (B6003 Toton Lane)	3.00	0.00	Y	Arm 4 Left	12.00	11.5 %	1888	1888
				Arm 6 Ahead	Inf	88.5 %		
1/2 (B6003 Toton Lane)	3.00	0.00	N	Arm 6 Ahead	Inf	100.0 %	2055	2055
2/1 (B6003 Toton Lane Lane 1)	Infinite Saturation Flow						Inf	Inf
2/2 (B6003 Toton Lane Lane 2)	Infinite Saturation Flow						Inf	Inf
3/1 (Toton Park and Ride)	3.50	0.00	Y	Arm 6 Left	12.00	100.0 %	1747	1747
3/2 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	22.00	100.0 %	1840	1840
3/3 (Toton Park and Ride)	3.50	0.00	Y	Arm 2 Right	20.00	100.0 %	1828	1828
4/1 (Toton Park and Ride Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 2 Ahead	Inf	100.0 %	1940	1940
5/2 (B6003 Toton Lane S)	3.25	0.00	N	Arm 2 Ahead	Inf	100.0 %	2080	2080
5/3 (B6003 Toton Lane S)	3.25	0.00	Y	Arm 4 Right	15.00	100.0 %	1764	1764
6/1 (B6003 Toton Lane S Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2025 Base AM' (FG1: '2025 Base AM', Plan 1: 'NB exit peds alt')

Stage Sequence Diagram

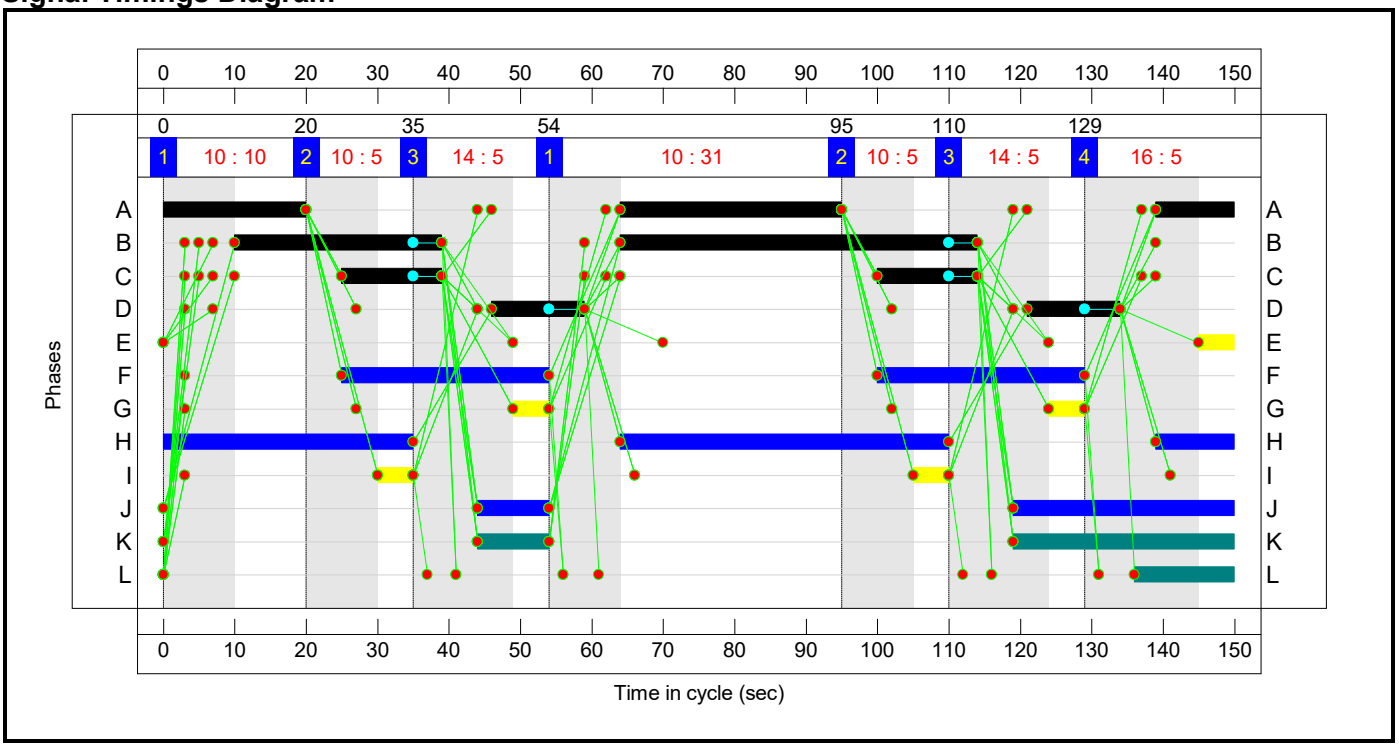


Stage Timings

Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

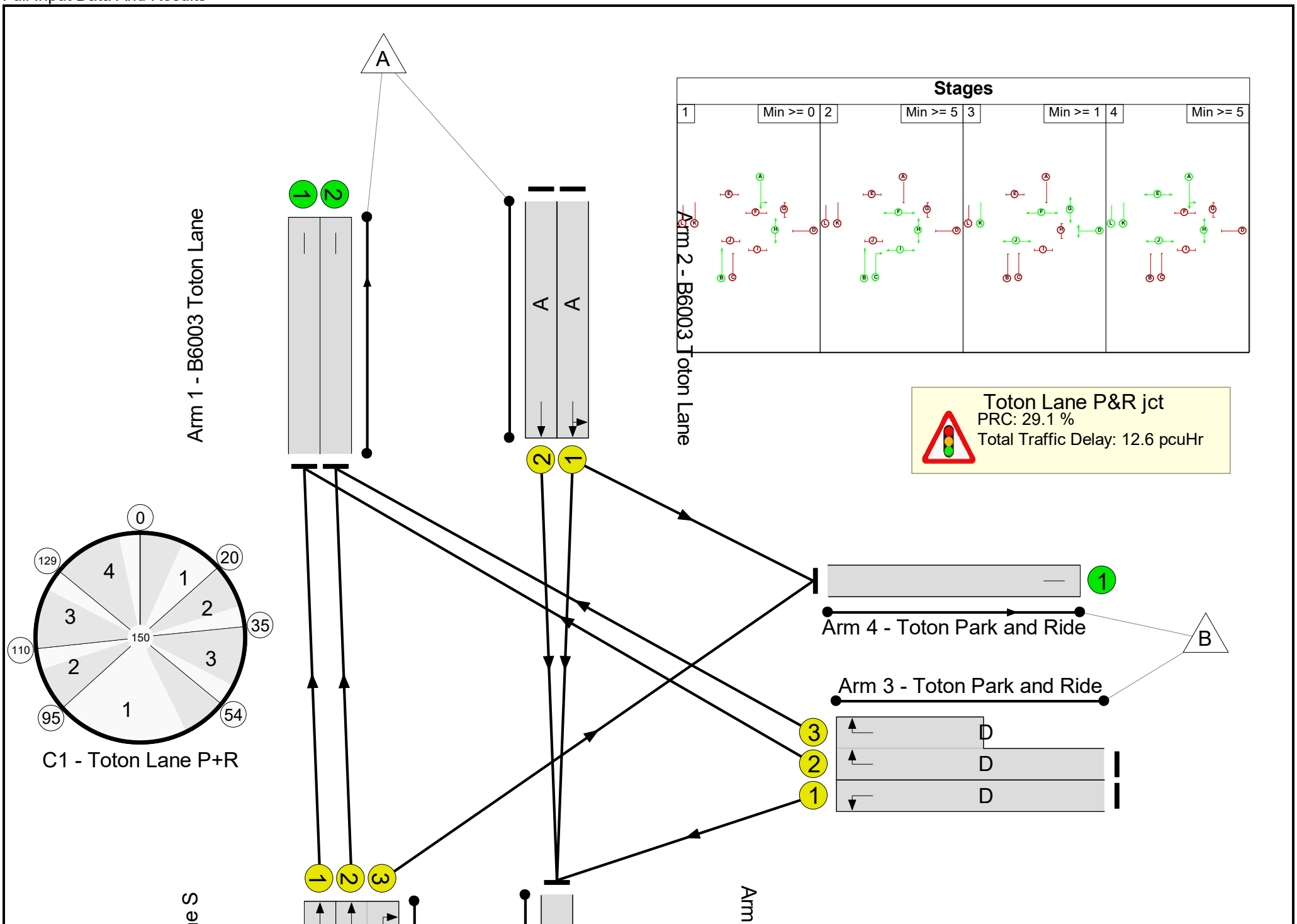
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 29.1 %
Total Traffic Delay: 12.6 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.7%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.7%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	543	1826	779	69.7%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	543	2055	877	61.9%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	106	1747	326	32.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	59	1840:1828	325+336	8.9 : 8.9%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	305	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	447	1940	1048	42.7%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	494	2080:1764	1002+235	39.9 : 39.9%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**9.6**	**2.9**	**0.0**	**12.6**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**9.6**	**2.9**	**0.0**	**12.6**	**-**	**-**	**-**	**-**
1/1	543	543	-	-	-	2.6	1.1	-	3.8	25.1	9.2	1.1	10.3
1/2	543	543	-	-	-	2.5	0.8	-	3.3	22.1	8.7	0.8	9.6
2/1	476	476	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	106	106	-	-	-	0.8	0.2	-	1.0	34.6	1.9	0.2	2.1
3/2+3/3	59	59	-	-	-	0.4	0.0	-	0.5	28.2	0.5	0.0	0.6
4/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	447	447	-	-	-	1.4	0.4	-	1.8	14.3	7.2	0.4	7.6
5/2+5/3	494	494	-	-	-	1.9	0.3	-	2.2	15.9	6.1	0.3	6.4
6/1	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 29.1
PRC Over All Lanes (%): 29.1

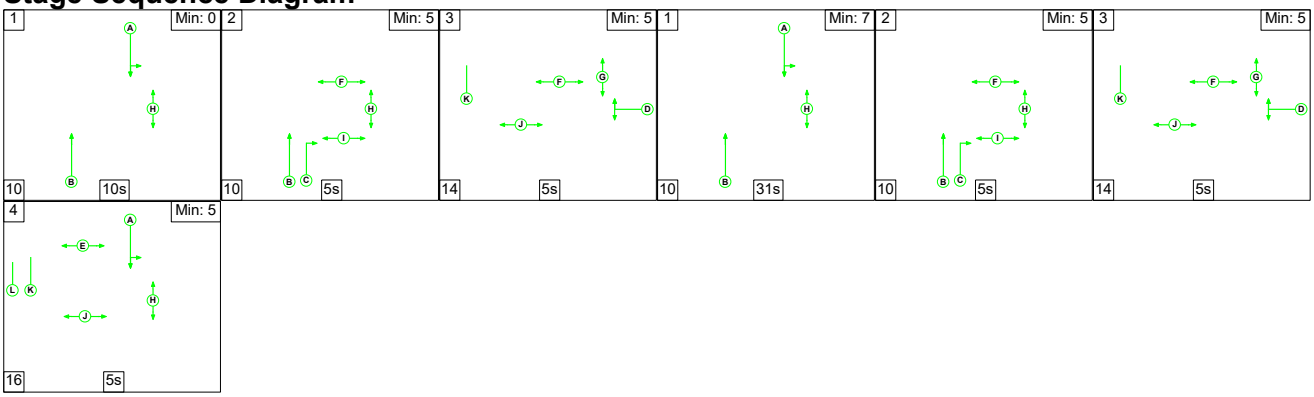
Total Delay for Signalled Lanes (pcuHr): 12.56
Total Delay Over All Lanes(pcuHr): 12.56

Cycle Time (s): 150

Full Input Data And Results

Scenario 2: '2025 Base PM' (FG2: '2025 Base PM', Plan 1: 'NB exit peds alt')

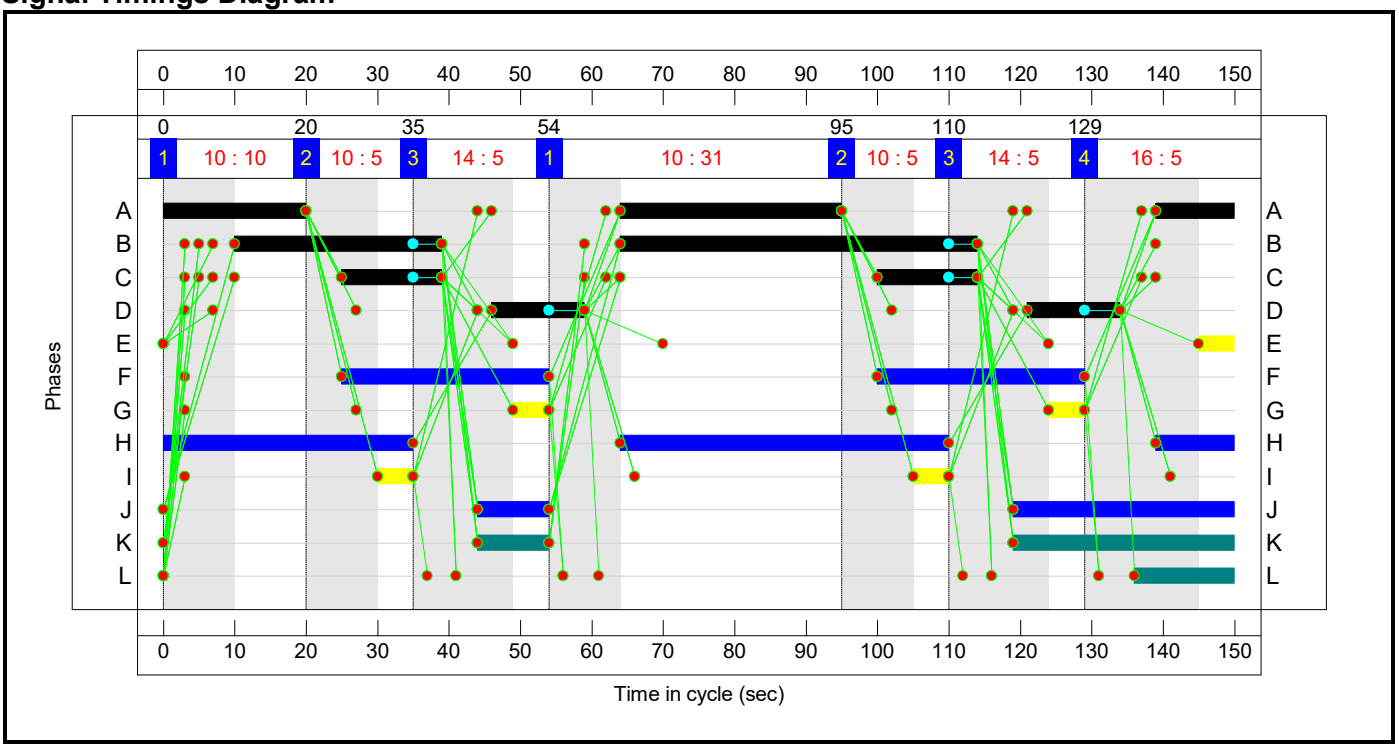
Stage Sequence Diagram



Stage Timings

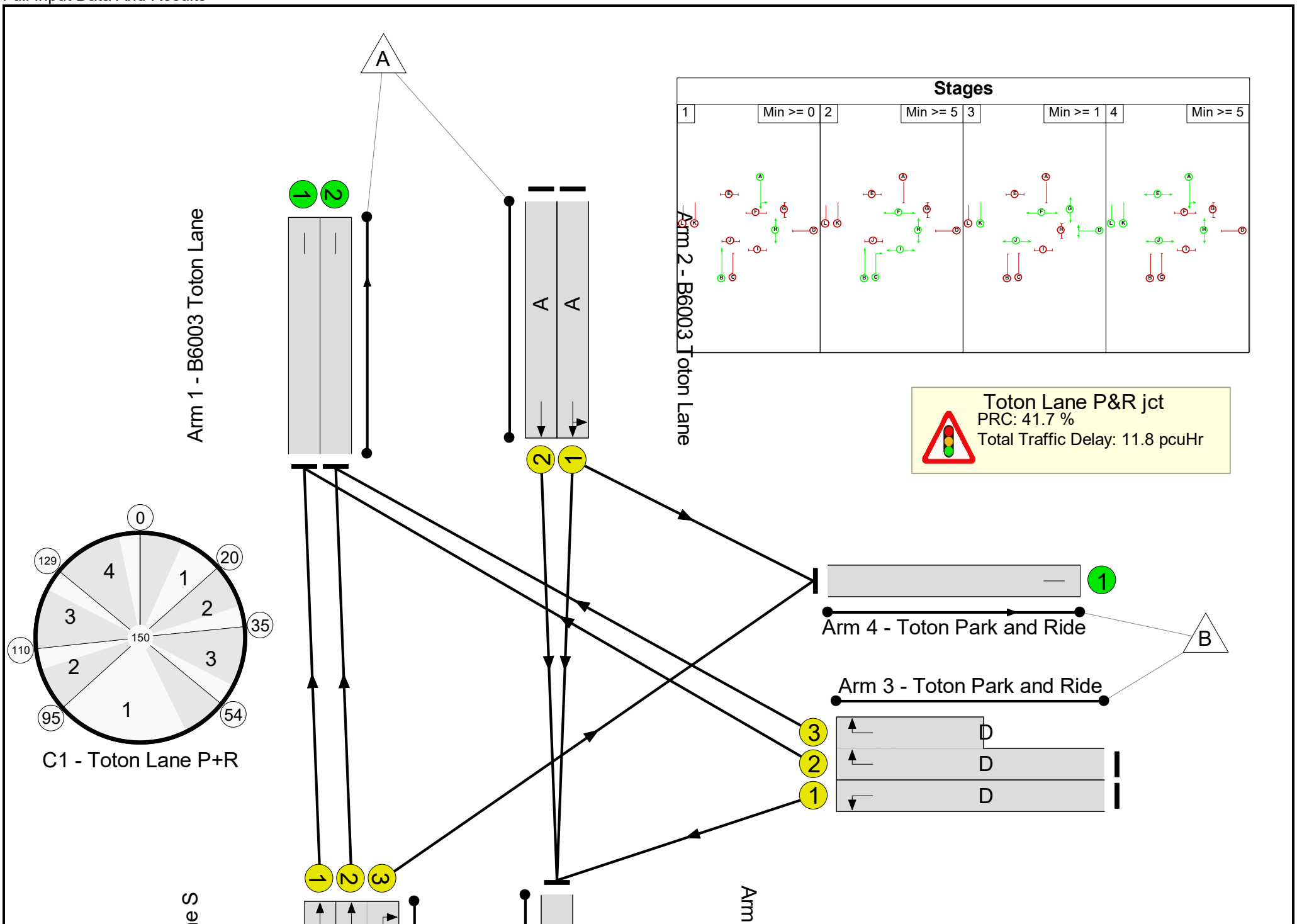
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 41.7 %
Total Traffic Delay: 11.8 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.5%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.5%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	511	1885	804	63.5%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	511	2055	877	58.3%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	517	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	522	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	65	1747	326	19.9%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	177	1840:1828	310+336	27.4 : 27.4%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	83	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	432	1940	1048	41.2%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	449	2080:1764	1108+49	38.8 : 38.8%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1023	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**9.3**	**2.5**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**9.3**	**2.5**	**0.0**	**11.8**	**-**	**-**	**-**	**-**
1/1	511	511	-	-	-	2.4	0.9	-	3.3	23.0	8.2	0.9	9.1
1/2	511	511	-	-	-	2.3	0.7	-	3.0	21.3	8.1	0.7	8.8
2/1	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	522	522	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	65	65	-	-	-	0.5	0.1	-	0.6	32.7	1.1	0.1	1.3
3/2+3/3	177	177	-	-	-	1.3	0.2	-	1.5	29.9	1.6	0.2	1.8
4/1	83	83	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	432	432	-	-	-	1.3	0.4	-	1.7	14.1	6.8	0.4	7.2
5/2+5/3	449	449	-	-	-	1.4	0.3	-	1.8	14.0	6.7	0.3	7.0
6/1	1023	1023	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 41.7
PRC Over All Lanes (%): 41.7

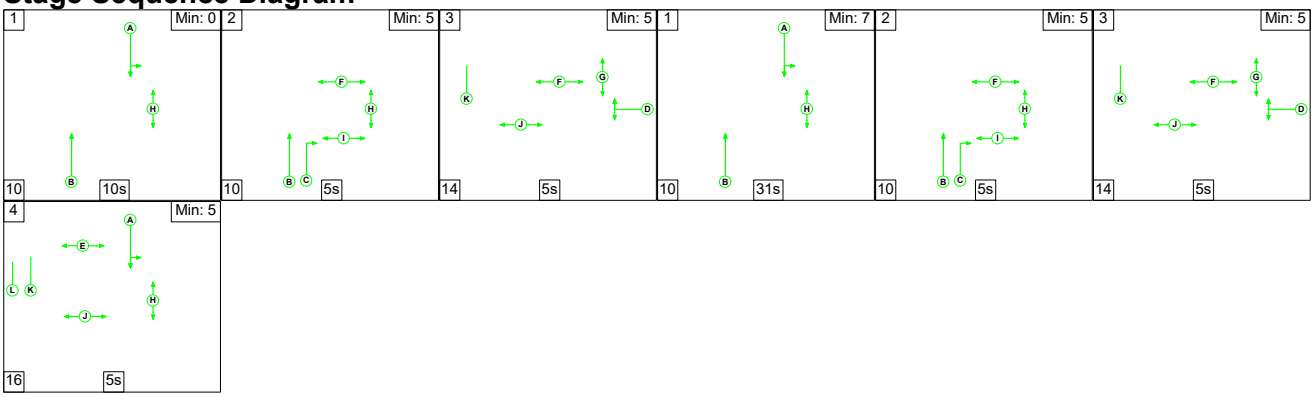
Total Delay for Signalled Lanes (pcuHr): 11.79
Total Delay Over All Lanes(pcuHr): 11.79

Cycle Time (s): 150

Full Input Data And Results

Scenario 3: '2028 Base AM' (FG3: '2028 Base AM', Plan 1: 'NB exit peds alt')

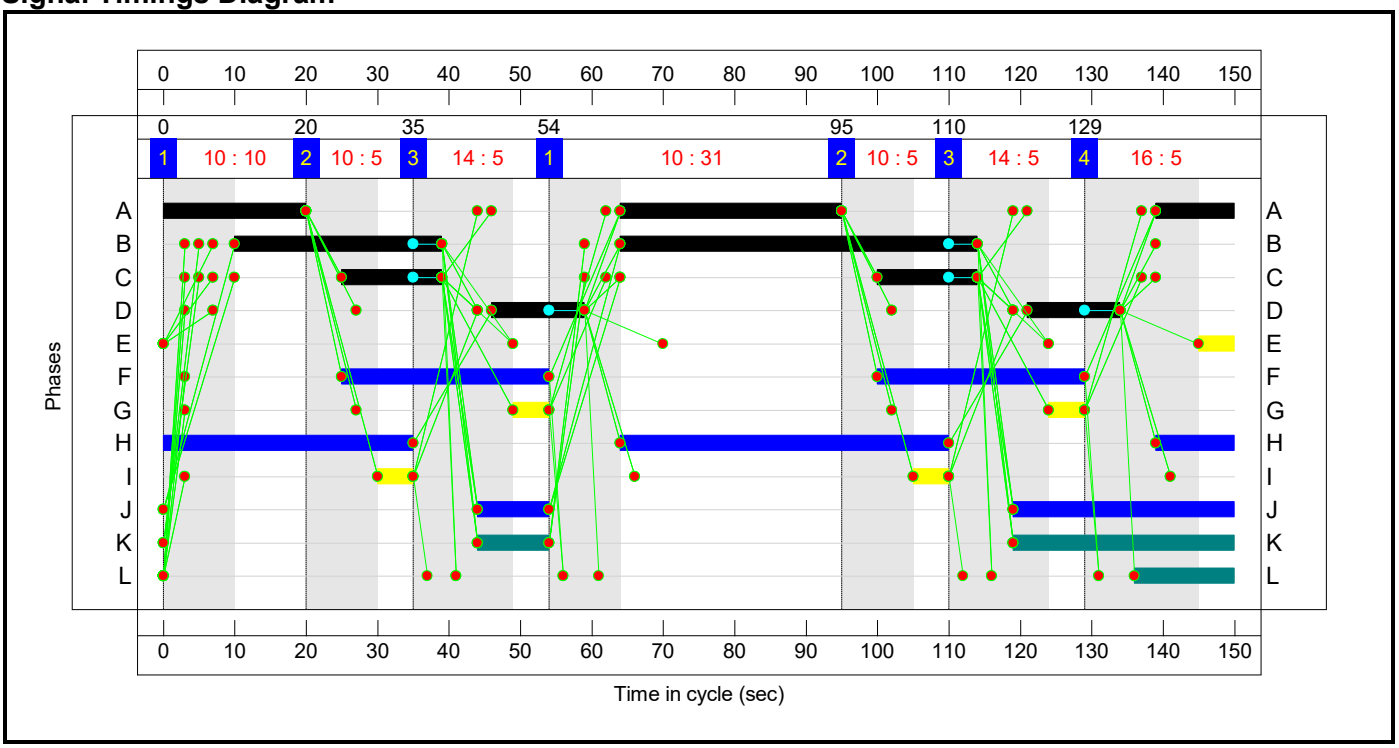
Stage Sequence Diagram



Stage Timings

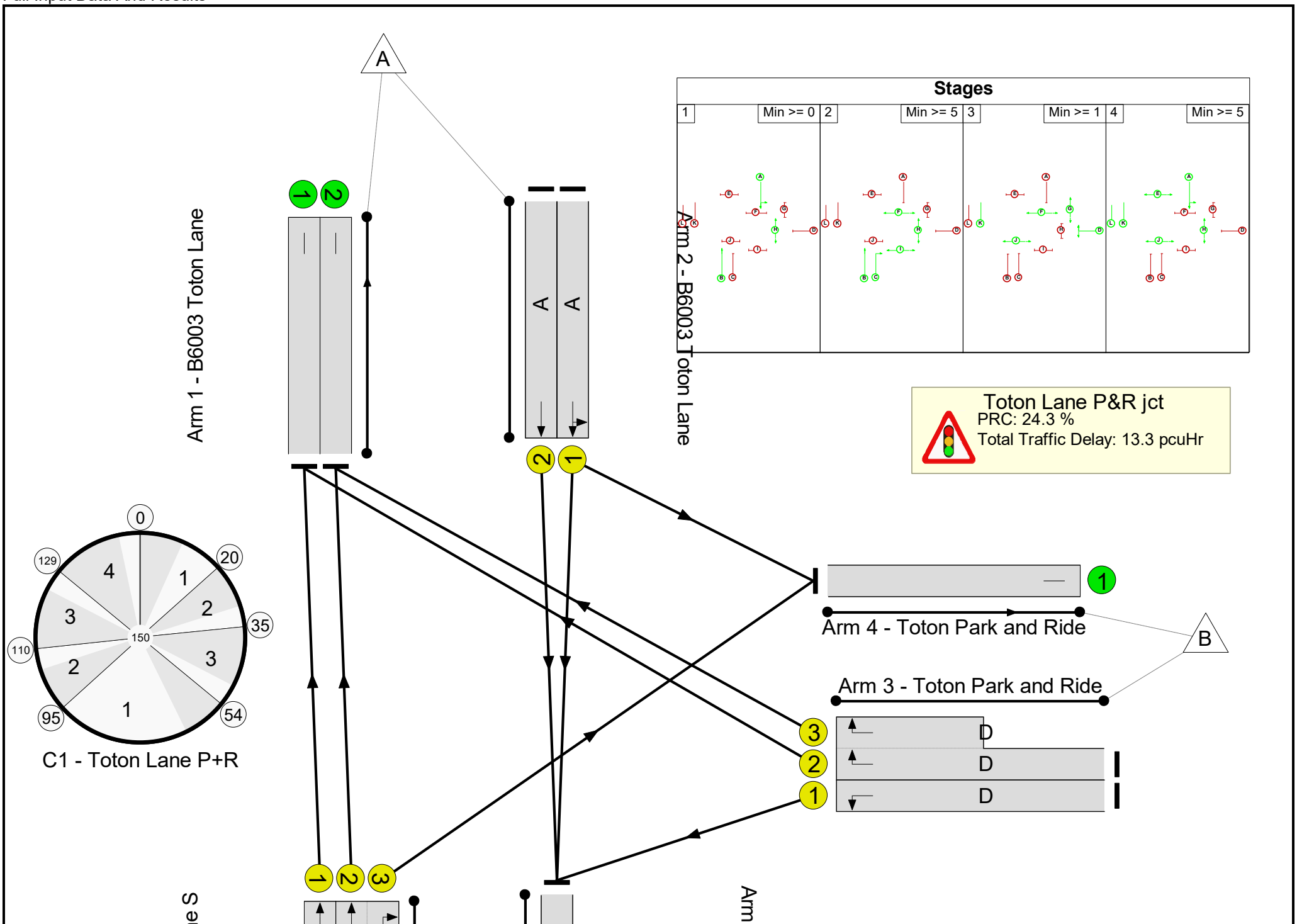
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 24.3 %
Total Traffic Delay: 13.3 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.4%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.4%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	564	1826	779	72.4%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	563	2055	877	64.2%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	495	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	445	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	110	1747	326	33.7%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	61	1840:1828	304+336	9.5 : 9.5%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	466	1940	1048	44.5%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	511	2080:1764	1001+238	41.3 : 41.3%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1018	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**10.1**	**3.2**	**0.0**	**13.3**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**10.1**	**3.2**	**0.0**	**13.3**	**-**	**-**	**-**	**-**
1/1	564	564	-	-	-	2.8	1.3	-	4.1	26.1	9.7	1.3	11.0
1/2	563	563	-	-	-	2.7	0.9	-	3.5	22.7	9.2	0.9	10.1
2/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	110	110	-	-	-	0.8	0.3	-	1.1	34.8	2.0	0.3	2.2
3/2+3/3	61	61	-	-	-	0.4	0.1	-	0.5	28.4	0.6	0.1	0.6
4/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	466	466	-	-	-	1.5	0.4	-	1.9	14.5	7.6	0.4	8.0
5/2+5/3	511	511	-	-	-	1.9	0.4	-	2.3	16.1	6.4	0.4	6.8
6/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 24.3
PRC Over All Lanes (%): 24.3

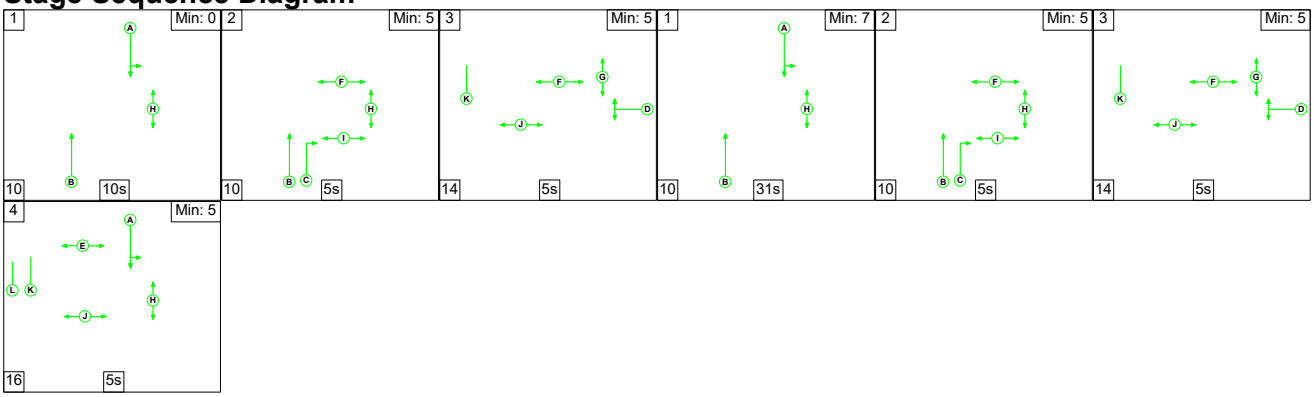
Total Delay for Signalled Lanes (pcuHr): 13.34
Total Delay Over All Lanes(pcuHr): 13.34

Cycle Time (s): 150

Full Input Data And Results

Scenario 4: '2028 Base PM' (FG4: '2028 Base PM', Plan 1: 'NB exit peds alt')

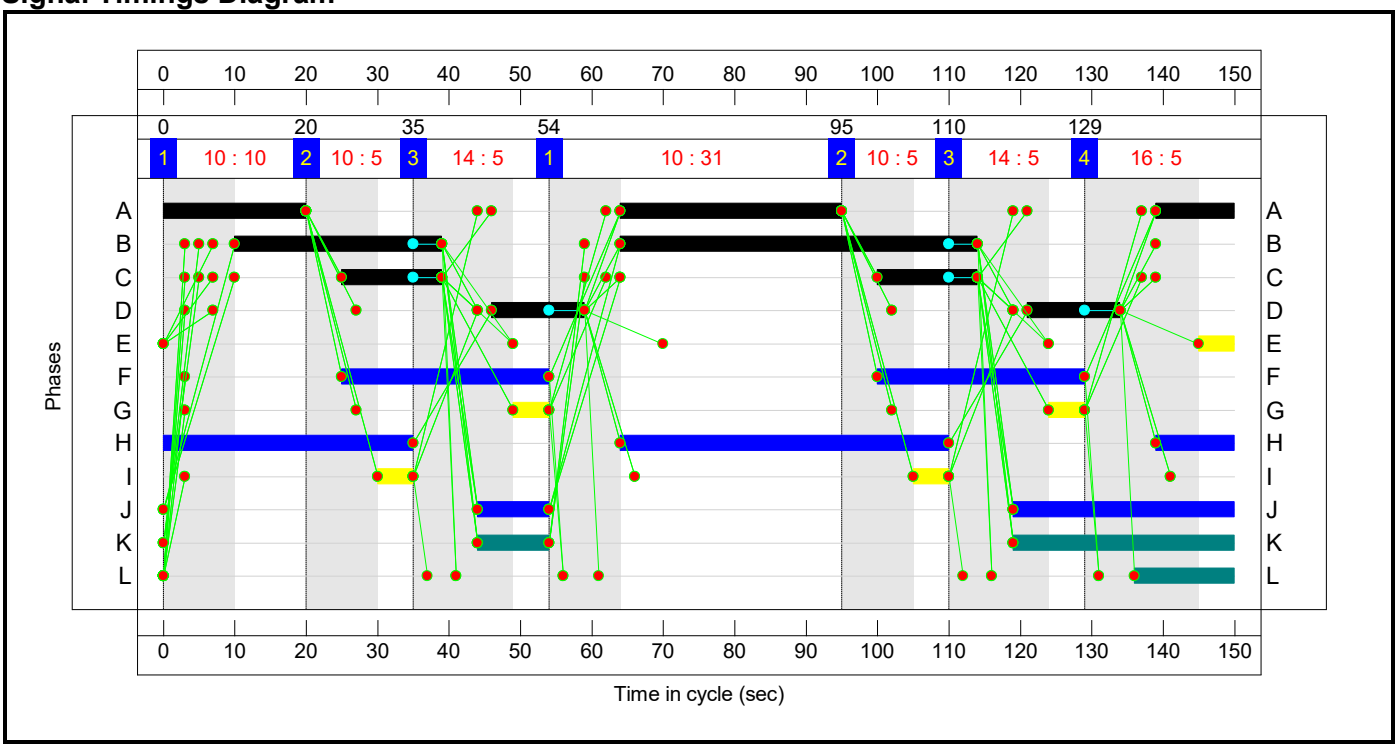
Stage Sequence Diagram



Stage Timings

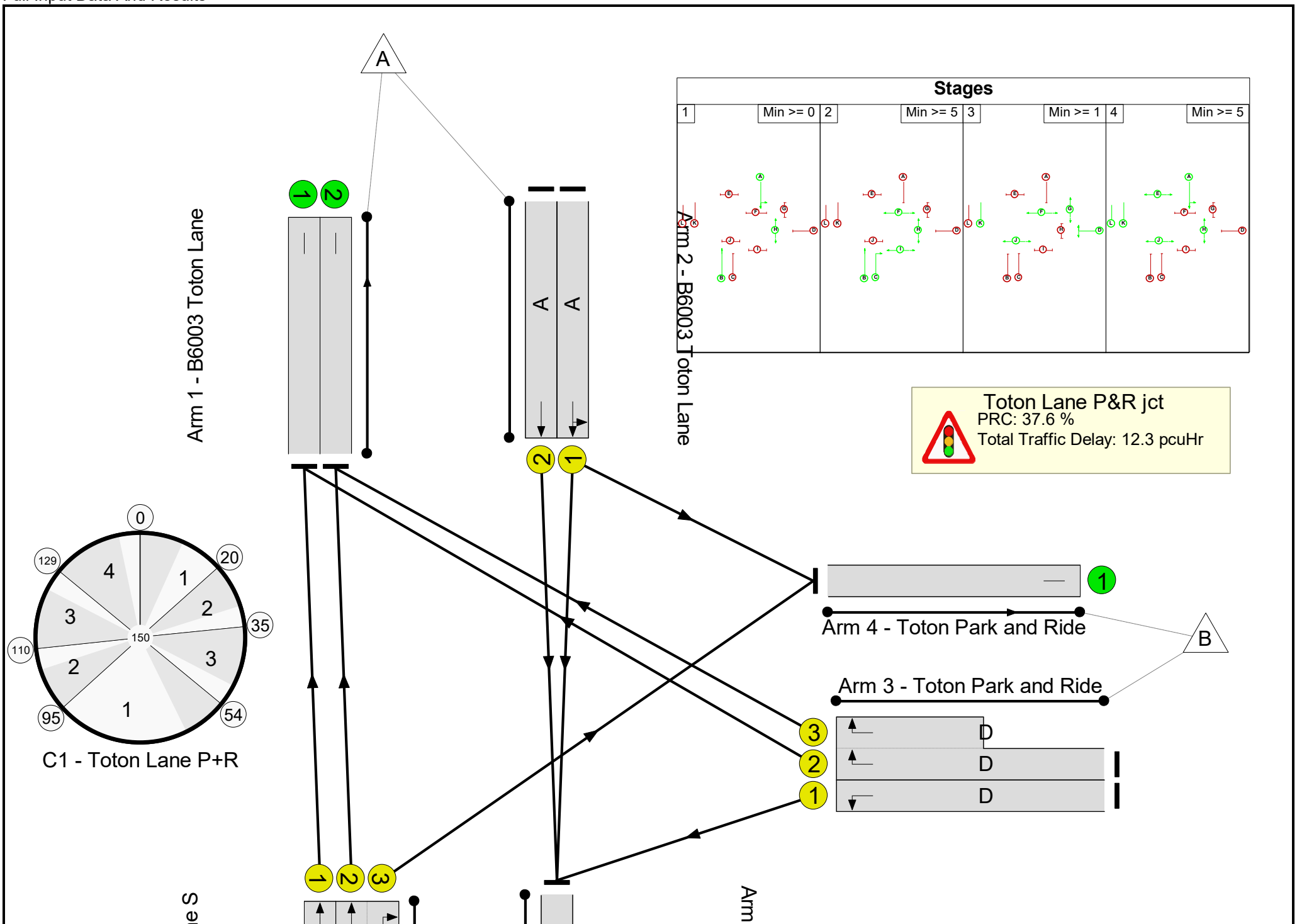
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 37.6 %
Total Traffic Delay: 12.3 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.4%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.4%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	526	1885	804	65.4%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	526	2055	877	60.0%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	537	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	67	1747	326	20.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	182	1840:1828	315+336	28.0 : 28.0%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	86	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	444	1940	1048	42.4%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	463	2080:1764	1108+50	40.0 : 40.0%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1053	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**9.6**	**2.7**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**9.6**	**2.7**	**0.0**	**12.3**	**-**	**-**	**-**	**-**
1/1	526	526	-	-	-	2.5	0.9	-	3.4	23.5	8.6	0.9	9.6
1/2	526	526	-	-	-	2.4	0.7	-	3.2	21.7	8.3	0.7	9.1
2/1	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	537	537	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	67	67	-	-	-	0.5	0.1	-	0.6	32.8	1.2	0.1	1.3
3/2+3/3	182	182	-	-	-	1.3	0.2	-	1.5	30.0	1.7	0.2	1.9
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	444	444	-	-	-	1.4	0.4	-	1.8	14.2	7.2	0.4	7.5
5/2+5/3	463	463	-	-	-	1.5	0.3	-	1.8	14.2	7.0	0.3	7.3
6/1	1053	1053	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 37.6
PRC Over All Lanes (%): 37.6

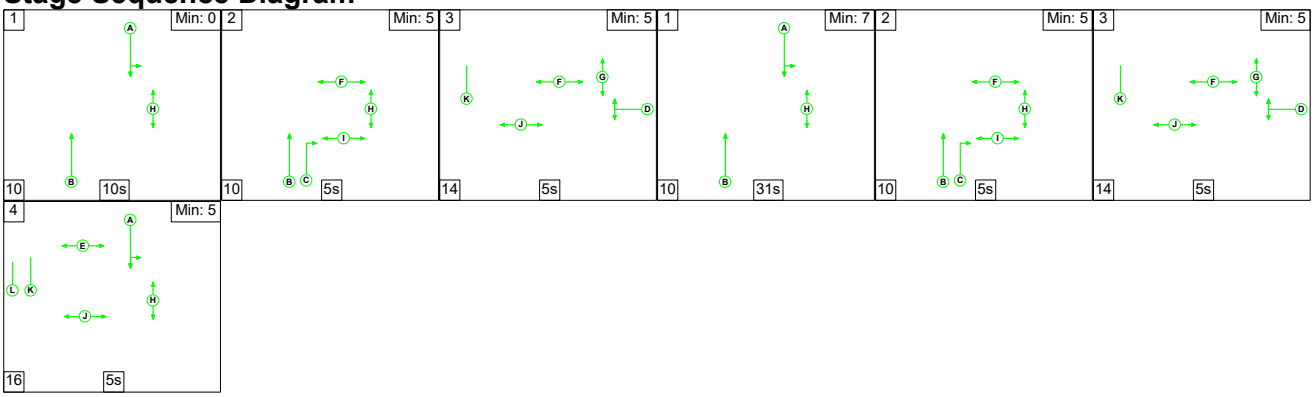
Total Delay for Signalled Lanes (pcuHr): 12.31
Total Delay Over All Lanes(pcuHr): 12.31

Cycle Time (s): 150

Full Input Data And Results

Scenario 5: '2028 Base + Development AM' (FG5: '2028 Base + Developmet AM', Plan 1: 'NB exit peds alt')

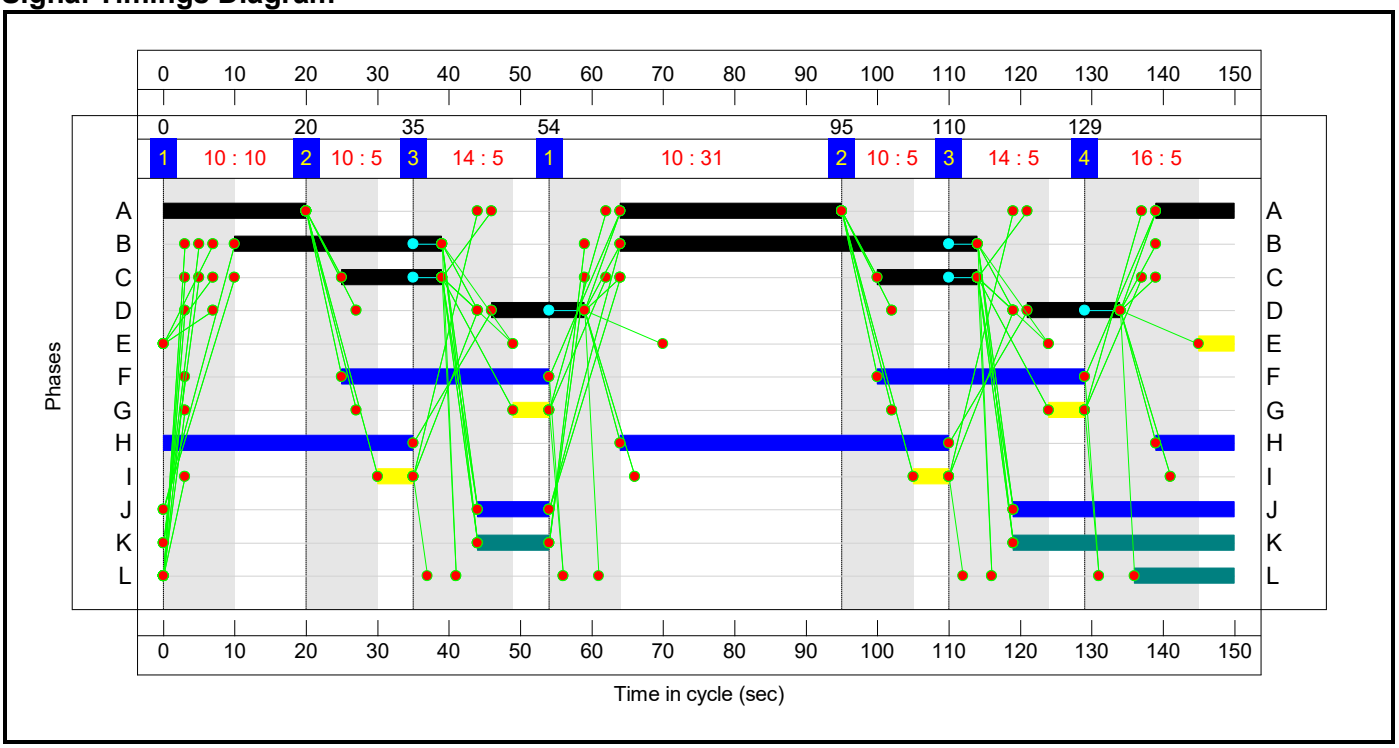
Stage Sequence Diagram



Stage Timings

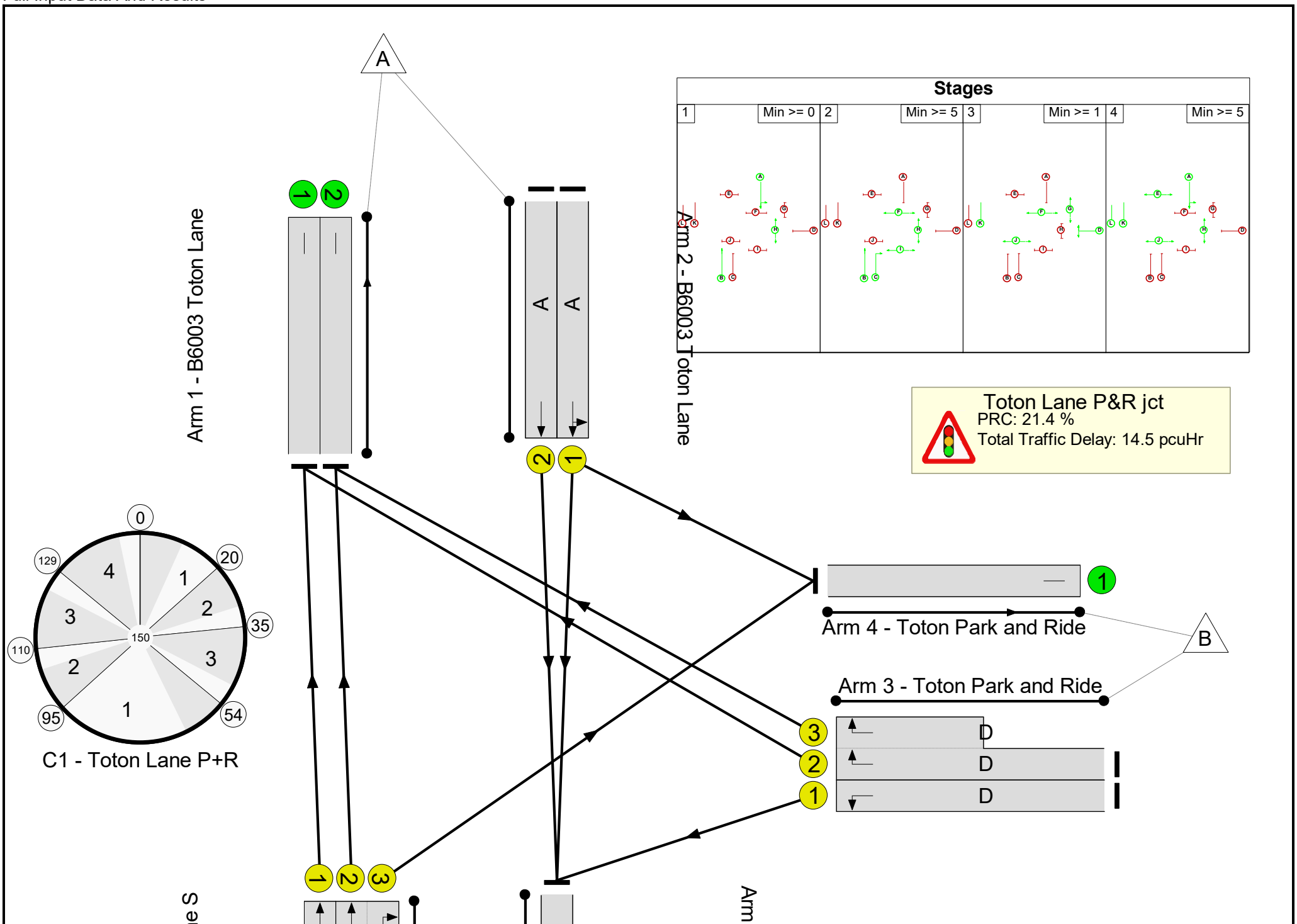
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 21.4 %
Total Traffic Delay: 14.5 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.1%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.1%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	578	1828	780	74.1%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	578	2055	877	65.9%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	551	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	532	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	110	1747	326	33.7%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	61	1840:1828	304+336	9.5 : 9.5%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	317	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	522	1940	1048	49.8%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	598	2080:1764	1021+200	49.0 : 49.0%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1047	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**10.9**	**3.7**	**0.0**	**14.5**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**10.9**	**3.7**	**0.0**	**14.5**	**-**	**-**	**-**	**-**
1/1	578	578	-	-	-	2.9	1.4	-	4.3	26.8	10.0	1.4	11.4
1/2	578	578	-	-	-	2.8	1.0	-	3.7	23.1	9.5	1.0	10.4
2/1	551	551	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	532	532	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	110	110	-	-	-	0.8	0.3	-	1.1	34.8	2.0	0.3	2.2
3/2+3/3	61	61	-	-	-	0.4	0.1	-	0.5	28.4	0.6	0.1	0.6
4/1	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	522	522	-	-	-	1.7	0.5	-	2.2	15.3	8.8	0.5	9.3
5/2+5/3	598	598	-	-	-	2.3	0.5	-	2.8	16.6	8.2	0.5	8.7
6/1	1047	1047	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 21.4
PRC Over All Lanes (%): 21.4

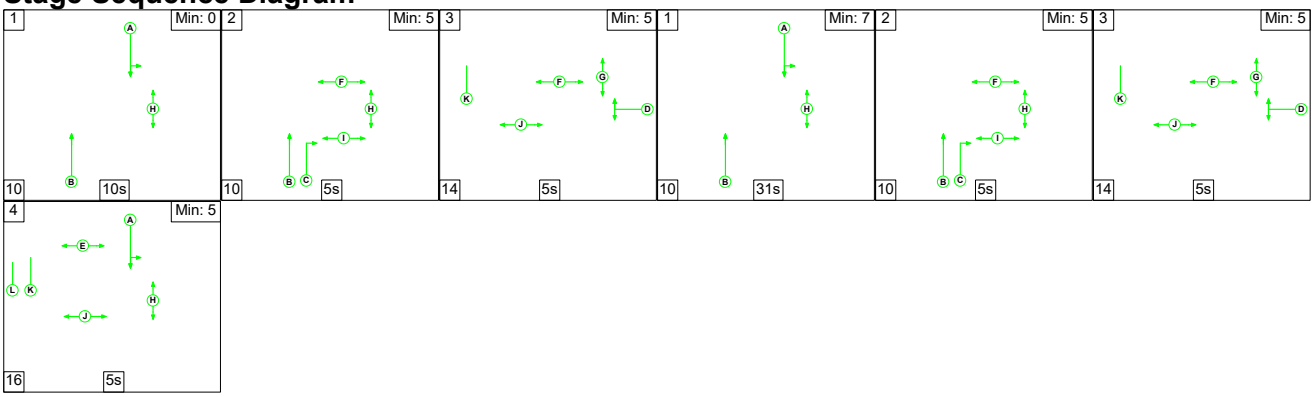
Total Delay for Signalled Lanes (pcuHr): 14.54
Total Delay Over All Lanes(pcuHr): 14.54

Cycle Time (s): 150

Full Input Data And Results

Scenario 6: '2028 Base + Development PM' (FG6: '2028 Base + Development PM', Plan 1: 'NB exit peds alt')

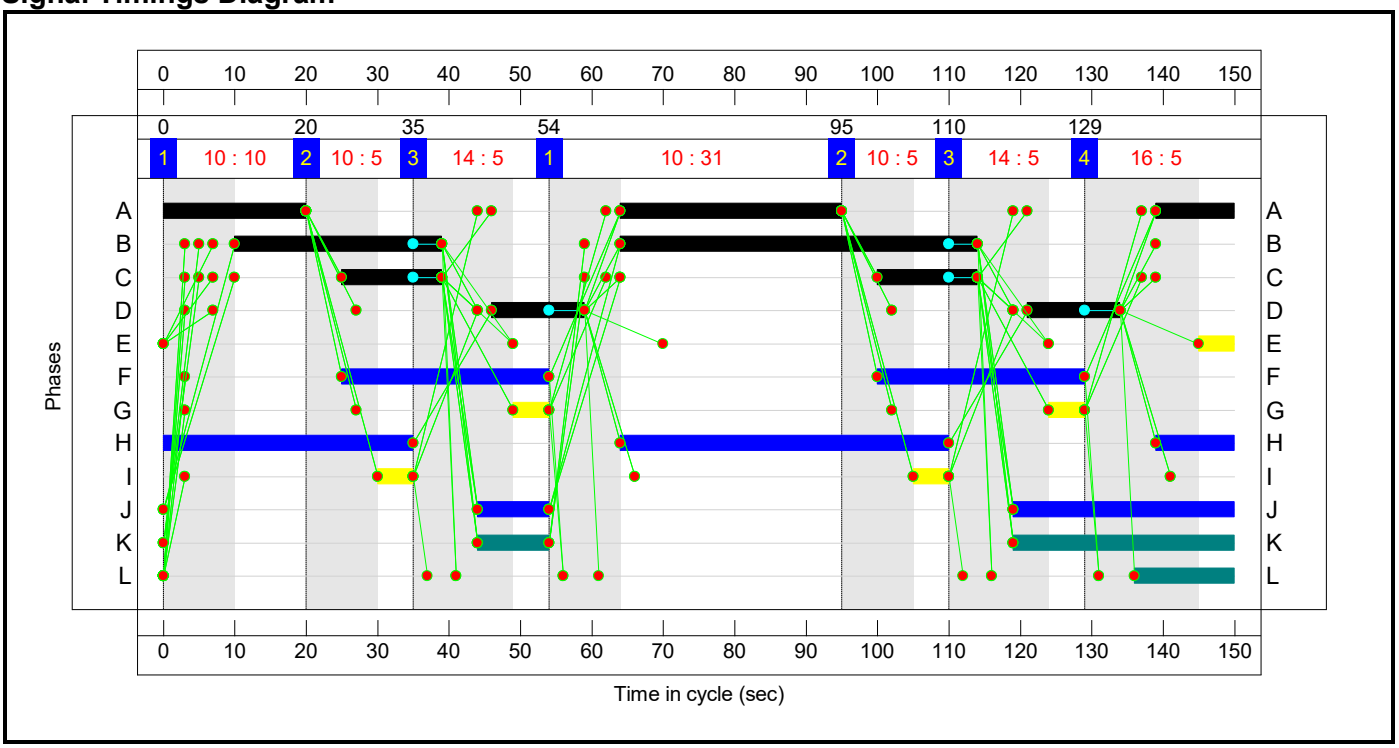
Stage Sequence Diagram



Stage Timings

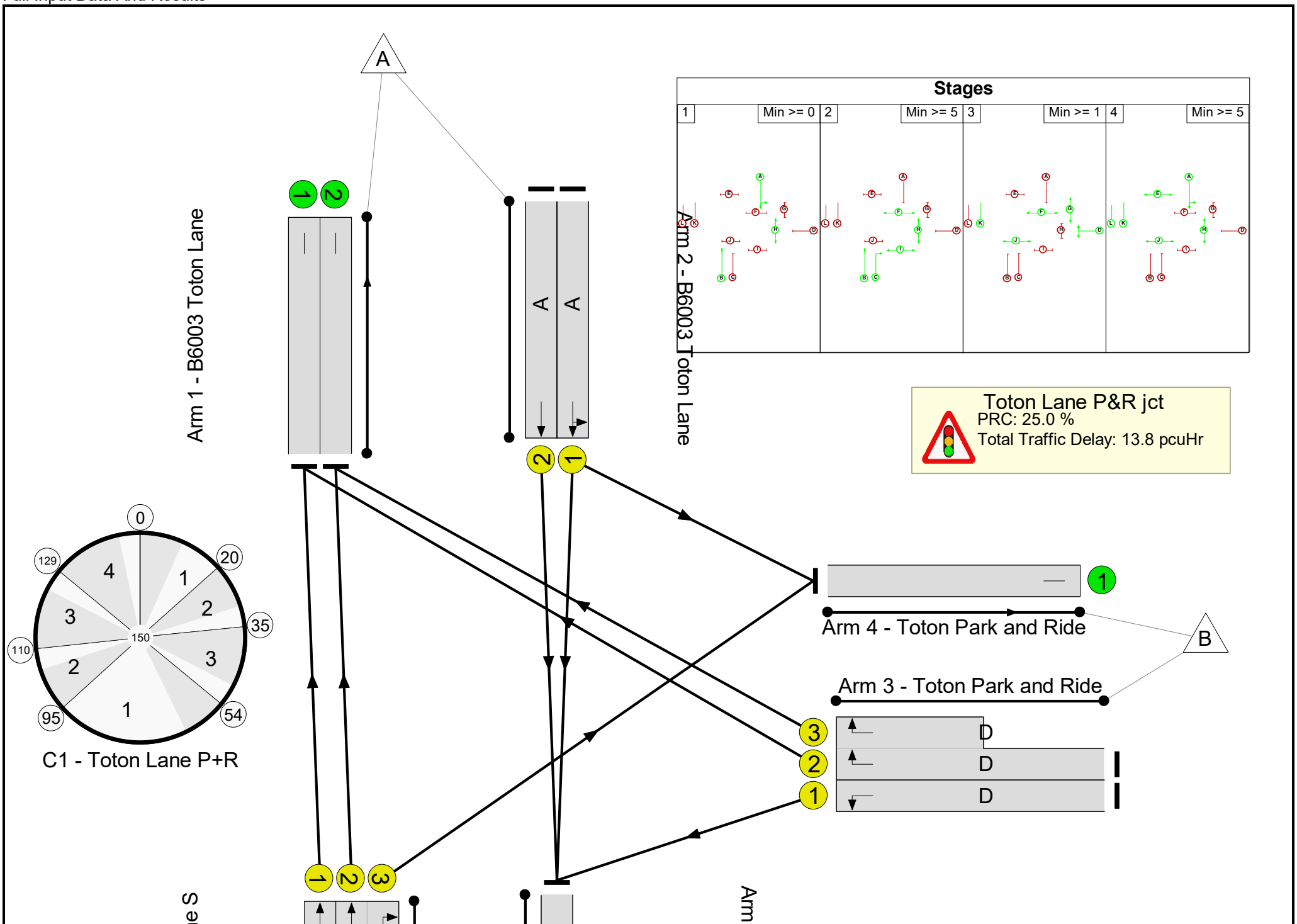
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 25.0 %
Total Traffic Delay: 13.8 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.0%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**72.0%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	580	1888	806	72.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	580	2055	877	66.1%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	554	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	559	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	67	1747	326	20.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	182	1840:1828	315+336	28.0 : 28.0%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	86	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	466	1940	1048	44.5%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	485	2080:1764	1109+48	41.9 : 41.9%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1161	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**10.5**	**3.3**	**0.0**	**13.8**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**10.5**	**3.3**	**0.0**	**13.8**	**-**	**-**	**-**	**-**
1/1	580	580	-	-	-	2.9	1.3	-	4.1	25.7	10.0	1.3	11.3
1/2	580	580	-	-	-	2.8	1.0	-	3.7	23.2	9.5	1.0	10.5
2/1	554	554	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	67	67	-	-	-	0.5	0.1	-	0.6	32.8	1.2	0.1	1.3
3/2+3/3	182	182	-	-	-	1.3	0.2	-	1.5	30.0	1.7	0.2	1.9
4/1	86	86	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	466	466	-	-	-	1.5	0.4	-	1.9	14.5	7.6	0.4	8.0
5/2+5/3	485	485	-	-	-	1.6	0.4	-	1.9	14.4	7.4	0.4	7.7
6/1	1161	1161	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 25.0
PRC Over All Lanes (%): 25.0

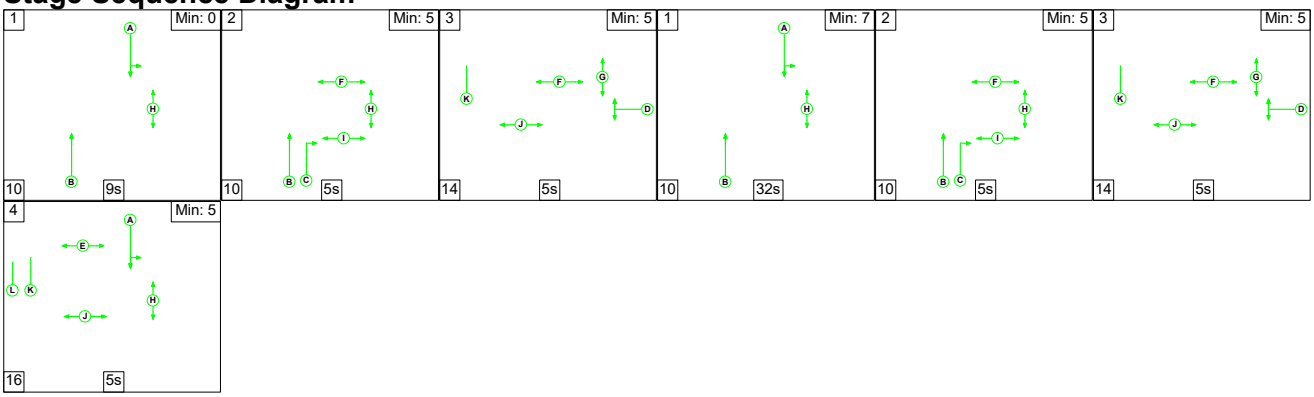
Total Delay for Signalled Lanes (pcuHr): 13.82
Total Delay Over All Lanes(pcuHr): 13.82

Cycle Time (s): 150

Full Input Data And Results

Scenario 7: '2041 Base AM' (FG7: '2041 Base AM', Plan 1: 'NB exit peds alt')

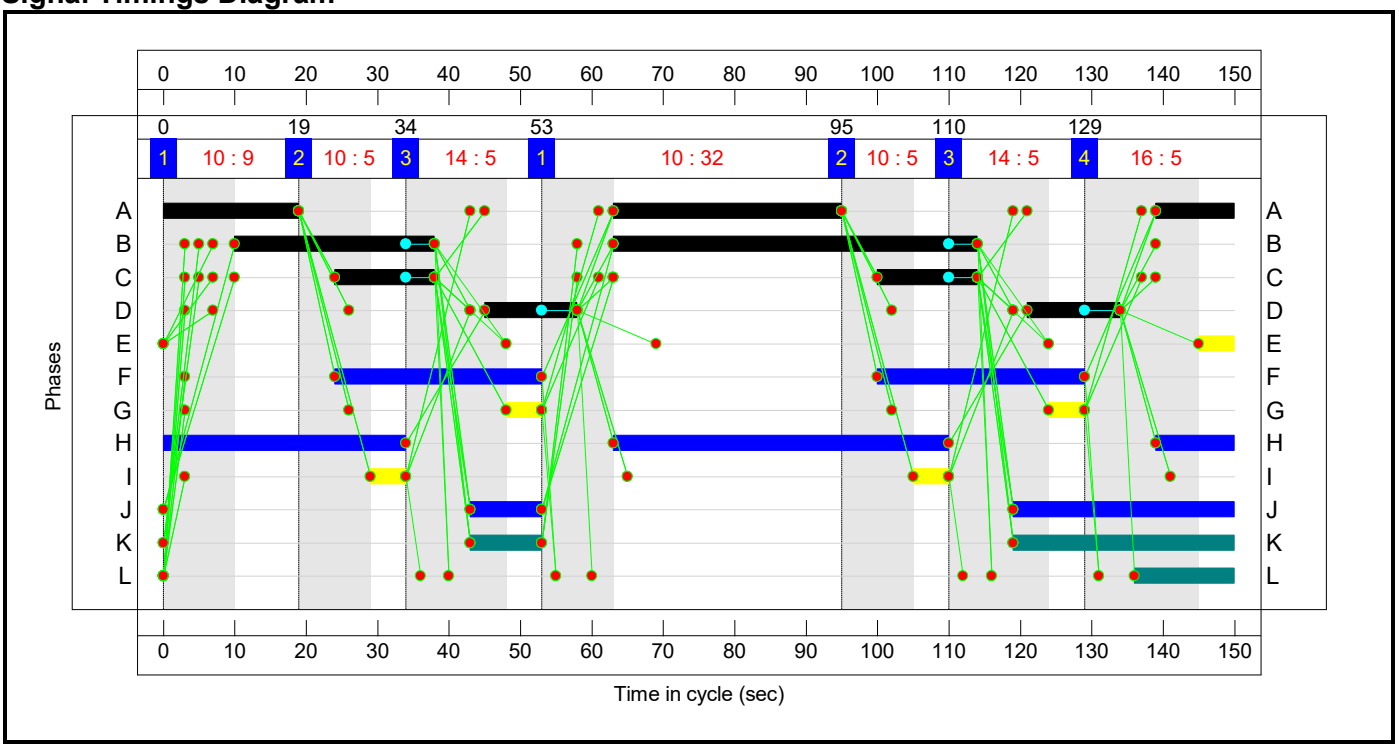
Stage Sequence Diagram



Stage Timings

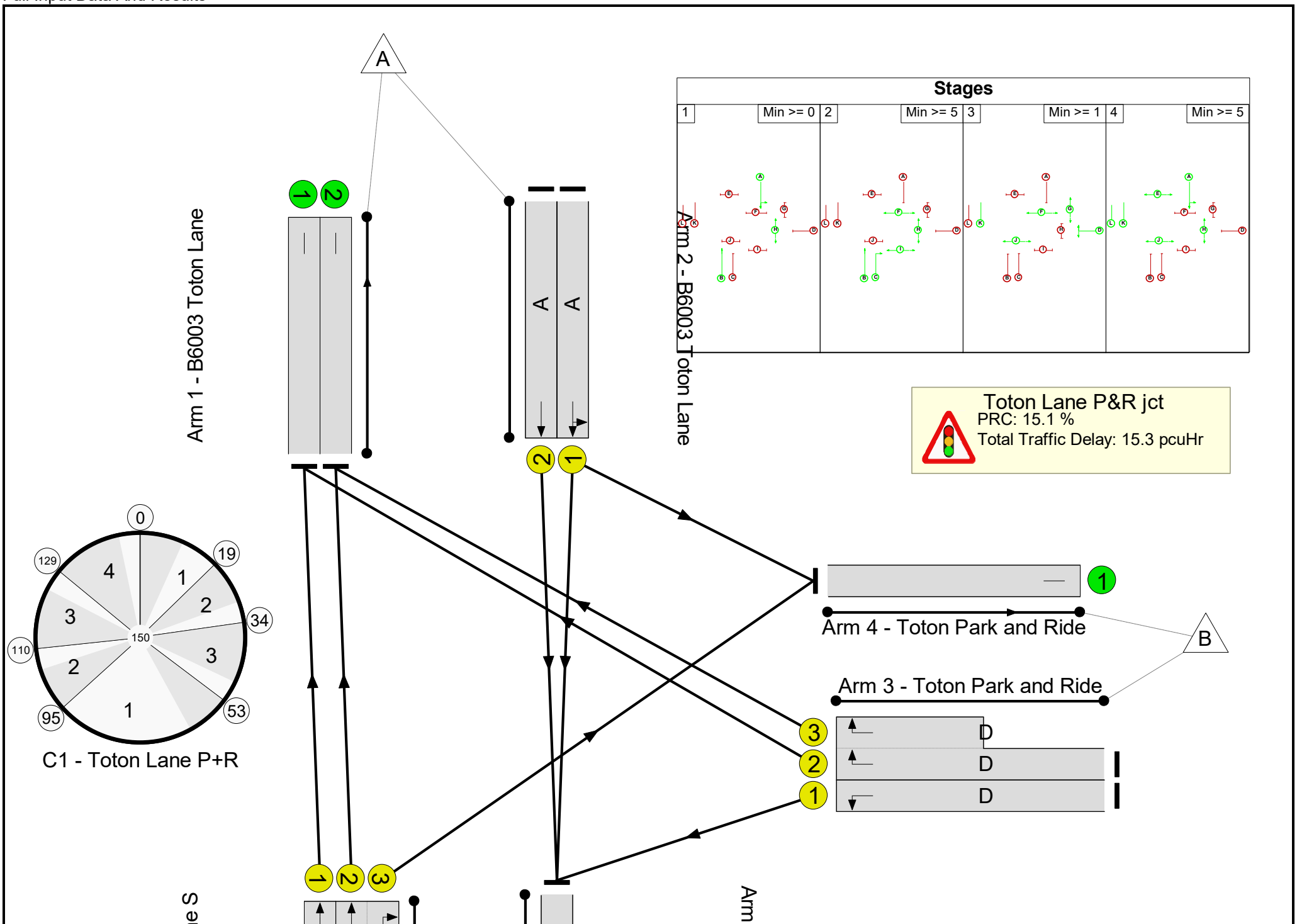
Stage	1	2	3	1	2	3	4
Duration	9	5	5	32	5	5	5
Change Point	0	19	34	53	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 15.1 %
Total Traffic Delay: 15.3 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
19
34
53
95
110
129
150
4
1
2
3
3
2
1
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.2%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**78.2%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	609	1826	779	78.2%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	609	2055	877	69.5%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	534	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	119	1747	326	36.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	66	1840:1828	316+336	10.1 : 10.1%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	502	1940	1048	47.9%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	553	2080:1764	1002+235	44.7 : 44.7%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1100	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**11.2**	**4.1**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**11.2**	**4.1**	**0.0**	**15.3**	**-**	**-**	**-**	**-**
1/1	609	609	-	-	-	3.1	1.8	-	4.9	28.9	10.8	1.8	12.6
1/2	609	609	-	-	-	3.0	1.1	-	4.1	24.2	10.3	1.1	11.4
2/1	534	534	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	119	119	-	-	-	0.9	0.3	-	1.2	35.3	2.2	0.3	2.5
3/2+3/3	66	66	-	-	-	0.5	0.1	-	0.5	28.4	0.6	0.1	0.7
4/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	502	502	-	-	-	1.6	0.5	-	2.1	15.0	8.4	0.5	8.8
5/2+5/3	553	553	-	-	-	2.1	0.4	-	2.5	16.4	7.1	0.4	7.5
6/1	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 15.1
PRC Over All Lanes (%): 15.1

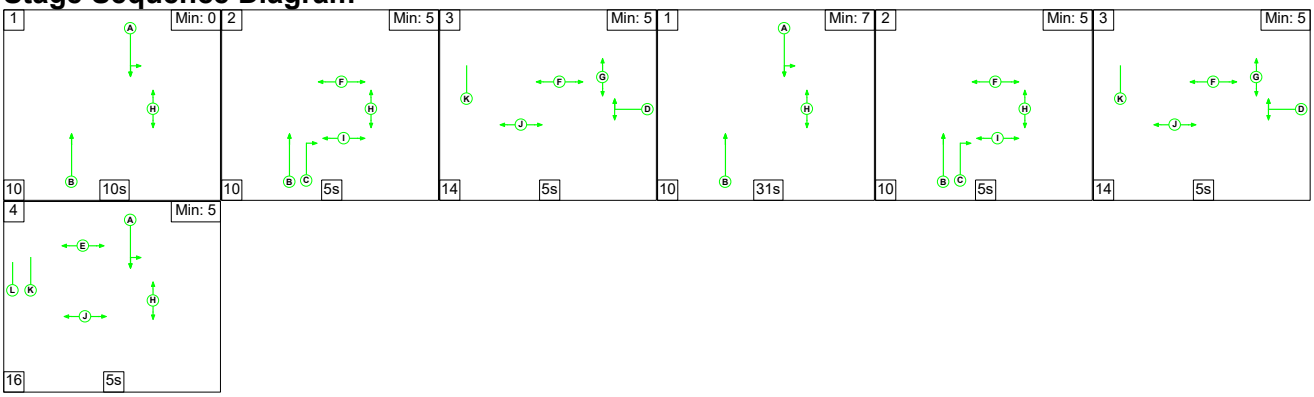
Total Delay for Signalled Lanes (pcuHr): 15.28
Total Delay Over All Lanes(pcuHr): 15.28

Cycle Time (s): 150

Full Input Data And Results

Scenario 8: '2041 Base PM' (FG8: '2041 Base PM', Plan 1: 'NB exit peds alt')

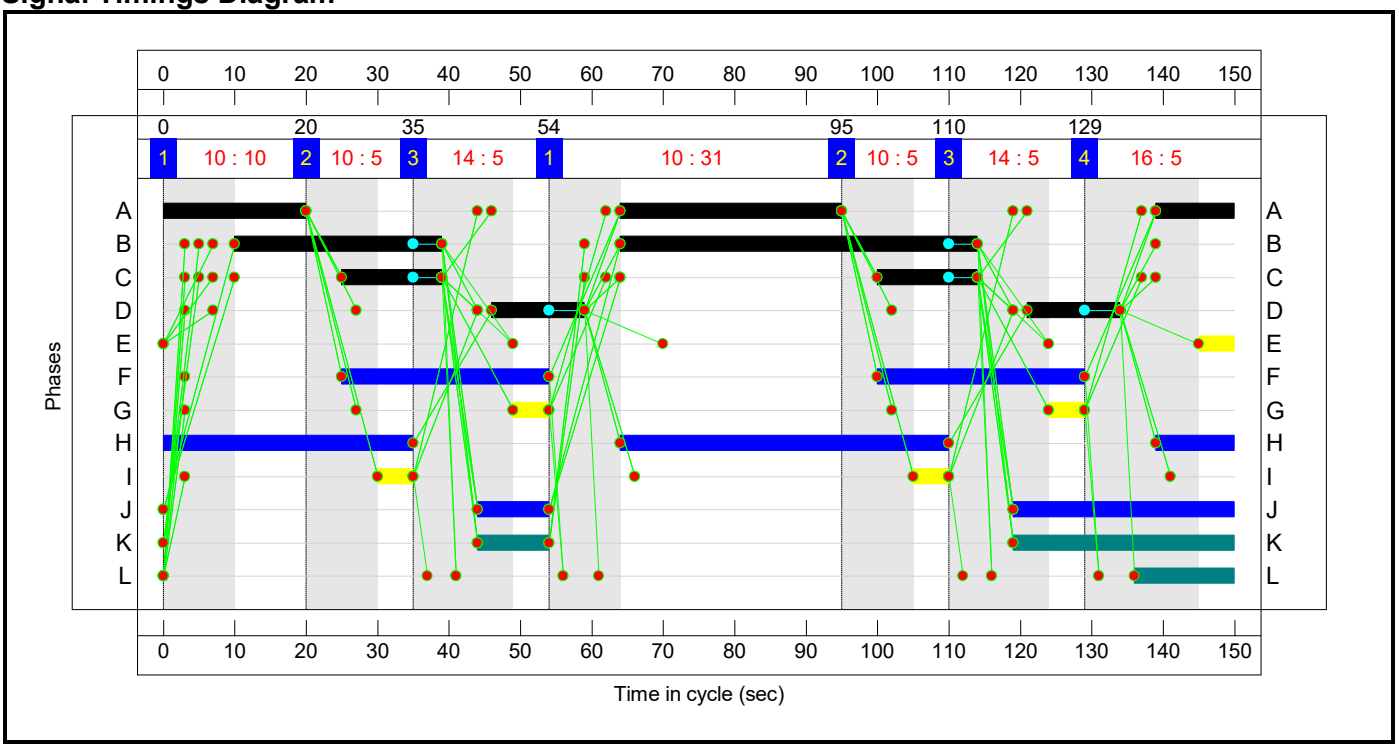
Stage Sequence Diagram



Stage Timings

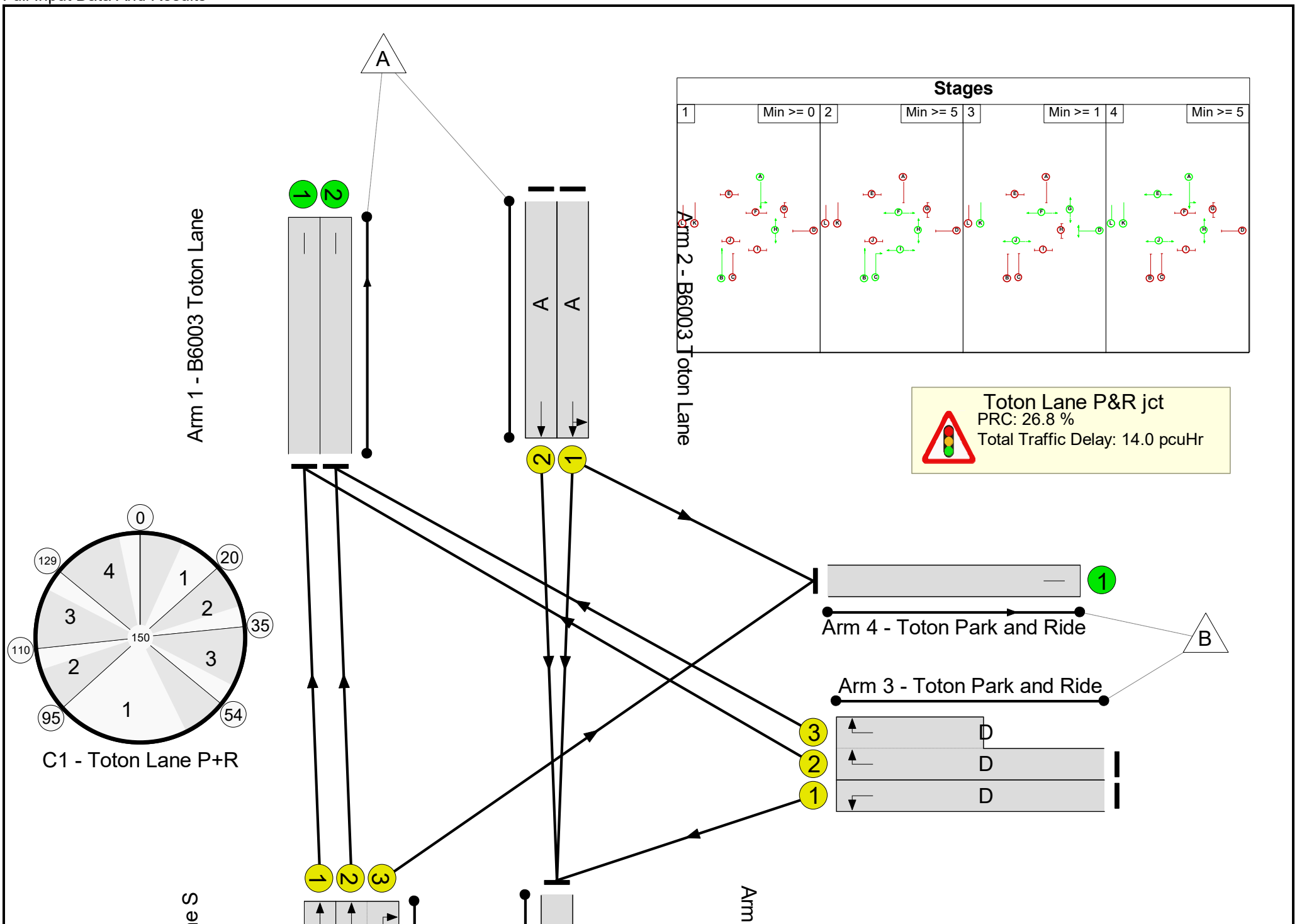
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 26.8 %
Total Traffic Delay: 14.0 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.0%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.0%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	571	1885	804	71.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	571	2055	877	65.1%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	579	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	582	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	73	1747	326	22.4%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	198	1840:1828	316+336	30.4 : 30.4%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	483	1940	1048	46.1%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	501	2080:1764	1109+49	43.3 : 43.3%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1143	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**10.7**	**3.3**	**0.0**	**14.0**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**10.7**	**3.3**	**0.0**	**14.0**	**-**	**-**	**-**	**-**
1/1	571	571	-	-	-	2.8	1.2	-	4.0	25.3	9.7	1.2	10.9
1/2	571	571	-	-	-	2.7	0.9	-	3.6	22.9	9.4	0.9	10.3
2/1	579	579	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	582	582	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	73	73	-	-	-	0.5	0.1	-	0.7	33.0	1.3	0.1	1.4
3/2+3/3	198	198	-	-	-	1.4	0.2	-	1.7	30.2	1.8	0.2	2.0
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	483	483	-	-	-	1.5	0.4	-	2.0	14.7	7.9	0.4	8.3
5/2+5/3	501	501	-	-	-	1.6	0.4	-	2.0	14.6	7.7	0.4	8.1
6/1	1143	1143	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 26.8
PRC Over All Lanes (%): 26.8

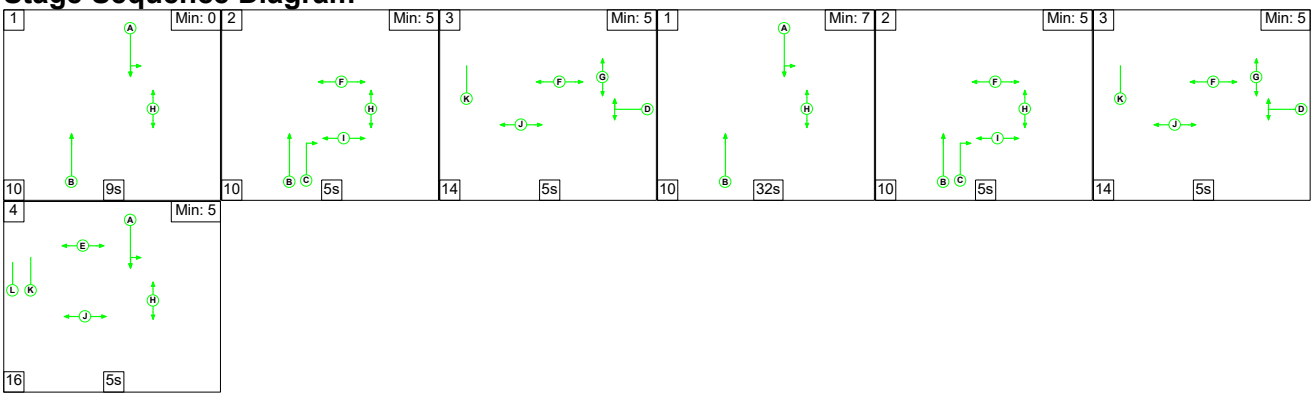
Total Delay for Signalled Lanes (pcuHr): 13.99
Total Delay Over All Lanes(pcuHr): 13.99

Cycle Time (s): 150

Full Input Data And Results

Scenario 9: '2041 Base + Development AM' (FG9: '2041 Base + Development AM', Plan 1: 'NB exit peds alt')

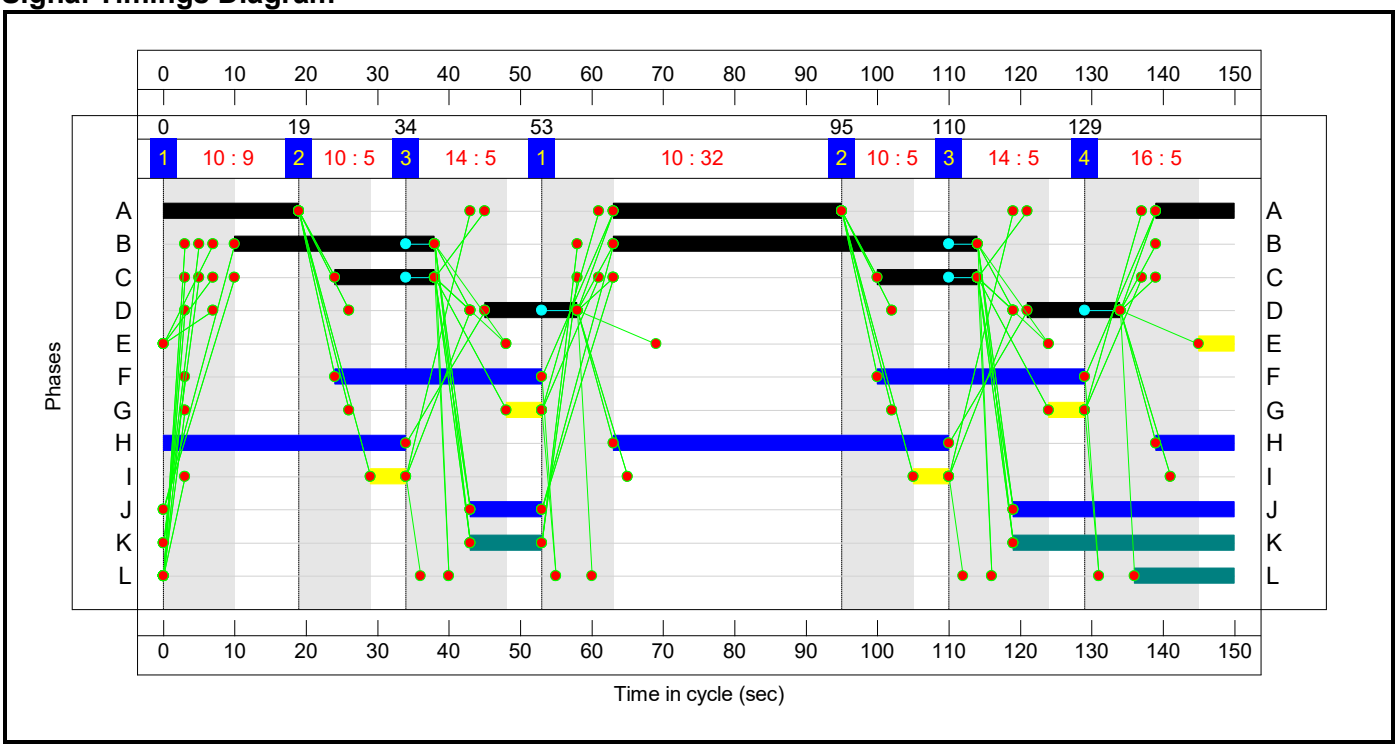
Stage Sequence Diagram



Stage Timings

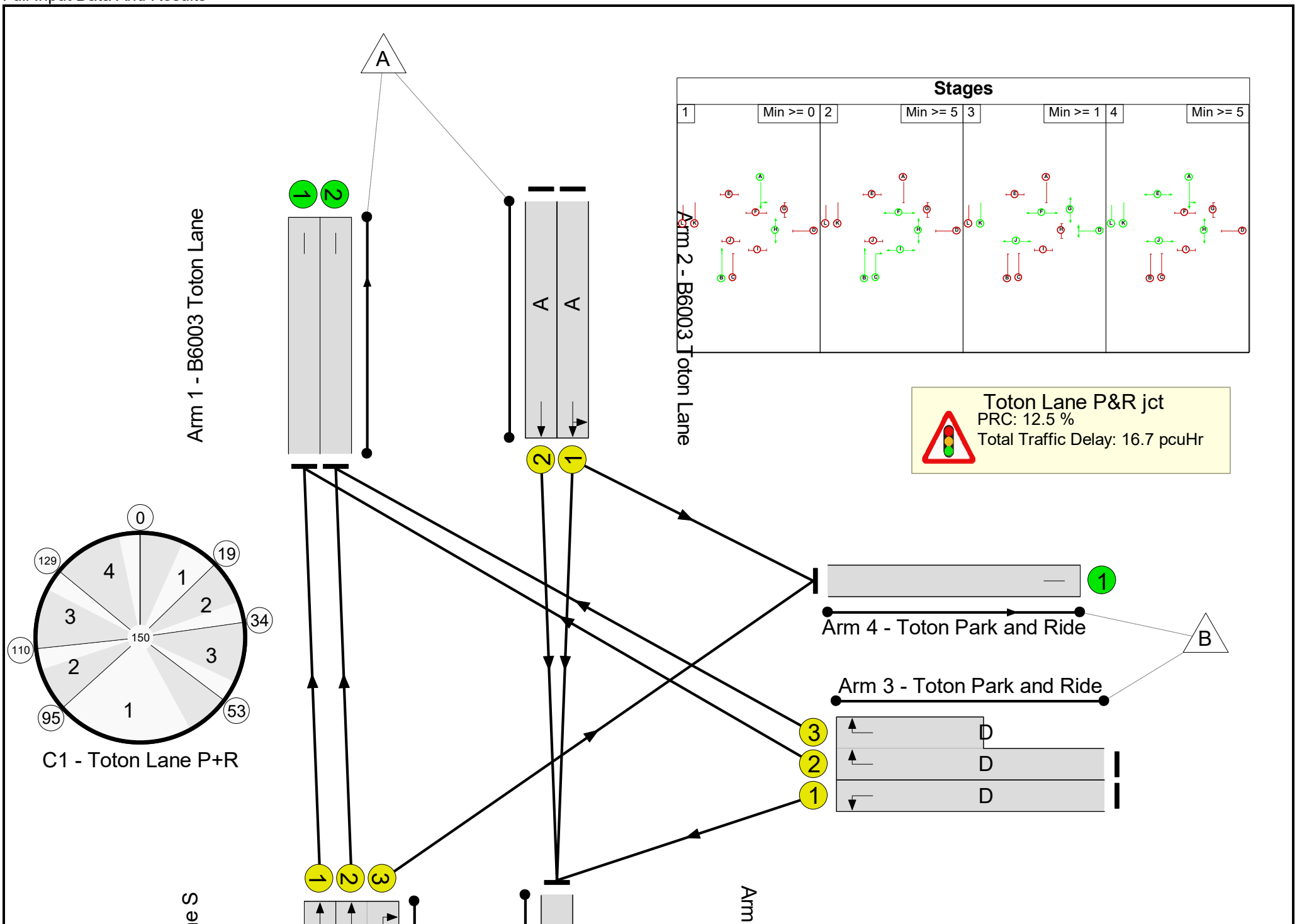
Stage	1	2	3	1	2	3	4
Duration	9	5	5	32	5	5	5
Change Point	0	19	34	53	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 12.5 %
Total Traffic Delay: 16.7 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D
0
19
34
53
95
110
129
150
4
1
2
3
3
2
1
C1 - Toton Lane P+R

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.0%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**80.0%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	624	1828	780	80.0%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	624	2055	877	71.2%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	592	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	566	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	119	1747	326	36.5%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	66	1840:1828	316+336	10.1 : 10.1%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	342	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	560	1940	1048	53.5%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	637	2080:1764	1020+201	52.2 : 52.2%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1130	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**12.0**	**4.6**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**12.0**	**4.6**	**0.0**	**16.7**	**-**	**-**	**-**	**-**
1/1	624	624	-	-	-	3.2	2.0	-	5.2	30.0	11.3	2.0	13.2
1/2	624	624	-	-	-	3.1	1.2	-	4.3	24.8	10.6	1.2	11.8
2/1	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	566	566	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	119	119	-	-	-	0.9	0.3	-	1.2	35.3	2.2	0.3	2.5
3/2+3/3	66	66	-	-	-	0.5	0.1	-	0.5	28.4	0.6	0.1	0.7
4/1	342	342	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	560	560	-	-	-	1.9	0.6	-	2.5	15.9	9.8	0.6	10.4
5/2+5/3	637	637	-	-	-	2.5	0.5	-	3.0	17.0	8.9	0.5	9.4
6/1	1130	1130	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 12.5
PRC Over All Lanes (%): 12.5

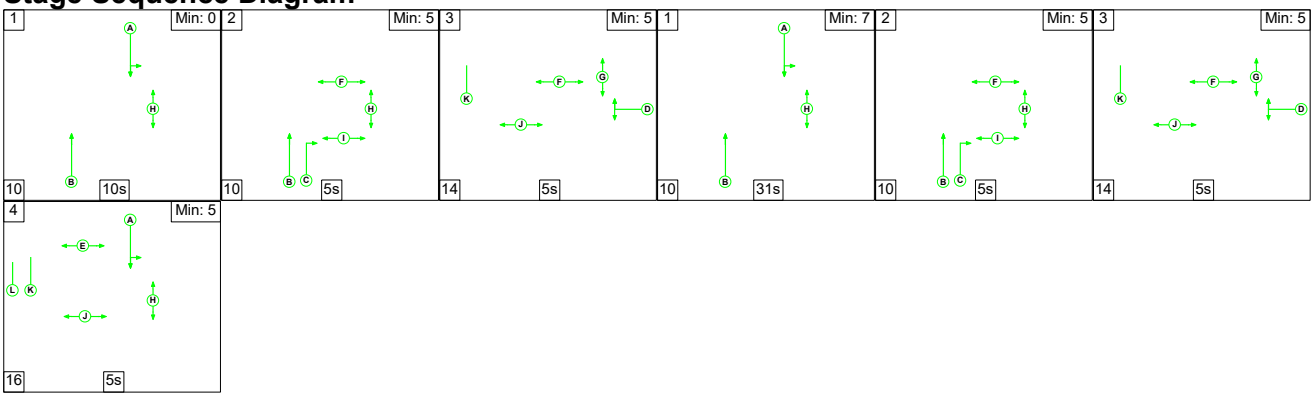
Total Delay for Signalled Lanes (pcuHr): 16.66
Total Delay Over All Lanes(pcuHr): 16.66

Cycle Time (s): 150

Full Input Data And Results

Scenario 10: '2041 Base + Development PM' (FG10: '2041 Base + Development PM', Plan 1: 'NB exit peds alt')

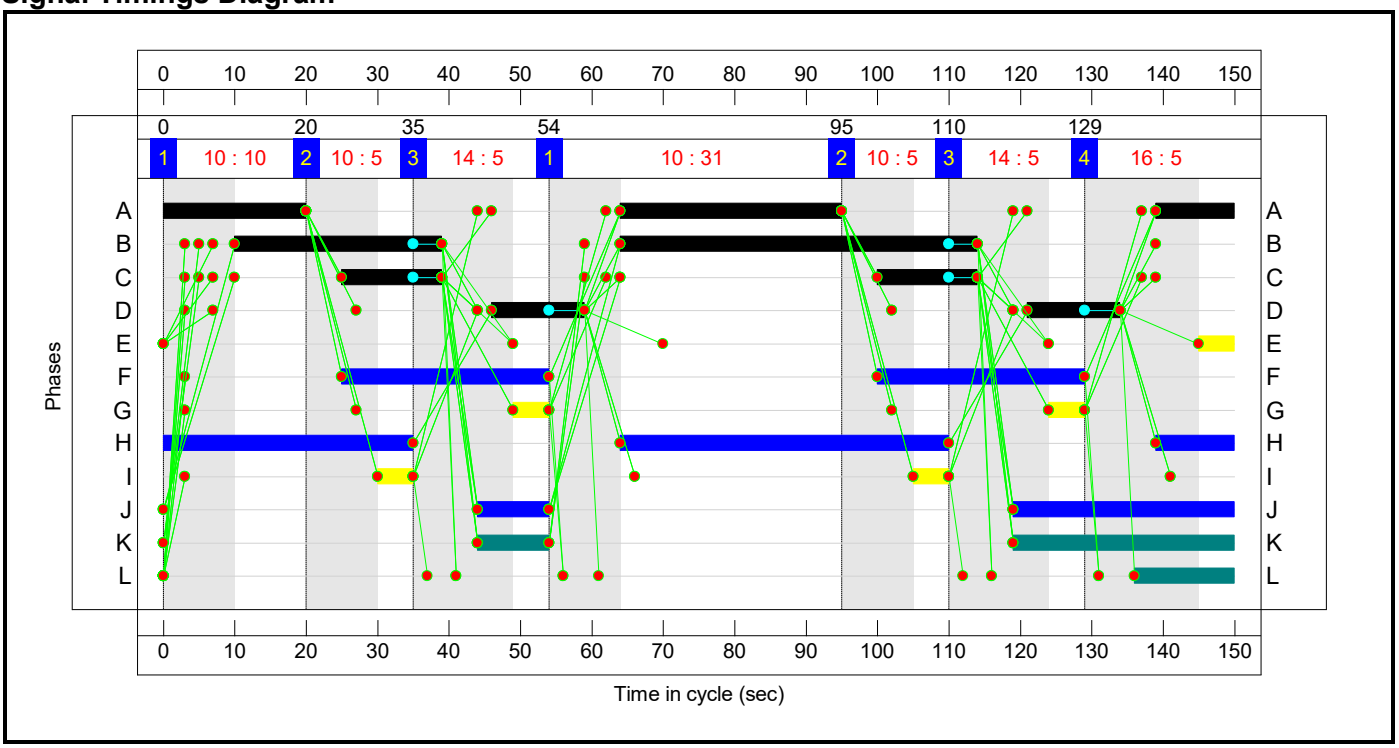
Stage Sequence Diagram



Stage Timings

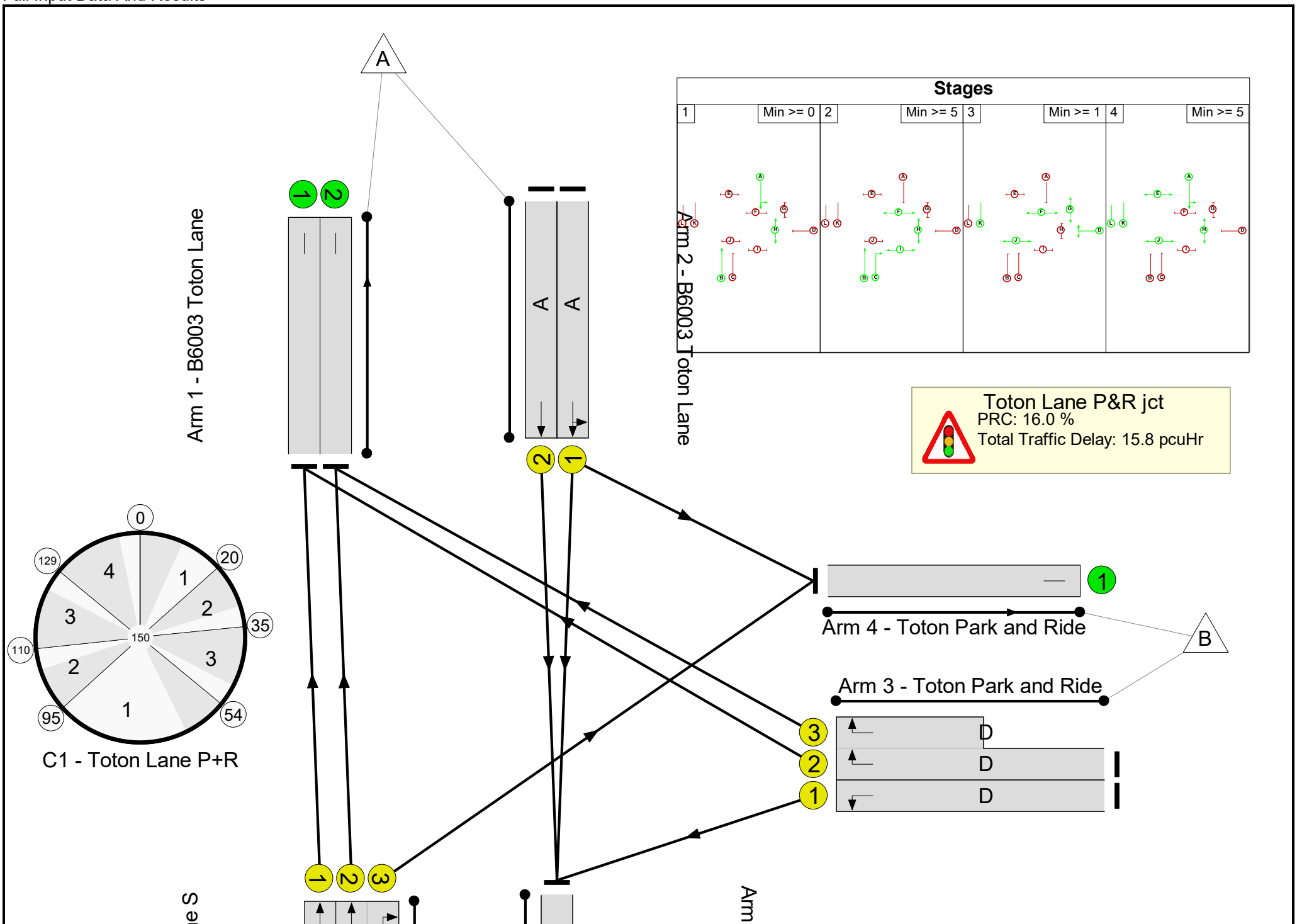
Stage	1	2	3	1	2	3	4
Duration	10	5	5	31	5	5	5
Change Point	0	20	35	54	95	110	129

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Stages
1
Min >= 0
2
Min >= 5
3
Min >= 1
4
Min >= 5
Arm 2 - B6003 Toton Lane
Toton Lane P&R jct
PRC: 16.0 %
Total Traffic Delay: 15.8 pcuHr
Arm 1 - B6003 Toton Lane
A
A
A
0
20
35
54
95
110
129
150
1
2
3
4
C1 - Toton Lane P+R
Arm 4 - Toton Park and Ride
B
Arm 3 - Toton Park and Ride
D
D
D

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: B6003 Toton Park && Ride Signalised T Junction	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.6%**
Toton Lane P&&R jct	-	-	**N/A**	-	-		-	-	-	-	-	-	**77.6%**
1/1	B6003 Toton Lane Left Ahead	U	N/A	N/A	A		2	62	-	625	1888	806	77.6%
1/2	B6003 Toton Lane Ahead	U	N/A	N/A	A		2	62	-	625	2055	877	71.3%
2/1	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	600	Inf	Inf	0.0%
2/2	B6003 Toton Lane	U	N/A	N/A	-		-	-	-	604	Inf	Inf	0.0%
3/1	Toton Park and Ride Left	U	N/A	N/A	D		2	26	-	73	1747	326	22.4%
3/2+3/3	Toton Park and Ride Right	U	N/A	N/A	D		2	26	-	198	1840:1828	316+336	30.4 : 30.4%
4/1	Toton Park and Ride	U	N/A	N/A	-		-	-	-	93	Inf	Inf	0.0%
5/1	B6003 Toton Lane S Ahead	U	N/A	N/A	B		2	79	-	504	1940	1048	48.1%
5/2+5/3	B6003 Toton Lane S Ahead Right	U	N/A	N/A	B C		2	79:28	-	523	2080:1764	1110+46	45.2 : 45.2%
6/1	B6003 Toton Lane S	U	N/A	N/A	-		-	-	-	1251	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 Toton Park && Ride Signalised T Junction	**-**	**-**	**0**	**0**	**0**	**11.6**	**4.2**	**0.0**	**15.8**	**-**	**-**	**-**	**-**
Toton Lane P&&R jct	**-**	**-**	**0**	**0**	**0**	**11.6**	**4.2**	**0.0**	**15.8**	**-**	**-**	**-**	**-**
1/1	625	625	-	-	-	3.2	1.7	-	4.9	28.2	11.1	1.7	12.8
1/2	625	625	-	-	-	3.1	1.2	-	4.3	24.8	10.6	1.2	11.8
2/1	600	600	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
2/2	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/1	73	73	-	-	-	0.5	0.1	-	0.7	33.0	1.3	0.1	1.4
3/2+3/3	198	198	-	-	-	1.4	0.2	-	1.7	30.2	1.8	0.2	2.0
4/1	93	93	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	504	504	-	-	-	1.6	0.5	-	2.1	15.0	8.4	0.5	8.9
5/2+5/3	523	523	-	-	-	1.7	0.4	-	2.1	14.8	8.2	0.4	8.6
6/1	1251	1251	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - Toton Lane P+R

PRC for Signalled Lanes (%): 16.0
PRC Over All Lanes (%): 16.0

Total Delay for Signalled Lanes (pcuHr): 15.79
Total Delay Over All Lanes(pcuHr): 15.79

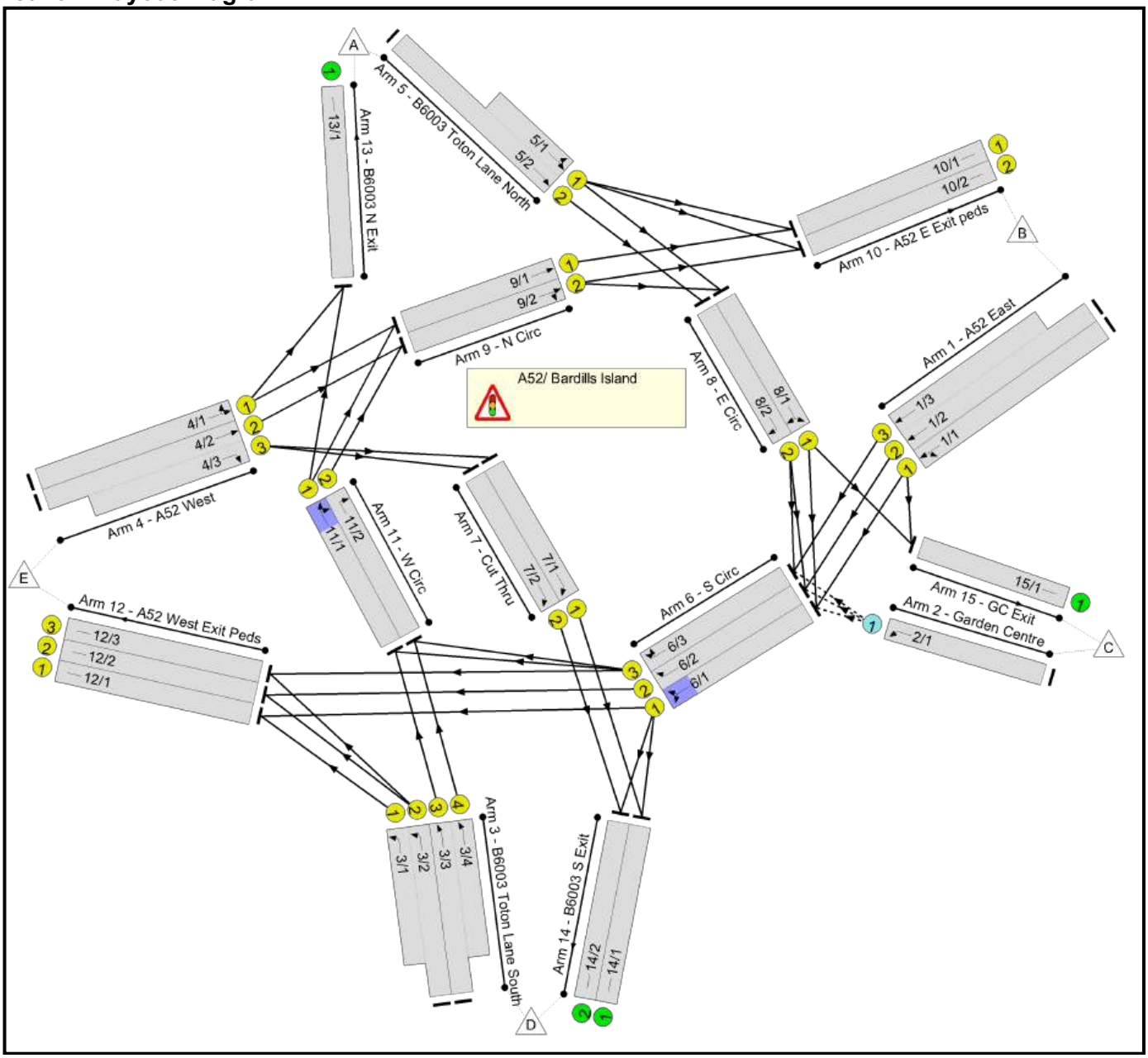
Cycle Time (s): 150

Detailed Input Data And Results

User and Project Details

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

Network Layout Diagram



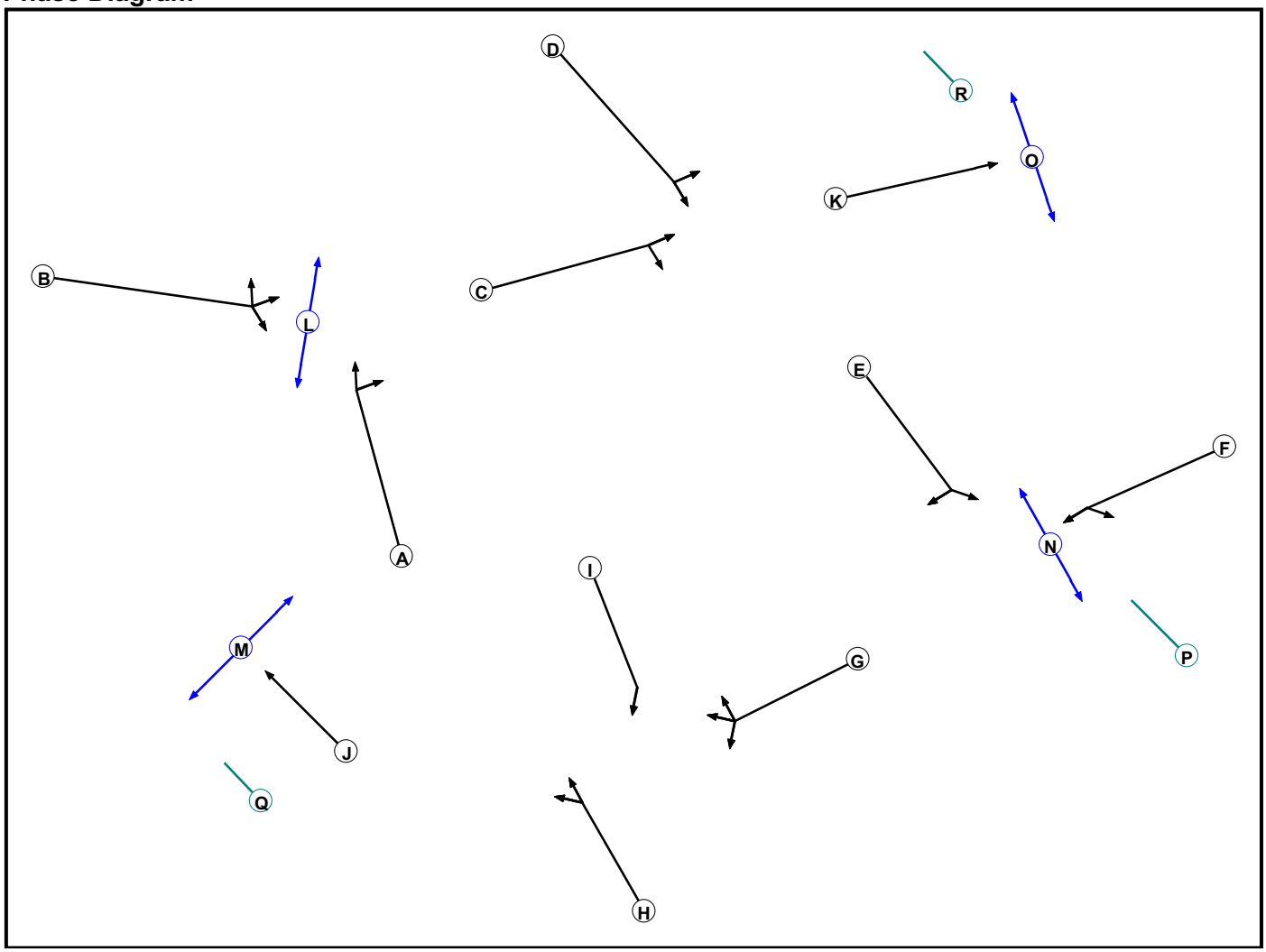
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	11	2028 AM Base SENS	Network Control Plan 1	08:00 - 09:00	69	-6.8	64.94
2	12	2028 PM Base SENS	Network Control Plan 1	17:00 - 18:00	61	-7.0	63.32
3	14	2041 AM Base SENS	Network Control Plan 1	08:00 - 09:00	69	-20.2	105.47
4	15	2041 PM Base SENS	Network Control Plan 1	17:00 - 18:00	61	-17.4	108.61
5	16	2028 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	69	-7.6	68.75
6	17	2028 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	61	-11.7	67.86
7	18	2041 AM Base SENS + Dev	Network Control Plan 1	08:00 - 09:00	69	-21.3	111.57
8	19	2041 PM Base SENS + Dev	Network Control Plan 1	17:00 - 18:00	61	-20.7	120.73

Controller Summary

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

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

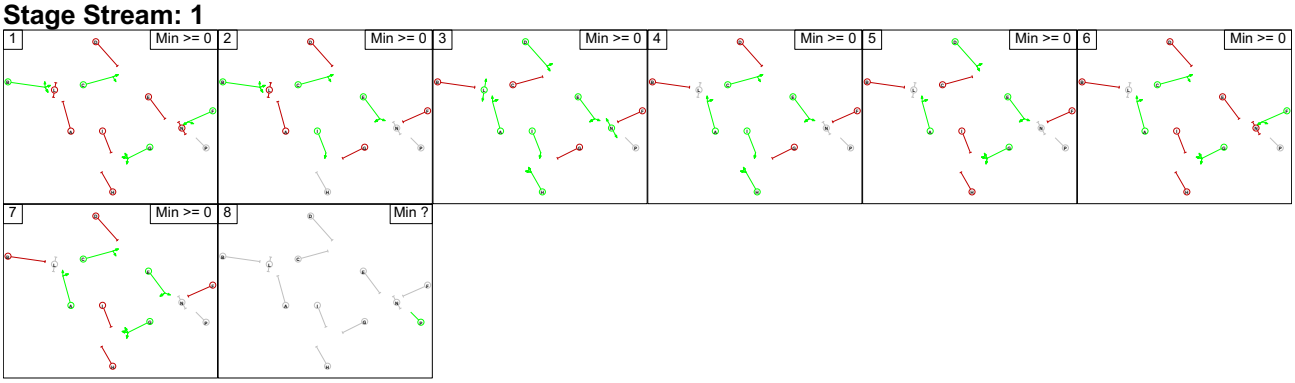
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R
A		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
B	6		-	-	-	-	-	-	-	-	-	6	-	-	-	-	-	-
C	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-	-	-
D	-	-	5		-	-	-	-	-	-	-	-	-	-	-	-	-	-
E	-	-	-	-		5	-	-	-	-	-	-	-	-	-	-	-	-
F	-	-	-	-	6		-	-	-	-	-	-	-	6	-	-	-	-
G	-	-	-	-	-	-		7	5	-	-	-	-	-	-	-	-	-
H	-	-	-	-	-	-	5		-	-	-	-	-	-	-	-	-	-
I	-	-	-	-	-	-	6	-		-	-	-	-	-	-	-	-	-
J	-	-	-	-	-	-	-	-	-		-	-	9	-	-	-	-	-
K	-	-	-	-	-	-	-	-	-	-		-	-	-	5	-	-	-
L	-	10	-	-	-	-	-	-	-	-	-		-	-	-	-	-	-
M	-	-	-	-	-	-	-	-	-	7	-	-		-	-	-	-	-
N	-	-	-	-	-	10	-	-	-	-	-	-	-		-	-	-	-
O	-	-	-	-	-	-	-	-	-	-	7	-	-	-		-	-	-
P	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-	-
Q	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		-
R	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	

Phases in Stage

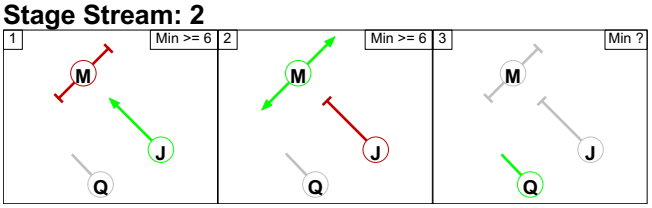
Stream	Stage No.	Phases in Stage
1	1	B C F G
1	2	B C E I
1	3	A D E H I L N
1	4	A C E H I
1	5	A D E G
1	6	A C F G
1	7	A C E G
1	8	P
2	1	J
2	2	M
2	3	Q
3	1	K
3	2	O
3	3	R

Stage Diagram

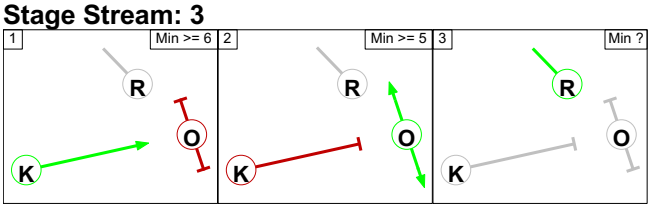
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Stage Stream: 3

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

Prohibited Stage Change

Stage Stream: 1

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

Stage Stream: 2

From Stage \ To Stage	1	2	3
1		9	X
2	7		X
3	2	X	

Stage Stream: 3

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

Lane Input Data

Junction: A52/ Bardills Island												
Lane	**Lane Type**	**Phases**	**Start Disp.**	**End Disp.**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/2 (A52 East)	U	F	2	3	60.0	User	1900	-	-	-	-	-
1/3 (A52 East)	U	F	2	3	20.0	User	1900	-	-	-	-	-
2/1 (Garden Centre)	O		2	3	60.0	User	1800	-	-	-	-	-
3/1 (B6003 Toton Lane South)	U	H	2	3	16.5	User	1900	-	-	-	-	-
3/2 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/3 (B6003 Toton Lane South)	U	H	2	3	38.3	User	1900	-	-	-	-	-
3/4 (B6003 Toton Lane South)	U	H	2	3	12.2	User	1900	-	-	-	-	-
4/1 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/2 (A52 West)	U	B	2	3	60.0	User	1900	-	-	-	-	-
4/3 (A52 West)	U	B	2	3	17.0	User	1900	-	-	-	-	-
5/1 (B6003 Toton Lane North)	U	D	2	3	7.0	User	1900	-	-	-	-	-
5/2 (B6003 Toton Lane North)	U	D	2	3	60.0	User	1900	-	-	-	-	-
6/1 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/2 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
6/3 (S Circ)	U	G	2	3	11.3	User	1900	-	-	-	-	-
7/1 (Cut Thru)	U	I	2	3	12.5	User	1900	-	-	-	-	-
7/2 (Cut Thru)	U	I	2	3	10.6	User	1900	-	-	-	-	-
8/1 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-
8/2 (E Circ)	U	E	2	3	7.0	User	1900	-	-	-	-	-

9/1 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
9/2 (N Circ)	U	C	2	3	7.1	User	1900	-	-	-	-	-
10/1 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
10/2 (A52 E Exit peds)	U	K	2	3	7.5	User	1900	-	-	-	-	-
11/1 (W Circ)	U	A	1	3	8.5	User	1900	-	-	-	-	-
11/2 (W Circ)	U	A	2	3	8.5	User	1900	-	-	-	-	-
12/1 (A52 West Exit Peds)	U	J	2	3	60.0	User	1900	-	-	-	-	-
12/2 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
12/3 (A52 West Exit Peds)	U	J	2	3	12.2	User	1900	-	-	-	-	-
13/1 (B6003 N Exit)	U		2	3	5.0	Inf	-	-	-	-	-	-
14/1 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
14/2 (B6003 S Exit)	U		2	3	3.5	Inf	-	-	-	-	-	-
15/1 (GC Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: A52/ Bardills Island

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (Garden Centre)	6/1 (Left)	1000	0	1/1	1.00	All	-	-	-	-	-
				8/1	1.00	All					
	6/2 (Left)	1000	0	1/1	1.00	All					
				1/2	1.00	All					
				8/1	1.00	All					
				8/2	1.00	All					
	6/3 (Left)	1000	0	8/1	1.00	All					
				8/2	1.00	All					
				1/1	1.00	All					
				1/2	1.00	All					
				1/3	1.00	All					

Lane Connector Input Data

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

11/1	9/1	Internal	4	35
11/1	13/1	Internal	3	N/A
11/2	9/2	Internal	4	35

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

Lane Saturation Flows

Junction: A52/ Bardills Island

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

10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

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

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: '14' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

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

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: '15' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

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

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

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

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52/ Bardills Island

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

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

Junction: A52/ Bardills Island

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

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Lane Saturation Flows

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

9/2 (N Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
10/1 (A52 E Exit peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
10/2 (A52 E Exit peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
11/1 (W Circ Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
11/2 (W Circ Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/1 (A52 West Exit Peds Lane 1)	This lane uses a directly entered Saturation Flow	1900	1900
12/2 (A52 West Exit Peds Lane 2)	This lane uses a directly entered Saturation Flow	1900	1900
12/3 (A52 West Exit Peds Lane 3)	This lane uses a directly entered Saturation Flow	1900	1900
13/1 (B6003 N Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/1 (B6003 S Exit Lane 1)	Infinite Saturation Flow	Inf	Inf
14/2 (B6003 S Exit Lane 2)	Infinite Saturation Flow	Inf	Inf
15/1 (GC Exit Lane 1)	Infinite Saturation Flow	Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Traffic Flow Groups

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

Traffic Flows, Desired

FG1: '2025 AM Base'
Desired Flow :

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

FG2: '2025 PM Base'
Desired Flow :

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

FG3: '2028 AM Base'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	275	251	632
	B	76	0	3	267	1402	1748
	C	0	1	0	1	1	3
	D	238	220	0	0	481	939
	E	196	1562	5	624	0	2387
	Tot.	510	1887	10	1167	2135	5709

FG4: '2028 PM Base'
Desired Flow :

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

FG5: '2041 AM Base'
Desired Flow :

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

FG6: '2041 PM Base'
Desired Flow :

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

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	278	251	635
	B	76	0	3	281	1402	1762
	C	0	1	0	1	1	3
	D	253	288	0	0	539	1080
	E	196	1562	5	636	0	2399
	Tot.	525	1955	10	1196	2193	5879

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

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

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

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

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

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

FG11: '2028 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

FG12: '2028 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

FG13: '2041 AM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

FG14: '2041 PM Base SENS'
Desired Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

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

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Scenario 1: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')
Traffic Flows, Actual
Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	277	251	634
	B	76	0	3	276	1402	1757
	C	0	1	0	1	1	3
	D	248	265	0	0	520	1033
	E	196	1562	5	632	0	2395
	Tot.	520	1932	10	1186	2174	5822

Traffic Flows, Difference

Difference :

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

Scenario 2: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	303	215	610
	B	84	0	0	306	1036	1426
	C	4	0	0	1	2	7
	D	317	273	1	0	541	1132
	E	269	1451	0	513	0	2233
	Tot.	674	1816	1	1123	1794	5408

Traffic Flows, Difference

Difference :

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

Scenario 3: '14' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	299	271	684
	B	82	0	3	297	1514	1896
	C	0	1	0	1	1	3
	D	267	283	0	0	559	1109
	E	212	1688	6	682	0	2588
	Tot.	561	2084	11	1279	2345	6280

Traffic Flows, Difference

Difference :

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

Scenario 4: '15' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	329	233	661
	B	92	0	0	329	1124	1545
	C	4	0	0	1	2	7
	D	344	295	1	0	586	1226
	E	292	1574	0	554	0	2420
	Tot.	732	1968	1	1213	1945	5859

Traffic Flows, Difference

Difference :

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

Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	104	2	280	251	637
	B	76	0	3	290	1402	1771
	C	0	1	0	1	1	3
	D	264	333	0	0	579	1176
	E	196	1562	5	644	0	2407
	Tot.	536	2000	10	1215	2233	5994

Traffic Flows, Difference

Difference :

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

Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	92	0	315	215	622
	B	84	0	0	357	1036	1477
	C	4	0	0	1	2	7
	D	322	294	1	0	559	1176
	E	269	1451	0	557	0	2277
	Tot.	679	1837	1	1230	1812	5559

Traffic Flows, Difference

Difference :

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

Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	112	2	303	271	688
	B	82	0	3	311	1514	1910
	C	0	1	0	1	1	3
	D	283	351	0	0	618	1252
	E	212	1688	6	694	0	2600
	Tot.	577	2152	11	1309	2404	6453

Traffic Flows, Difference

Difference :

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

Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Traffic Flows, Actual

Actual Flow :

		Destination					
		A	B	C	D	E	Tot.
Origin	A	0	99	0	341	233	673
	B	92	0	0	381	1124	1597
	C	4	0	0	1	2	7
	D	349	316	1	0	604	1270
	E	292	1574	0	598	0	2464
	Tot.	737	1989	1	1321	1963	6011

Traffic Flows, Difference

Difference :

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

Traffic Lane Flows

Lane	Scenario 1: 11	Scenario 2: 12	Scenario 3: 14	Scenario 4: 15	Scenario 5: 16	Scenario 6: 17
Junction: A52/ Bardills Island						
1/1	520	423	577	466	512	431
1/2 (with short)	1237(In) 619(Out)	1003(In) 502(Out)	1319(In) 660(Out)	1079(In) 540(Out)	1259(In) 629(Out)	1046(In) 523(Out)
1/3 (short)	618	501	659	539	630	523
2/1	3	7	3	7	3	7
3/1 (short)	203	193	190	170	198	166
3/2 (with short)	520(In) 317(Out)	541(In) 348(Out)	559(In) 369(Out)	586(In) 416(Out)	579(In) 381(Out)	559(In) 393(Out)
3/3 (with short)	513(In) 404(Out)	591(In) 498(Out)	550(In) 441(Out)	640(In) 546(Out)	597(In) 458(Out)	617(In) 513(Out)
3/4 (short)	109	93	109	94	139	104
4/1	879	850	966	928	882	846
4/2 (with short)	1516(In) 884(Out)	1383(In) 870(Out)	1622(In) 940(Out)	1492(In) 938(Out)	1525(In) 881(Out)	1431(In) 874(Out)
4/3 (short)	632	513	682	554	644	557
5/1 (short)	383	395	413	428	386	407
5/2 (with short)	634(In) 251(Out)	610(In) 215(Out)	684(In) 271(Out)	661(In) 233(Out)	637(In) 251(Out)	622(In) 215(Out)
6/1	795	727	874	796	790	747
6/2	746	613	797	660	756	634
6/3	744	611	795	658	756	633
7/1	325	267	350	288	332	289
7/2	307	246	332	266	312	268
8/1	284	304	307	330	287	316
8/2	251	215	271	233	251	215
9/1	839	762	928	838	880	768
9/2	994	963	1050	1032	1021	978
10/1	896	813	978	899	930	822
10/2	1036	1003	1106	1069	1070	1015
11/1	480	586	523	642	534	601
11/2	110	93	110	94	140	104
12/1	444	310	467	307	417	240
12/2	905	786	981	867	946	830
12/3	825	698	897	771	870	742
13/1	520	674	561	732	536	679
14/1	601	571	647	616	617	624
14/2	585	552	632	597	598	606
15/1	10	1	11	1	10	1

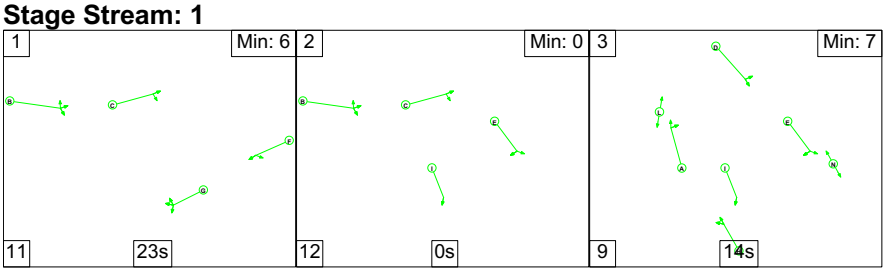
Detailed Input Data And Results

Lane	Scenario 7: 18	Scenario 8: 19
Junction: A52/ Bardills Island		
1/1	601	493
1/2 (with short)	1309(In) 654(Out)	1104(In) 552(Out)
1/3 (short)	655	552
2/1	3	7
3/1 (short)	204	175
3/2 (with short)	618(In) 414(Out)	604(In) 429(Out)
3/3 (with short)	634(In) 495(Out)	666(In) 565(Out)
3/4 (short)	139	101
4/1	966	927
4/2 (with short)	1634(In) 940(Out)	1537(In) 939(Out)
4/3 (short)	694	598
5/1 (short)	417	440
5/2 (with short)	688(In) 271(Out)	673(In) 233(Out)
6/1	902	835
6/2	788	671
6/3	794	672
7/1	357	309
7/2	337	289
8/1	311	342
8/2	271	233
9/1	966	851
9/2	1080	1040
10/1	1016	906
10/2	1136	1083
11/1	577	661
11/2	140	101
12/1	491	287
12/2	995	884
12/3	918	792
13/1	577	737
14/1	663	669
14/2	646	652
15/1	11	1

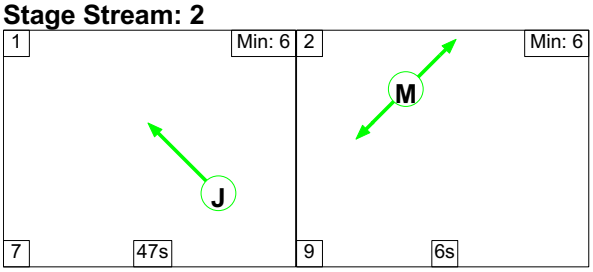
Scenario 1: '11' (FG11: '2028 AM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

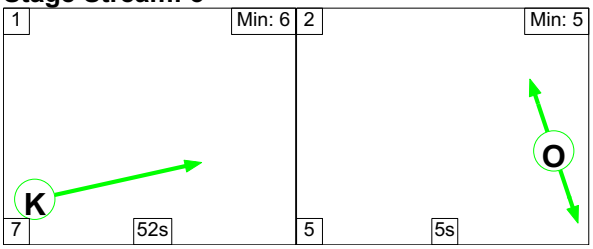
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	23	0	14
Change Point	41	6	18

Stage Stream: 2

Stage	1	2
Duration	47	6
Change Point	41	26

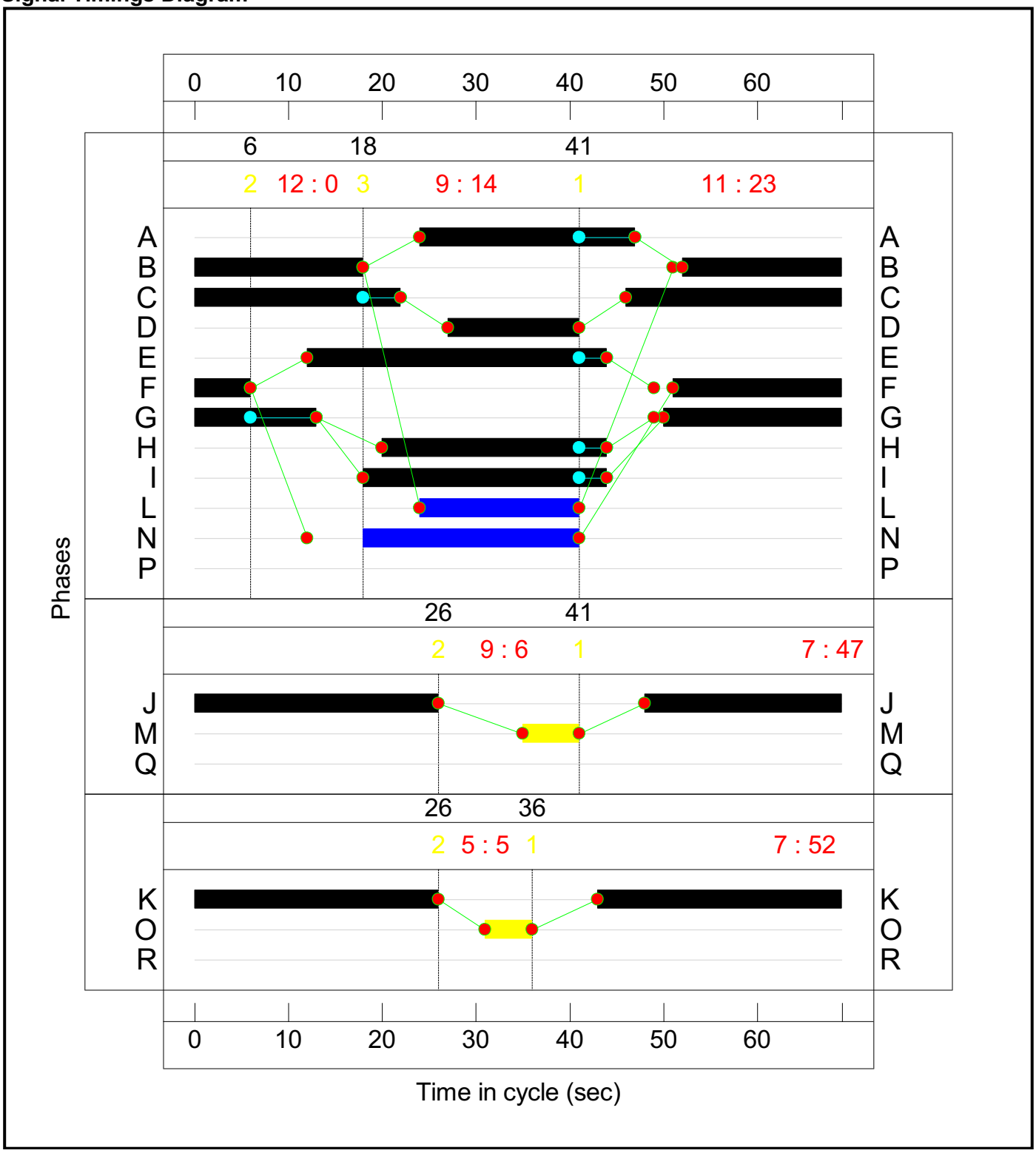
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	36	26

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	23	24	47
B	A52 West Right Ahead Left	Traffic	1	35	52	18
C	N Circ Right Ahead	Traffic	1	45	46	22
D	B6003 Toton Lane North Ahead Left	Traffic	1	14	27	41
E	E Circ Right Ahead	Traffic	1	32	12	44
F	A52 East Ahead Left	Traffic	1	24	51	6
G	S Circ Right Ahead Left (25)	Traffic	1	32	50	13
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	24	20	44
I	Cut Thru Ahead (29)	Traffic	1	26	18	44
J	A52 West Exit Peds	Traffic	2	47	48	26
K	A52 E Exit peds	Traffic	3	52	43	26
L	Pedestrians across	Pedestrian	1	17	24	41
M	Pedestrians across	Pedestrian	2	6	35	41
N	Pedestrians across	Pedestrian	1	23	18	41
O	Pedestrians across	Pedestrian	3	5	31	36
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

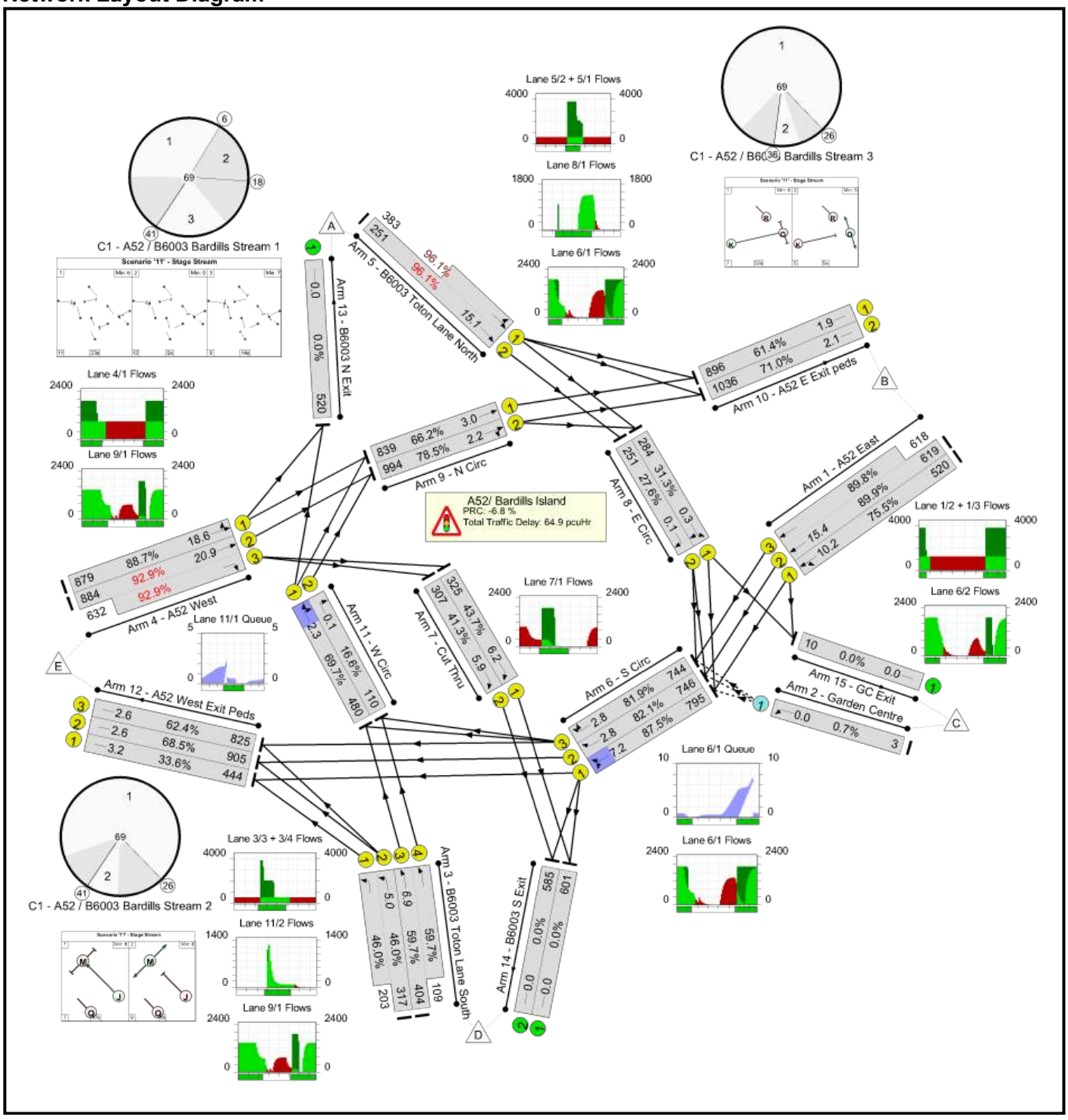
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	6
1/2	A52 East Ahead	U	F	51	6
1/3	A52 East Ahead	U	F	51	6
3/1	B6003 Toton Lane South Left	U	H	20	44
3/2	B6003 Toton Lane South Left	U	H	20	44
3/3	B6003 Toton Lane South Ahead	U	H	20	44
3/4	B6003 Toton Lane South Ahead	U	H	20	44
4/1	A52 West Ahead Left	U	B	52	18
4/2	A52 West Ahead	U	B	52	18
4/3	A52 West Right	U	B	52	18
5/1	B6003 Toton Lane North Ahead Left	U	D	27	41
5/2	B6003 Toton Lane North Ahead	U	D	27	41
6/1	S Circ Ahead Left	U	G	50	13
6/2	S Circ Ahead	U	G	50	13
6/3	S Circ Right Ahead	U	G	50	13
7/1	Cut Thru Ahead	U	I	18	44
7/2	Cut Thru Ahead	U	I	18	44
8/1	E Circ Right Ahead	U	E	12	44
8/2	E Circ Right	U	E	12	44
9/1	N Circ Ahead	U	C	46	22
9/2	N Circ Right Ahead	U	C	46	22
10/1	A52 E Exit peds	U	K	43	26
10/2	A52 E Exit peds	U	K	43	26
11/1	W Circ Right Ahead	U	A	24	47
11/2	W Circ Right	U	A	24	47
12/1	A52 West Exit Peds	U	J	48	26
12/2	A52 West Exit Peds	U	J	48	26
12/3	A52 West Exit Peds	U	J	48	26

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.1%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.1%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	24	-	-	520	1900	688	75.5%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	24	-	-	1237	1900:1900	688+688	89.9 : 89.8%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	404	0.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	24	-	-	520	1900:1900	688+441	46.0 : 46.0%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	24	-	-	513	1900:1900	676+182	59.7 : 59.7%
4/1	A52 West Ahead Left	U	1	N/A	B		1	35	-	-	879	1900	991	88.7%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	35	-	-	1516	1900:1900	951+680	92.9 : 92.9%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	14	-	-	634	1900:1900	261+398	96.1 : 96.1%
6/1	S Circ Ahead Left	U	1	N/A	G		1	32	-	-	795	1900	909	87.5%
6/2	S Circ Ahead	U	1	N/A	G		1	32	-	-	746	1900	909	82.1%
6/3	S Circ Right Ahead	U	1	N/A	G		1	32	-	-	744	1900	909	81.9%
7/1	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	325	1900	743	43.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	307	1900	743	41.3%

8/1	E Circ Right Ahead	U	1	N/A	E		1	32	-	-	284	1900	909	31.3%
8/2	E Circ Right	U	1	N/A	E		1	32	-	-	251	1900	909	27.6%
9/1	N Circ Ahead	U	1	N/A	C		1	45	-	-	839	1900	1267	66.2%
9/2	N Circ Right Ahead	U	1	N/A	C		1	45	-	-	994	1900	1267	78.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	896	1900	1459	61.4%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1036	1900	1459	71.0%
11/1	W Circ Right Ahead	U	1	N/A	A		1	23	-	-	480	1900	688	69.7%
11/2	W Circ Right	U	1	N/A	A		1	23	-	-	110	1900	661	16.6%
12/1	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	444	1900	1322	33.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	905	1900	1322	68.5%
12/3	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	825	1900	1322	62.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	520	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	601	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	585	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**38.5**	**26.5**	**0.0**	**64.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**38.5**	**26.5**	**0.0**	**64.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	520	520	-	-	-	2.8	1.5	-	4.3	29.8	8.7	1.5	10.2	1/1
1/2+1/3	1237	1237	-	-	-	7.1	4.2	-	11.3	33.0	11.2	4.2	15.4	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	11.0	0.0	0.0	0.0	2/1
3/2+3/1	520	520	-	-	-	2.4	0.4	-	2.8	19.4	4.6	0.4	5.0	3/2+3/1
3/3+3/4	513	513	-	-	-	2.5	0.7	-	3.2	22.4	6.2	0.7	6.9	3/3+3/4
4/1	879	879	-	-	-	3.6	3.7	-	7.3	29.7	14.9	3.7	18.6	4/1
4/2+4/3	1516	1516	-	-	-	5.7	6.0	-	11.7	27.7	15.0	6.0	20.9	4/2+4/3
5/2+5/1	634	634	-	-	-	4.5	7.7	-	12.2	69.5	7.4	7.7	15.1	5/2+5/1
6/1	795	795	-	-	-	1.2	0.0	-	1.2	5.6	7.2	0.0	7.2	6/1
6/2	746	746	-	-	-	0.6	0.0	-	0.6	2.7	2.8	0.0	2.8	6/2
6/3	744	744	-	-	-	0.6	0.0	-	0.6	2.7	2.8	0.0	2.8	6/3
7/1	325	325	-	-	-	1.8	0.0	-	1.8	19.5	6.2	0.0	6.2	7/1
7/2	307	307	-	-	-	1.7	0.0	-	1.7	20.5	5.9	0.0	5.9	7/2
8/1	284	284	-	-	-	0.1	0.0	-	0.1	1.5	0.3	0.0	0.3	8/1
8/2	251	251	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	839	839	-	-	-	0.5	0.0	-	0.5	2.3	3.0	0.0	3.0	9/1
9/2	994	994	-	-	-	0.5	0.0	-	0.5	1.7	2.2	0.0	2.2	9/2
10/1	896	896	-	-	-	0.1	0.8	-	0.9	3.7	1.1	0.8	1.9	10/1
10/2	1036	1036	-	-	-	0.1	1.2	-	1.3	4.6	0.9	1.2	2.1	10/2
11/1	480	480	-	-	-	0.6	0.0	-	0.6	4.7	2.3	0.0	2.3	11/1

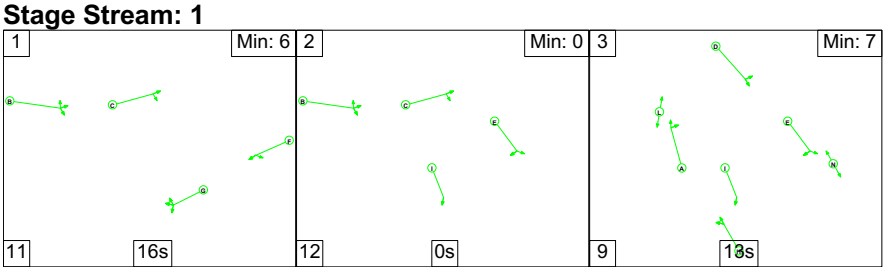
11/2	110	110	-	-	-	0.1	0.0	-	0.1	1.8	0.1	0.0	0.1	11/2
12/1	444	444	-	-	-	0.7	0.3	-	1.0	7.9	2.9	0.3	3.2	12/1
12/2	905	905	-	-	-	0.6	0.0	-	0.6	2.5	2.6	0.0	2.6	12/2
12/3	825	825	-	-	-	0.6	0.0	-	0.6	2.7	2.6	0.0	2.6	12/3
13/1	520	520	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	601	601	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	585	585	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-6.8	Total Delay for Signalled Lanes (pcuHr):	60.50	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	31.4	Total Delay for Signalled Lanes (pcuHr):	2.20	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	26.8	Total Delay for Signalled Lanes (pcuHr):	2.23	Cycle Time (s): 69
	PRC Over All Lanes (%):	-6.8	Total Delay Over All Lanes(pcuHr):	64.94	

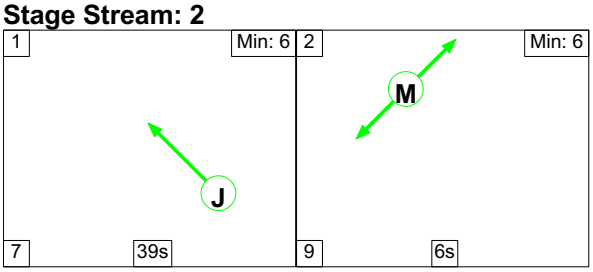
Scenario 2: '12' (FG12: '2028 PM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

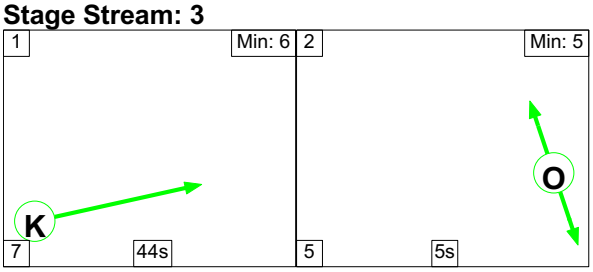
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	16	0	13
Change Point	40	6	18

Stage Stream: 2

Stage	1	2
Duration	39	6
Change Point	40	25

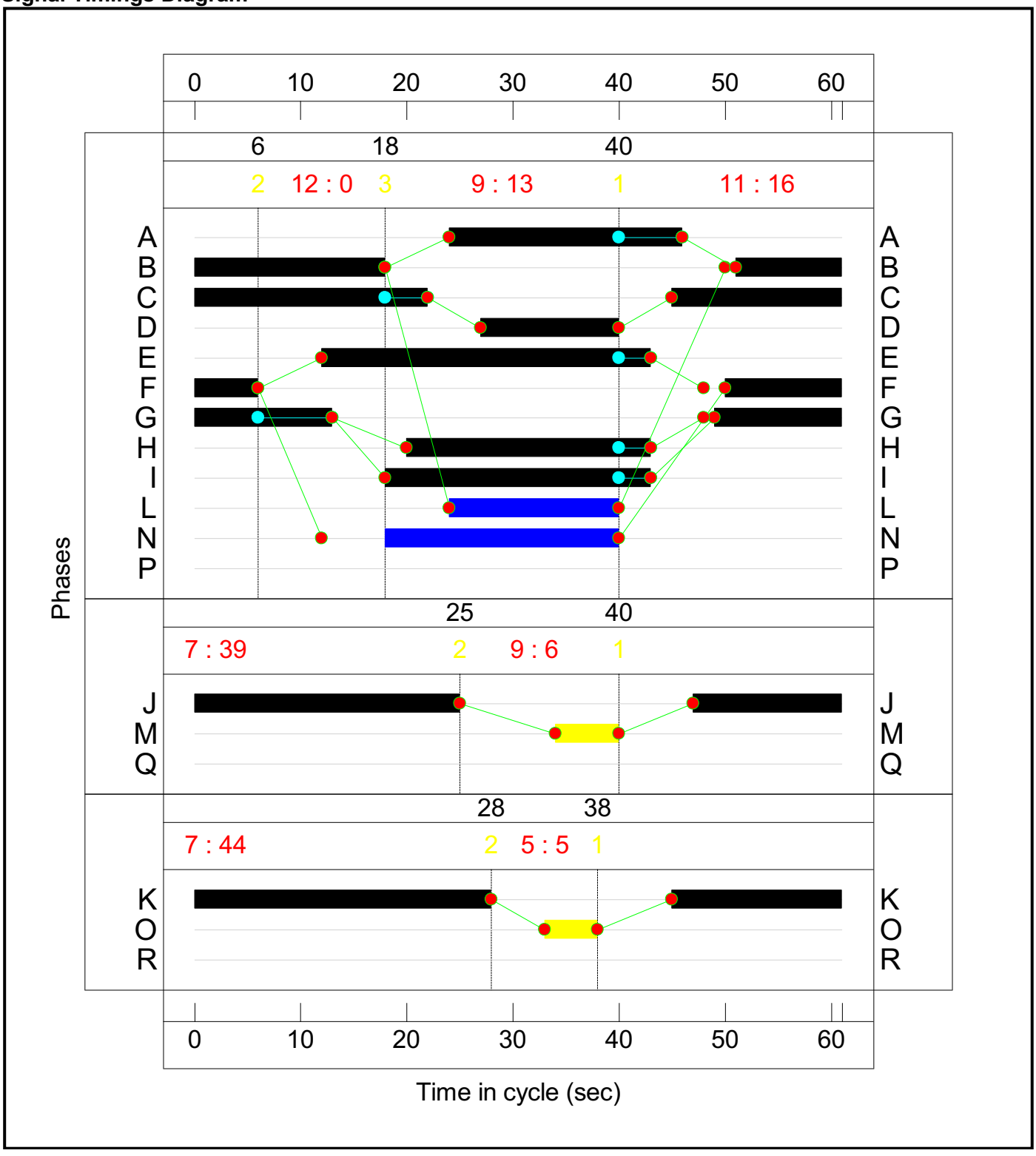
Stage Stream: 3

Stage	1	2
Duration	44	5
Change Point	38	28

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	22	24	46
B	A52 West Right Ahead Left	Traffic	1	28	51	18
C	N Circ Right Ahead	Traffic	1	38	45	22
D	B6003 Toton Lane North Ahead Left	Traffic	1	13	27	40
E	E Circ Right Ahead	Traffic	1	31	12	43
F	A52 East Ahead Left	Traffic	1	17	50	6
G	S Circ Right Ahead Left (25)	Traffic	1	25	49	13
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	23	20	43
I	Cut Thru Ahead (29)	Traffic	1	25	18	43
J	A52 West Exit Peds	Traffic	2	39	47	25
K	A52 E Exit peds	Traffic	3	44	45	28
L	Pedestrians across	Pedestrian	1	16	24	40
M	Pedestrians across	Pedestrian	2	6	34	40
N	Pedestrians across	Pedestrian	1	22	18	40
O	Pedestrians across	Pedestrian	3	5	33	38
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

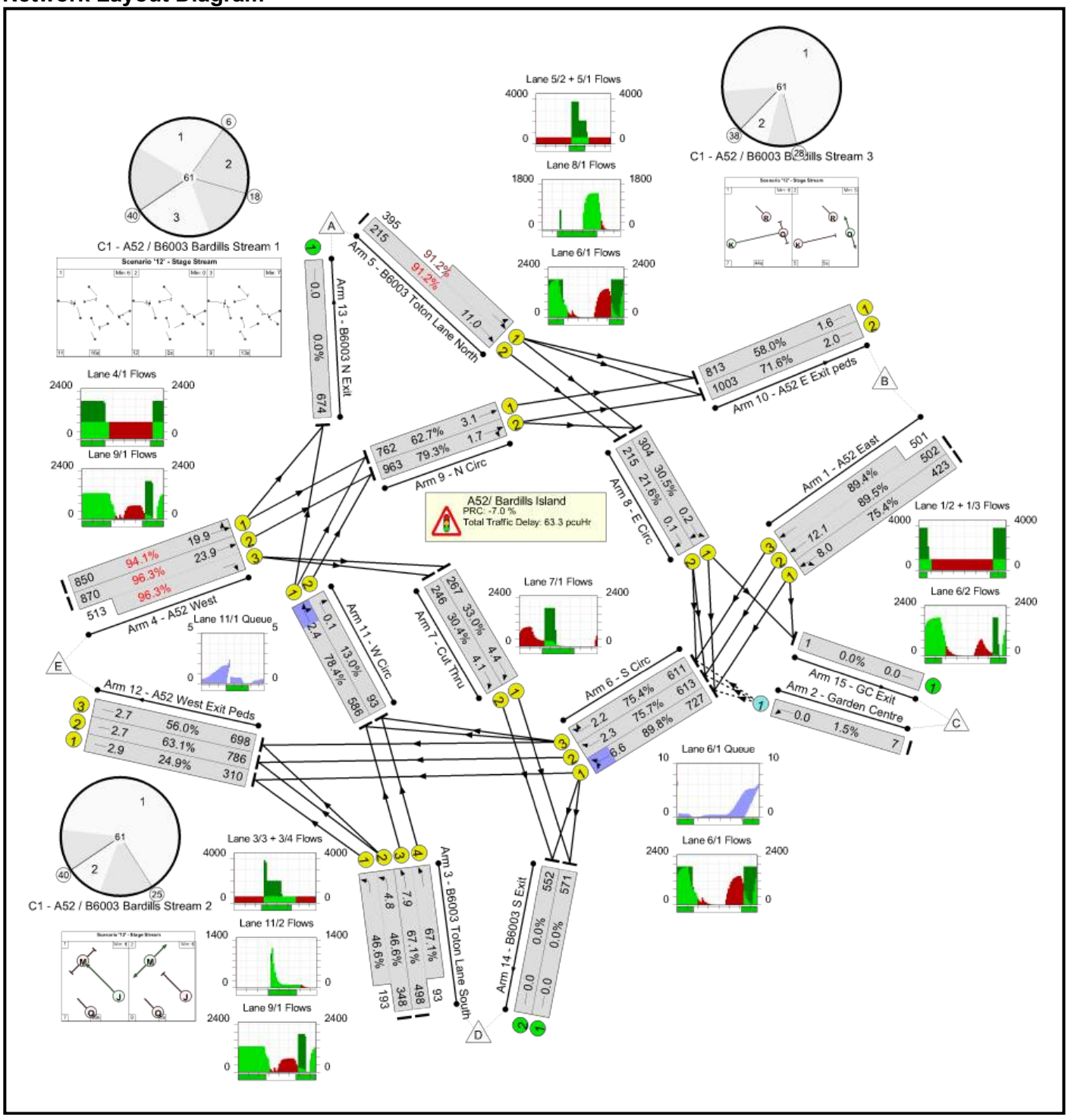
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	50	6
1/2	A52 East Ahead	U	F	50	6
1/3	A52 East Ahead	U	F	50	6
3/1	B6003 Toton Lane South Left	U	H	20	43
3/2	B6003 Toton Lane South Left	U	H	20	43
3/3	B6003 Toton Lane South Ahead	U	H	20	43
3/4	B6003 Toton Lane South Ahead	U	H	20	43
4/1	A52 West Ahead Left	U	B	51	18
4/2	A52 West Ahead	U	B	51	18
4/3	A52 West Right	U	B	51	18
5/1	B6003 Toton Lane North Ahead Left	U	D	27	40
5/2	B6003 Toton Lane North Ahead	U	D	27	40
6/1	S Circ Ahead Left	U	G	49	13
6/2	S Circ Ahead	U	G	49	13
6/3	S Circ Right Ahead	U	G	49	13
7/1	Cut Thru Ahead	U	I	18	43
7/2	Cut Thru Ahead	U	I	18	43
8/1	E Circ Right Ahead	U	E	12	43
8/2	E Circ Right	U	E	12	43
9/1	N Circ Ahead	U	C	45	22
9/2	N Circ Right Ahead	U	C	45	22
10/1	A52 E Exit peds	U	K	45	28
10/2	A52 E Exit peds	U	K	45	28
11/1	W Circ Right Ahead	U	A	24	46
11/2	W Circ Right	U	A	24	46
12/1	A52 West Exit Peds	U	J	47	25
12/2	A52 West Exit Peds	U	J	47	25
12/3	A52 West Exit Peds	U	J	47	25

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**
A52/ Bardills Island	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**-**	**96.3%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	17	-	-	423	1900	561	75.4%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	17	-	-	1003	1900:1900	561+561	89.5 : 89.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	460	1.5%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	23	-	-	541	1900:1900	748+415	46.6 : 46.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	23	-	-	591	1900:1900	742+139	67.1 : 67.1%
4/1	A52 West Ahead Left	U	1	N/A	B		1	28	-	-	850	1900	903	94.1%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	28	-	-	1383	1900:1900	903+533	96.3 : 96.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	13	-	-	610	1900:1900	236+433	91.2 : 91.2%
6/1	S Circ Ahead Left	U	1	N/A	G		1	25	-	-	727	1900	810	89.8%
6/2	S Circ Ahead	U	1	N/A	G		1	25	-	-	613	1900	810	75.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	25	-	-	611	1900	810	75.4%
7/1	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	267	1900	810	33.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	246	1900	810	30.4%

8/1	E Circ Right Ahead	U	1	N/A	E		1	31	-	-	304	1900	997	30.5%
8/2	E Circ Right	U	1	N/A	E		1	31	-	-	215	1900	997	21.6%
9/1	N Circ Ahead	U	1	N/A	C		1	38	-	-	762	1900	1215	62.7%
9/2	N Circ Right Ahead	U	1	N/A	C		1	38	-	-	963	1900	1215	79.3%
10/1	A52 E Exit peds	U	3	N/A	K		1	44	-	-	813	1900	1402	58.0%
10/2	A52 E Exit peds	U	3	N/A	K		1	44	-	-	1003	1900	1402	71.6%
11/1	W Circ Right Ahead	U	1	N/A	A		1	22	-	-	586	1900	748	78.4%
11/2	W Circ Right	U	1	N/A	A		1	22	-	-	93	1900	716	13.0%
12/1	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	310	1900	1246	24.9%
12/2	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	786	1900	1246	63.1%
12/3	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	698	1900	1246	56.0%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	674	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	552	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**3**	**4**	**0**	**33.8**	**29.5**	**0.0**	**63.3**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**3**	**4**	**0**	**33.8**	**29.5**	**0.0**	**63.3**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	423	423	-	-	-	2.3	1.5	-	3.8	32.3	6.5	1.5	8.0	1/1
1/2+1/3	1003	1003	-	-	-	5.7	4.0	-	9.7	34.9	8.1	4.0	12.1	1/2+1/3
2/1	7	7	3	4	0	0.0	0.0	-	0.0	8.3	0.0	0.0	0.0	2/1
3/2+3/1	541	541	-	-	-	2.0	0.4	-	2.4	16.2	4.4	0.4	4.8	3/2+3/1
3/3+3/4	591	591	-	-	-	2.4	1.0	-	3.4	20.9	6.9	1.0	7.9	3/3+3/4
4/1	850	850	-	-	-	3.6	6.4	-	10.0	42.4	13.5	6.4	19.9	4/1
4/2+4/3	1383	1383	-	-	-	5.4	9.6	-	15.0	39.0	14.3	9.6	23.9	4/2+4/3
5/2+5/1	610	610	-	-	-	3.7	4.5	-	8.2	48.4	6.5	4.5	11.0	5/2+5/1
6/1	727	727	-	-	-	1.2	0.0	-	1.2	6.1	6.6	0.0	6.6	6/1
6/2	613	613	-	-	-	0.5	0.0	-	0.5	3.2	2.3	0.0	2.3	6/2
6/3	611	611	-	-	-	0.5	0.0	-	0.5	3.2	2.2	0.0	2.2	6/3
7/1	267	267	-	-	-	1.1	0.0	-	1.1	14.2	4.4	0.0	4.4	7/1
7/2	246	246	-	-	-	1.0	0.0	-	1.0	15.2	4.1	0.0	4.1	7/2
8/1	304	304	-	-	-	0.1	0.0	-	0.1	1.2	0.2	0.0	0.2	8/1
8/2	215	215	-	-	-	0.0	0.0	-	0.0	0.5	0.1	0.0	0.1	8/2
9/1	762	762	-	-	-	0.5	0.0	-	0.5	2.5	3.1	0.0	3.1	9/1
9/2	963	963	-	-	-	0.4	0.0	-	0.4	1.5	1.7	0.0	1.7	9/2
10/1	813	813	-	-	-	0.1	0.7	-	0.8	3.6	0.9	0.7	1.6	10/1
10/2	1003	1003	-	-	-	0.1	1.3	-	1.4	4.9	0.7	1.3	2.0	10/2
11/1	586	586	-	-	-	0.7	0.0	-	0.7	4.2	2.4	0.0	2.4	11/1

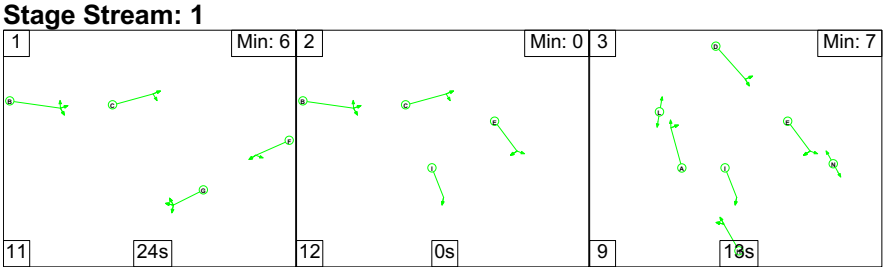
11/2	93	93	-	-	-	0.0	0.0	-	0.0	1.4	0.1	0.0	0.1	11/2
12/1	310	310	-	-	-	0.8	0.2	-	0.9	10.7	2.7	0.2	2.9	12/1
12/2	786	786	-	-	-	0.7	0.0	-	0.7	3.3	2.7	0.0	2.7	12/2
12/3	698	698	-	-	-	0.7	0.0	-	0.7	3.8	2.7	0.0	2.7	12/3
13/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-7.0	Total Delay for Signalled Lanes (pcuHr):	58.76	Cycle Time (s): 61
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	42.7	Total Delay for Signalled Lanes (pcuHr):	2.37	Cycle Time (s): 61
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	25.8	Total Delay for Signalled Lanes (pcuHr):	2.17	Cycle Time (s): 61
	PRC Over All Lanes (%):	-7.0	Total Delay Over All Lanes(pcuHr):	63.32	

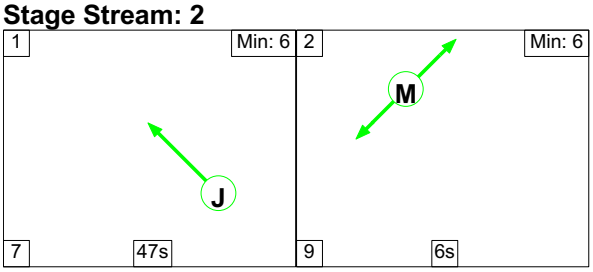
Scenario 3: '14' (FG13: '2041 AM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

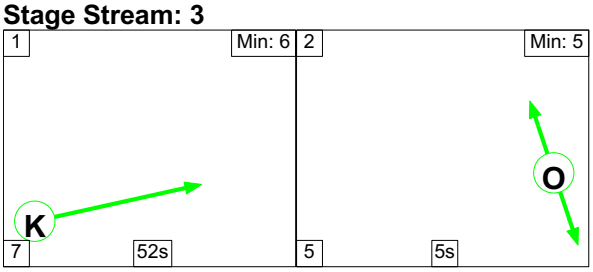
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	24	0	13
Change Point	68	34	46

Stage Stream: 2

Stage	1	2
Duration	47	6
Change Point	68	53

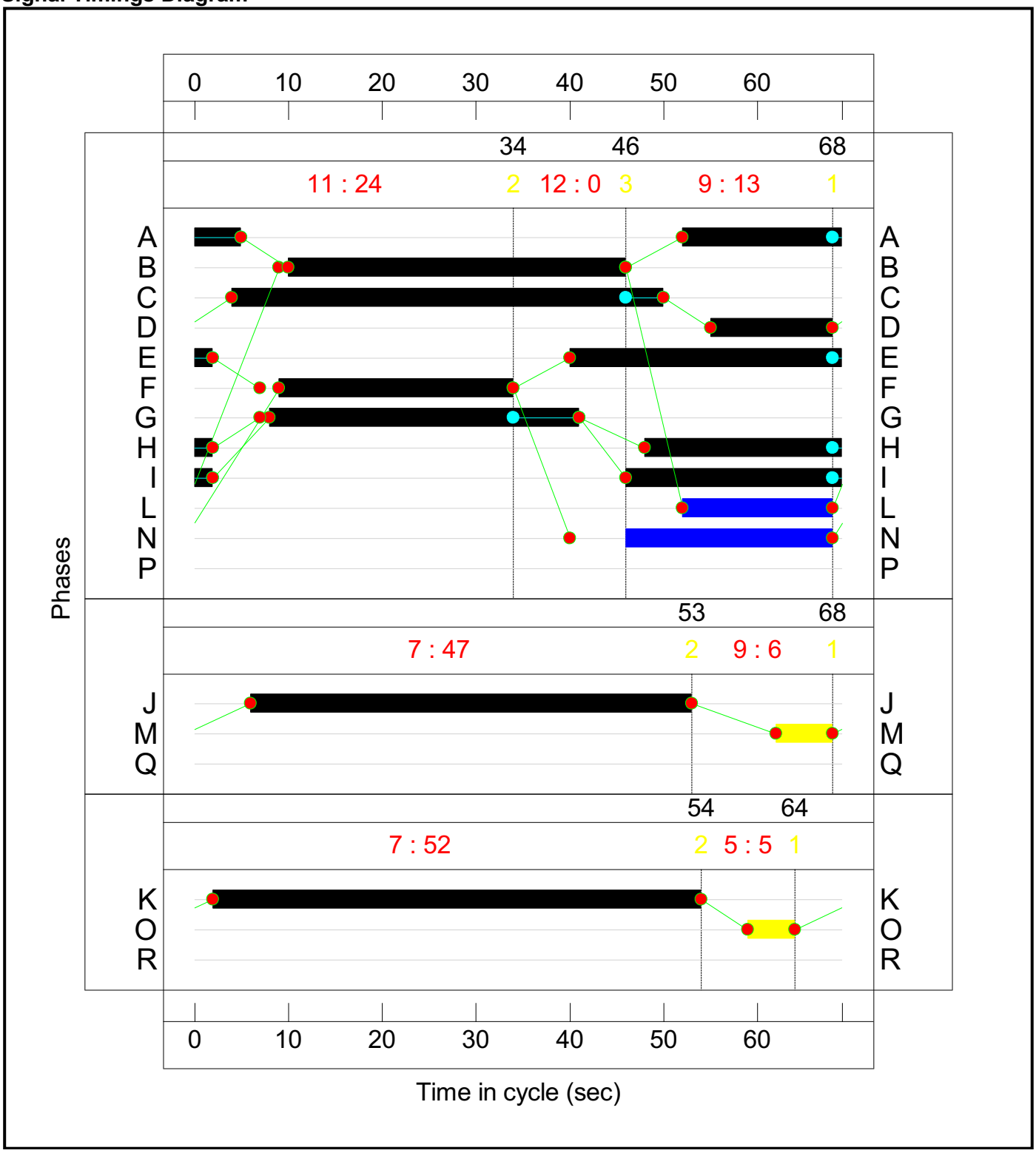
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	64	54

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	22	52	5
B	A52 West Right Ahead Left	Traffic	1	36	10	46
C	N Circ Right Ahead	Traffic	1	46	4	50
D	B6003 Toton Lane North Ahead Left	Traffic	1	13	55	68
E	E Circ Right Ahead	Traffic	1	31	40	2
F	A52 East Ahead Left	Traffic	1	25	9	34
G	S Circ Right Ahead Left (25)	Traffic	1	33	8	41
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	23	48	2
I	Cut Thru Ahead (29)	Traffic	1	25	46	2
J	A52 West Exit Peds	Traffic	2	47	6	53
K	A52 E Exit peds	Traffic	3	52	2	54
L	Pedestrians across	Pedestrian	1	16	52	68
M	Pedestrians across	Pedestrian	2	6	62	68
N	Pedestrians across	Pedestrian	1	22	46	68
O	Pedestrians across	Pedestrian	3	5	59	64
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

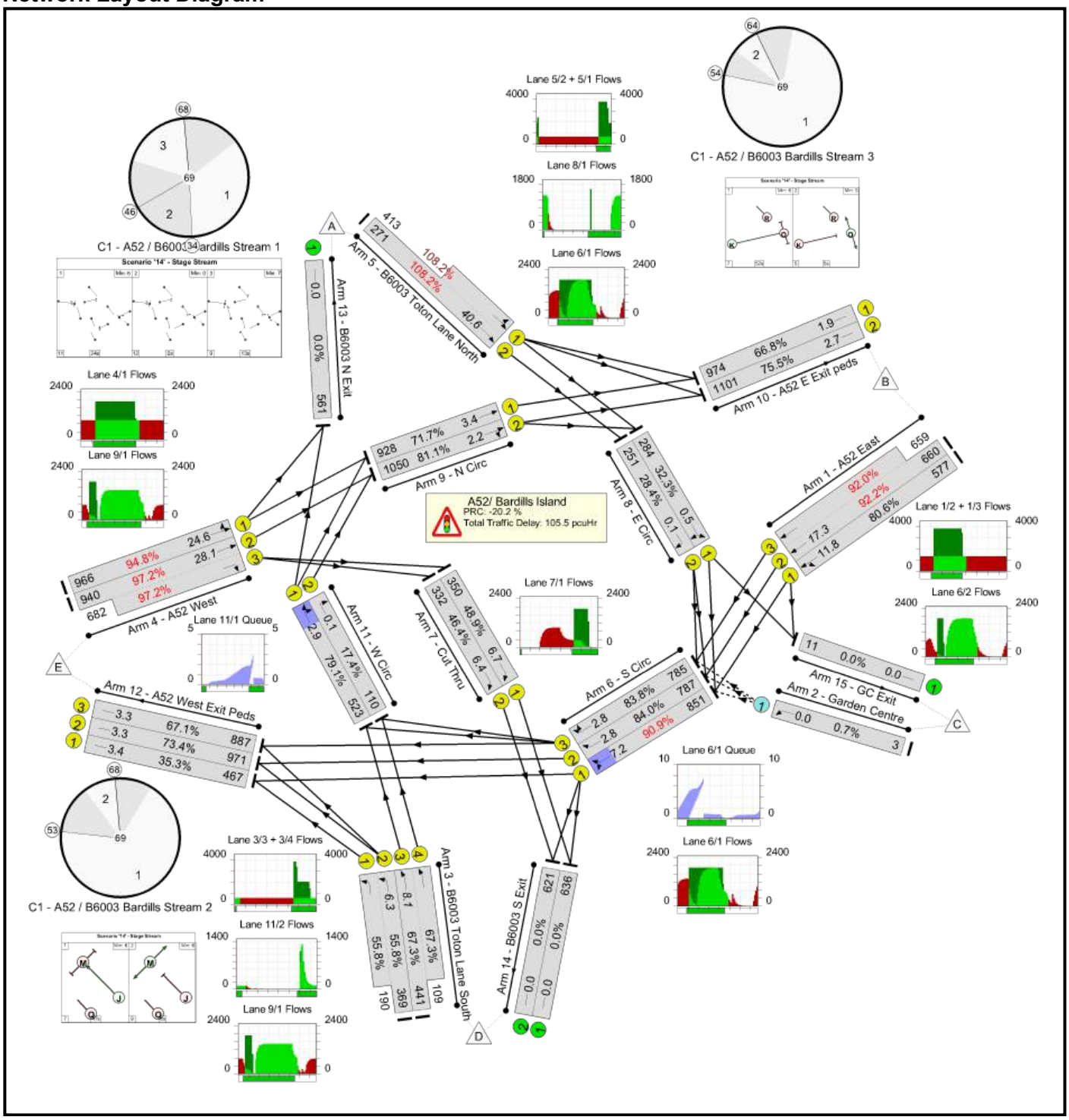
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	9	34
1/2	A52 East Ahead	U	F	9	34
1/3	A52 East Ahead	U	F	9	34
3/1	B6003 Toton Lane South Left	U	H	48	2
3/2	B6003 Toton Lane South Left	U	H	48	2
3/3	B6003 Toton Lane South Ahead	U	H	48	2
3/4	B6003 Toton Lane South Ahead	U	H	48	2
4/1	A52 West Ahead Left	U	B	10	46
4/2	A52 West Ahead	U	B	10	46
4/3	A52 West Right	U	B	10	46
5/1	B6003 Toton Lane North Ahead Left	U	D	55	68
5/2	B6003 Toton Lane North Ahead	U	D	55	68
6/1	S Circ Ahead Left	U	G	8	41
6/2	S Circ Ahead	U	G	8	41
6/3	S Circ Right Ahead	U	G	8	41
7/1	Cut Thru Ahead	U	I	46	2
7/2	Cut Thru Ahead	U	I	46	2
8/1	E Circ Right Ahead	U	E	40	2
8/2	E Circ Right	U	E	40	2
9/1	N Circ Ahead	U	C	4	50
9/2	N Circ Right Ahead	U	C	4	50
10/1	A52 E Exit peds	U	K	2	54
10/2	A52 E Exit peds	U	K	2	54
11/1	W Circ Right Ahead	U	A	52	5
11/2	W Circ Right	U	A	52	5
12/1	A52 West Exit Peds	U	J	6	53
12/2	A52 West Exit Peds	U	J	6	53
12/3	A52 West Exit Peds	U	J	6	53

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**108.2%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**108.2%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	25	-	-	577	1900	716	80.6%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	25	-	-	1319	1900:1900	716+716	92.2 : 92.0%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	404	0.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	23	-	-	559	1900:1900	661+340	55.8 : 55.8%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	23	-	-	550	1900:1900	655+162	67.3 : 67.3%
4/1	A52 West Ahead Left	U	1	N/A	B		1	36	-	-	966	1900	1019	94.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	36	-	-	1622	1900:1900	967+701	97.2 : 97.2%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	13	-	-	684	1900:1900	251+382	108.2 : 108.2%
6/1	S Circ Ahead Left	U	1	N/A	G		1	33	-	-	874	1900	936	90.9%
6/2	S Circ Ahead	U	1	N/A	G		1	33	-	-	797	1900	936	84.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	33	-	-	795	1900	936	83.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	350	1900	716	48.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	332	1900	716	46.4%

8/1	E Circ Right Ahead	U	1	N/A	E		1	31	-	-	307	1900	881	32.3%
8/2	E Circ Right	U	1	N/A	E		1	31	-	-	271	1900	881	28.4%
9/1	N Circ Ahead	U	1	N/A	C		1	46	-	-	928	1900	1294	71.7%
9/2	N Circ Right Ahead	U	1	N/A	C		1	46	-	-	1050	1900	1294	81.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	978	1900	1459	66.8%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1106	1900	1459	75.5%
11/1	W Circ Right Ahead	U	1	N/A	A		1	22	-	-	523	1900	661	79.1%
11/2	W Circ Right	U	1	N/A	A		1	22	-	-	110	1900	633	17.4%
12/1	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	467	1900	1322	35.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	981	1900	1322	73.4%
12/3	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	897	1900	1322	67.1%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	561	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	647	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**43.5**	**61.9**	**0.0**	**105.5**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**43.5**	**61.9**	**0.0**	**105.5**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	577	577	-	-	-	3.1	2.0	-	5.1	31.8	9.8	2.0	11.8	1/1
1/2+1/3	1319	1319	-	-	-	7.5	5.3	-	12.9	35.1	11.9	5.3	17.3	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	11.1	0.0	0.0	0.0	2/1
3/2+3/1	559	559	-	-	-	2.7	0.6	-	3.4	21.6	5.6	0.6	6.3	3/2+3/1
3/3+3/4	550	550	-	-	-	2.8	1.0	-	3.8	25.1	7.1	1.0	8.1	3/3+3/4
4/1	966	966	-	-	-	4.1	7.2	-	11.2	41.9	17.4	7.2	24.6	4/1
4/2+4/3	1622	1622	-	-	-	6.0	11.7	-	17.7	39.3	16.4	11.7	28.1	4/2+4/3
5/2+5/1	684	632	-	-	-	6.3	31.3	-	37.6	198.0	9.3	31.3	40.6	5/2+5/1
6/1	851	851	-	-	-	1.3	0.0	-	1.3	5.4	7.2	0.0	7.2	6/1
6/2	787	787	-	-	-	0.6	0.0	-	0.6	2.6	2.8	0.0	2.8	6/2
6/3	785	785	-	-	-	0.6	0.0	-	0.6	2.6	2.8	0.0	2.8	6/3
7/1	350	350	-	-	-	2.0	0.0	-	2.0	20.2	6.7	0.0	6.7	7/1
7/2	332	332	-	-	-	2.0	0.0	-	2.0	21.2	6.4	0.0	6.4	7/2
8/1	284	284	-	-	-	0.2	0.0	-	0.2	2.7	0.5	0.0	0.5	8/1
8/2	251	251	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/2
9/1	928	928	-	-	-	0.5	0.0	-	0.5	2.1	3.4	0.0	3.4	9/1
9/2	1050	1050	-	-	-	0.5	0.0	-	0.5	1.6	2.2	0.0	2.2	9/2
10/1	974	974	-	-	-	0.1	1.0	-	1.1	4.1	0.9	1.0	1.9	10/1
10/2	1101	1101	-	-	-	0.1	1.5	-	1.6	5.4	1.2	1.5	2.7	10/2
11/1	523	523	-	-	-	0.7	0.0	-	0.7	5.0	2.9	0.0	2.9	11/1

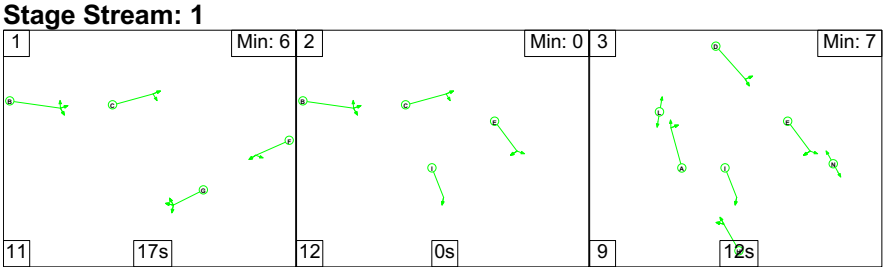
11/2	110	110	-	-	-	0.1	0.0	-	0.1	1.8	0.1	0.0	0.1	11/2
12/1	467	467	-	-	-	0.8	0.3	-	1.1	8.2	3.1	0.3	3.4	12/1
12/2	971	971	-	-	-	0.8	0.0	-	0.8	2.9	3.3	0.0	3.3	12/2
12/3	887	887	-	-	-	0.8	0.0	-	0.8	3.2	3.3	0.0	3.3	12/3
13/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	621	621	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-20.2	Total Delay for Signalled Lanes (pcuHr):	100.07	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	22.5	Total Delay for Signalled Lanes (pcuHr):	2.64	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	19.3	Total Delay for Signalled Lanes (pcuHr):	2.75	Cycle Time (s): 69
	PRC Over All Lanes (%):	-20.2	Total Delay Over All Lanes(pcuHr):	105.47	

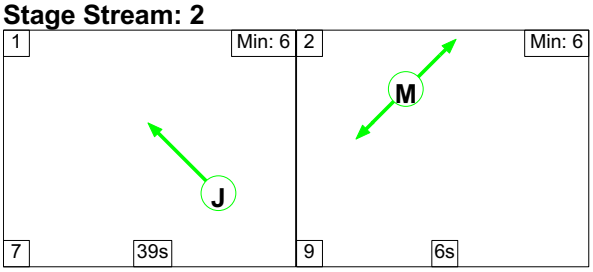
Scenario 4: '15' (FG14: '2041 PM Base SENS', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

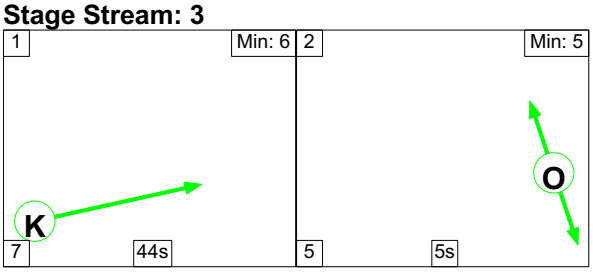
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	17	0	12
Change Point	51	18	30

Stage Stream: 2

Stage	1	2
Duration	39	6
Change Point	51	36

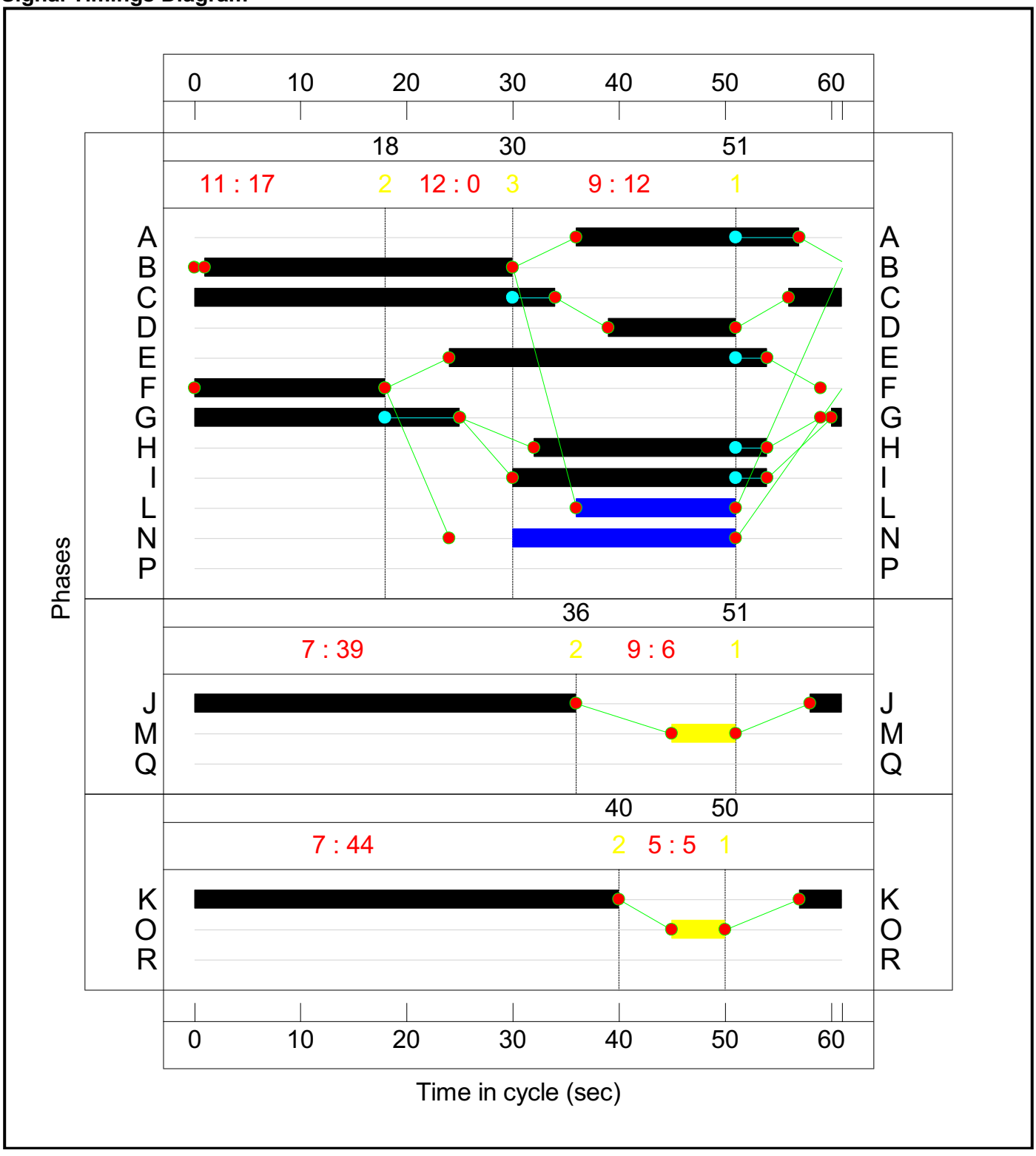
Stage Stream: 3

Stage	1	2
Duration	44	5
Change Point	50	40

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	21	36	57
B	A52 West Right Ahead Left	Traffic	1	29	1	30
C	N Circ Right Ahead	Traffic	1	39	56	34
D	B6003 Toton Lane North Ahead Left	Traffic	1	12	39	51
E	E Circ Right Ahead	Traffic	1	30	24	54
F	A52 East Ahead Left	Traffic	1	18	0	18
G	S Circ Right Ahead Left (25)	Traffic	1	26	60	25
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	22	32	54
I	Cut Thru Ahead (29)	Traffic	1	24	30	54
J	A52 West Exit Peds	Traffic	2	39	58	36
K	A52 E Exit peds	Traffic	3	44	57	40
L	Pedestrians across	Pedestrian	1	15	36	51
M	Pedestrians across	Pedestrian	2	6	45	51
N	Pedestrians across	Pedestrian	1	21	30	51
O	Pedestrians across	Pedestrian	3	5	45	50
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

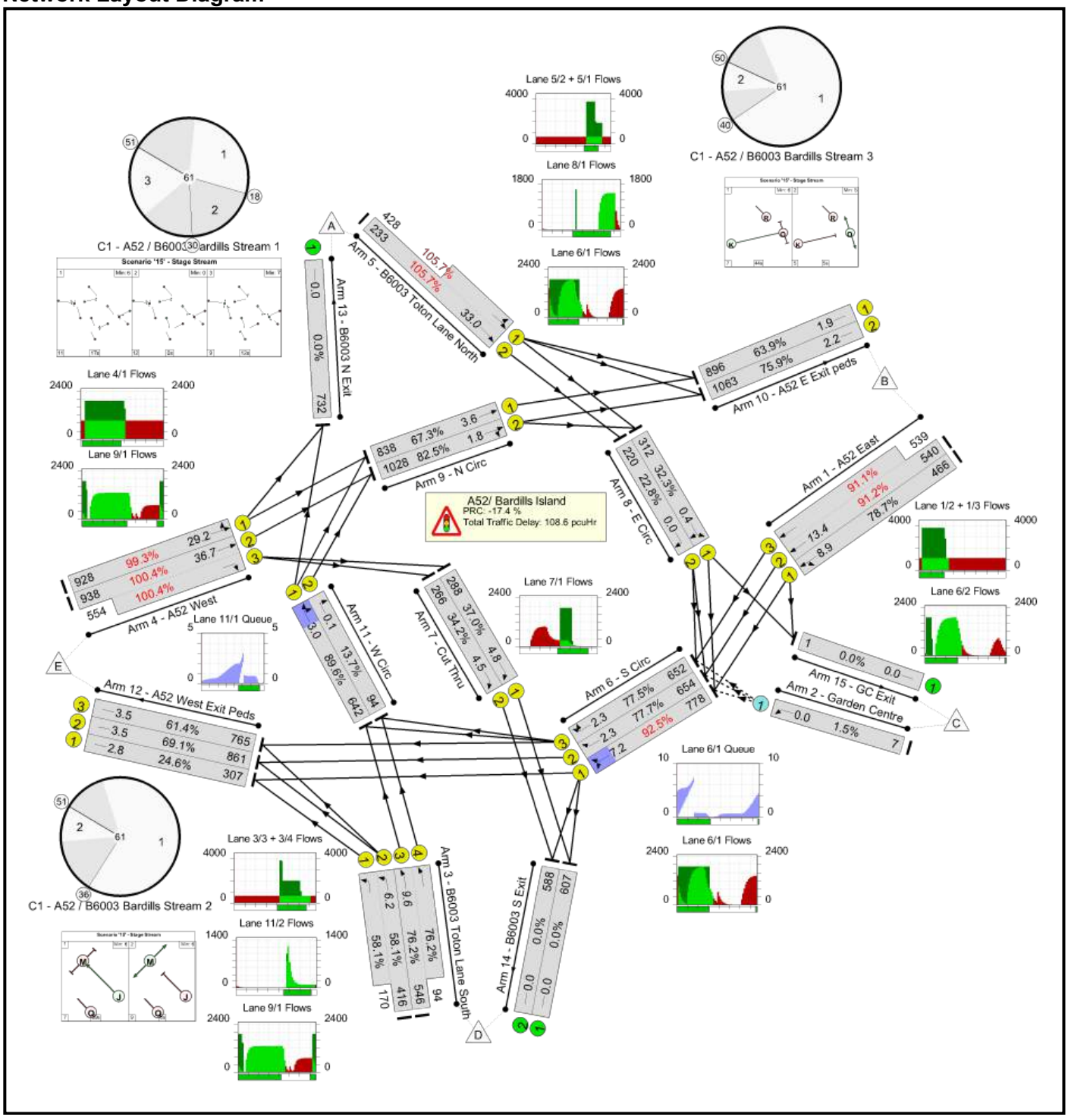
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	0	18
1/2	A52 East Ahead	U	F	0	18
1/3	A52 East Ahead	U	F	0	18
3/1	B6003 Toton Lane South Left	U	H	32	54
3/2	B6003 Toton Lane South Left	U	H	32	54
3/3	B6003 Toton Lane South Ahead	U	H	32	54
3/4	B6003 Toton Lane South Ahead	U	H	32	54
4/1	A52 West Ahead Left	U	B	1	30
4/2	A52 West Ahead	U	B	1	30
4/3	A52 West Right	U	B	1	30
5/1	B6003 Toton Lane North Ahead Left	U	D	39	51
5/2	B6003 Toton Lane North Ahead	U	D	39	51
6/1	S Circ Ahead Left	U	G	60	25
6/2	S Circ Ahead	U	G	60	25
6/3	S Circ Right Ahead	U	G	60	25
7/1	Cut Thru Ahead	U	I	30	54
7/2	Cut Thru Ahead	U	I	30	54
8/1	E Circ Right Ahead	U	E	24	54
8/2	E Circ Right	U	E	24	54
9/1	N Circ Ahead	U	C	56	34
9/2	N Circ Right Ahead	U	C	56	34
10/1	A52 E Exit peds	U	K	57	40
10/2	A52 E Exit peds	U	K	57	40
11/1	W Circ Right Ahead	U	A	36	57
11/2	W Circ Right	U	A	36	57
12/1	A52 West Exit Peds	U	J	58	36
12/2	A52 West Exit Peds	U	J	58	36
12/3	A52 West Exit Peds	U	J	58	36

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**	-	-		-	-	-	-	-	-	-	**105.7%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**105.7%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	18	-	-	466	1900	592	78.7%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	18	-	-	1079	1900:1900	592+592	91.2 : 91.1%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	459	1.5%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	22	-	-	586	1900:1900	716+293	58.1 : 58.1%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	22	-	-	640	1900:1900	716+123	76.2 : 76.2%
4/1	A52 West Ahead Left	U	1	N/A	B		1	29	-	-	928	1900	934	99.3%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	29	-	-	1492	1900:1900	934+552	100.4 : 100.4%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	12	-	-	661	1900:1900	220+405	105.7 : 105.7%
6/1	S Circ Ahead Left	U	1	N/A	G		1	26	-	-	796	1900	841	92.5%
6/2	S Circ Ahead	U	1	N/A	G		1	26	-	-	660	1900	841	77.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	26	-	-	658	1900	841	77.5%
7/1	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	288	1900	779	37.0%
7/2	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	266	1900	779	34.2%

8/1	E Circ Right Ahead	U	1	N/A	E		1	30	-	-	330	1900	966	32.3%
8/2	E Circ Right	U	1	N/A	E		1	30	-	-	233	1900	966	22.8%
9/1	N Circ Ahead	U	1	N/A	C		1	39	-	-	838	1900	1246	67.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	39	-	-	1032	1900	1246	82.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	44	-	-	899	1900	1402	63.9%
10/2	A52 E Exit peds	U	3	N/A	K		1	44	-	-	1069	1900	1402	75.9%
11/1	W Circ Right Ahead	U	1	N/A	A		1	21	-	-	642	1900	716	89.6%
11/2	W Circ Right	U	1	N/A	A		1	21	-	-	94	1900	685	13.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	307	1900	1246	24.6%
12/2	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	867	1900	1246	69.1%
12/3	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	771	1900	1246	61.4%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	732	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	616	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	597	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**38.2**	**70.5**	**0.0**	**108.6**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**38.2**	**70.5**	**0.0**	**108.6**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	466	466	-	-	-	2.5	1.8	-	4.3	33.1	7.1	1.8	8.9	1/1
1/2+1/3	1079	1079	-	-	-	6.1	4.7	-	10.8	36.0	8.7	4.7	13.4	1/2+1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	8.6	0.0	0.0	0.0	2/1
3/2+3/1	586	586	-	-	-	2.4	0.7	-	3.1	18.8	5.5	0.7	6.2	3/2+3/1
3/3+3/4	640	640	-	-	-	2.8	1.6	-	4.4	24.9	8.0	1.6	9.6	3/3+3/4
4/1	928	928	-	-	-	4.0	13.7	-	17.7	68.6	15.5	13.7	29.2	4/1
4/2+4/3	1492	1488	-	-	-	5.9	20.8	-	26.6	64.3	16.0	20.8	36.7	4/2+4/3
5/2+5/1	661	625	-	-	-	4.9	24.6	-	29.4	160.4	8.5	24.6	33.0	5/2+5/1
6/1	778	778	-	-	-	1.3	0.0	-	1.3	6.2	7.2	0.0	7.2	6/1
6/2	654	654	-	-	-	0.5	0.0	-	0.5	2.9	2.3	0.0	2.3	6/2
6/3	652	652	-	-	-	0.5	0.0	-	0.5	2.9	2.3	0.0	2.3	6/3
7/1	288	288	-	-	-	1.2	0.0	-	1.2	14.9	4.8	0.0	4.8	7/1
7/2	266	266	-	-	-	1.2	0.0	-	1.2	15.9	4.5	0.0	4.5	7/2
8/1	312	312	-	-	-	0.2	0.0	-	0.2	2.4	0.4	0.0	0.4	8/1
8/2	220	220	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	8/2
9/1	838	838	-	-	-	0.5	0.0	-	0.5	2.4	3.6	0.0	3.6	9/1
9/2	1028	1028	-	-	-	0.4	0.0	-	0.4	1.5	1.8	0.0	1.8	9/2
10/1	896	896	-	-	-	0.1	0.9	-	1.0	4.1	1.0	0.9	1.9	10/1
10/2	1063	1063	-	-	-	0.1	1.6	-	1.7	5.6	0.7	1.6	2.2	10/2
11/1	642	642	-	-	-	0.8	0.0	-	0.8	4.7	3.0	0.0	3.0	11/1

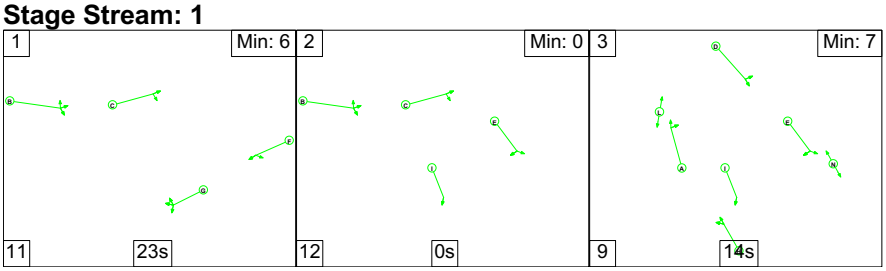
11/2	94	94	-	-	-	0.0	0.0	-	0.0	1.5	0.1	0.0	0.1	11/2
12/1	307	307	-	-	-	0.8	0.2	-	0.9	10.8	2.7	0.2	2.8	12/1
12/2	861	861	-	-	-	0.9	0.0	-	0.9	3.9	3.5	0.0	3.5	12/2
12/3	765	765	-	-	-	0.9	0.0	-	0.9	4.4	3.5	0.0	3.5	12/3
13/1	732	732	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	588	588	-	-	-	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 (%):	-17.4	Total Delay for Signalled Lanes (pcuHr):	103.13	Cycle Time (s): 61
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	30.3	Total Delay for Signalled Lanes (pcuHr):	2.78	Cycle Time (s): 61
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	18.6	Total Delay for Signalled Lanes (pcuHr):	2.68	Cycle Time (s): 61
	PRC Over All Lanes (%):	-17.4	Total Delay Over All Lanes(pcuHr):	108.61	

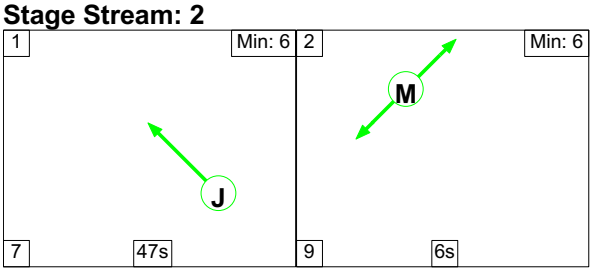
Scenario 5: '16' (FG15: '2028 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

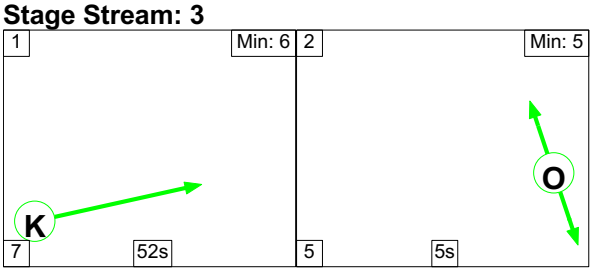
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	23	0	14
Change Point	41	6	18

Stage Stream: 2

Stage	1	2
Duration	47	6
Change Point	41	26

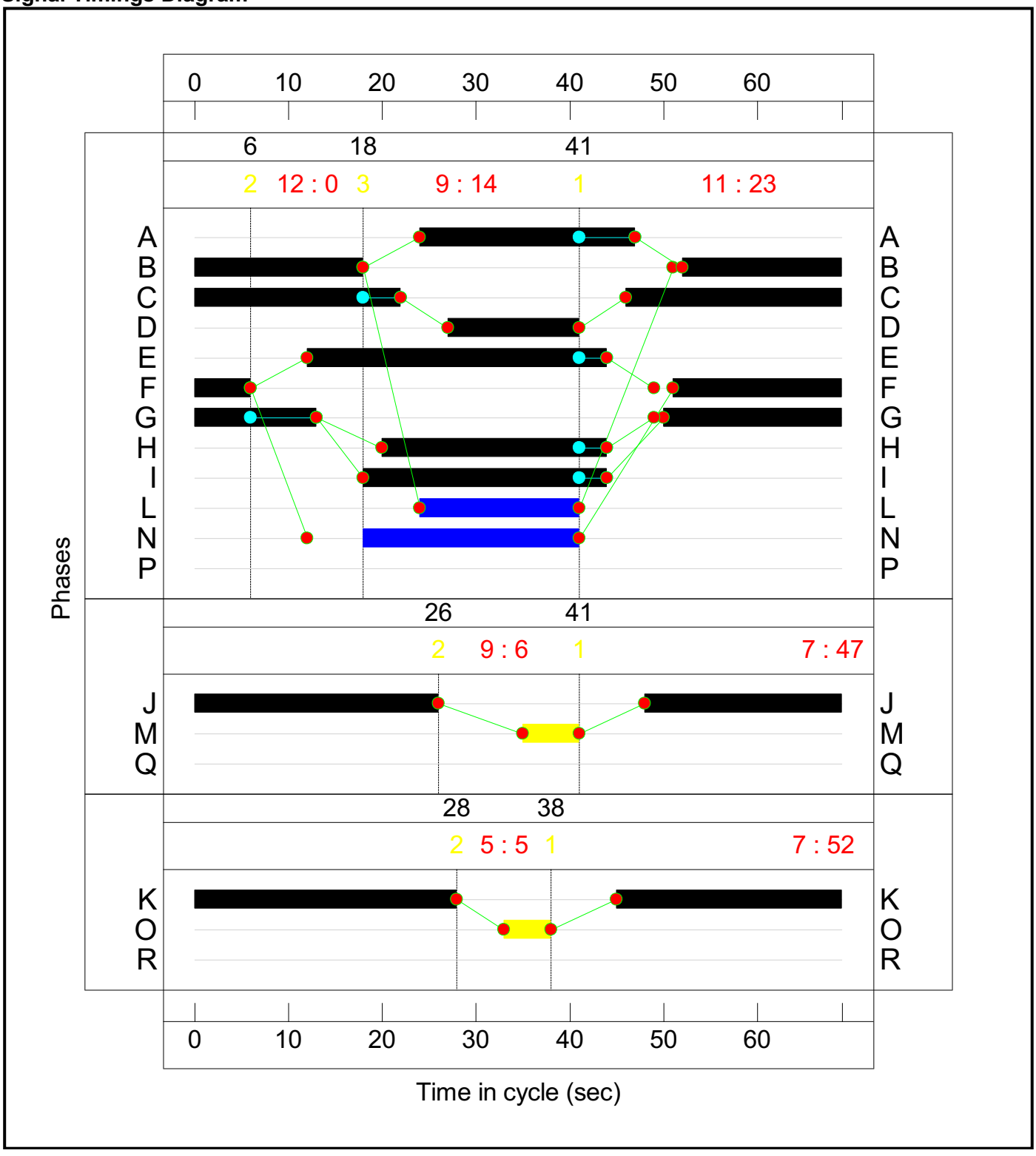
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	38	28

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	W Circ Right Ahead	Traffic	1	23	24	47
B	A52 West Right Ahead Left	Traffic	1	35	52	18
C	N Circ Right Ahead	Traffic	1	45	46	22
D	B6003 Toton Lane North Ahead Left	Traffic	1	14	27	41
E	E Circ Right Ahead	Traffic	1	32	12	44
F	A52 East Ahead Left	Traffic	1	24	51	6
G	S Circ Right Ahead Left (25)	Traffic	1	32	50	13
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	24	20	44
I	Cut Thru Ahead (29)	Traffic	1	26	18	44
J	A52 West Exit Peds	Traffic	2	47	48	26
K	A52 E Exit peds	Traffic	3	52	45	28
L	Pedestrians across	Pedestrian	1	17	24	41
M	Pedestrians across	Pedestrian	2	6	35	41
N	Pedestrians across	Pedestrian	1	23	18	41
O	Pedestrians across	Pedestrian	3	5	33	38
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

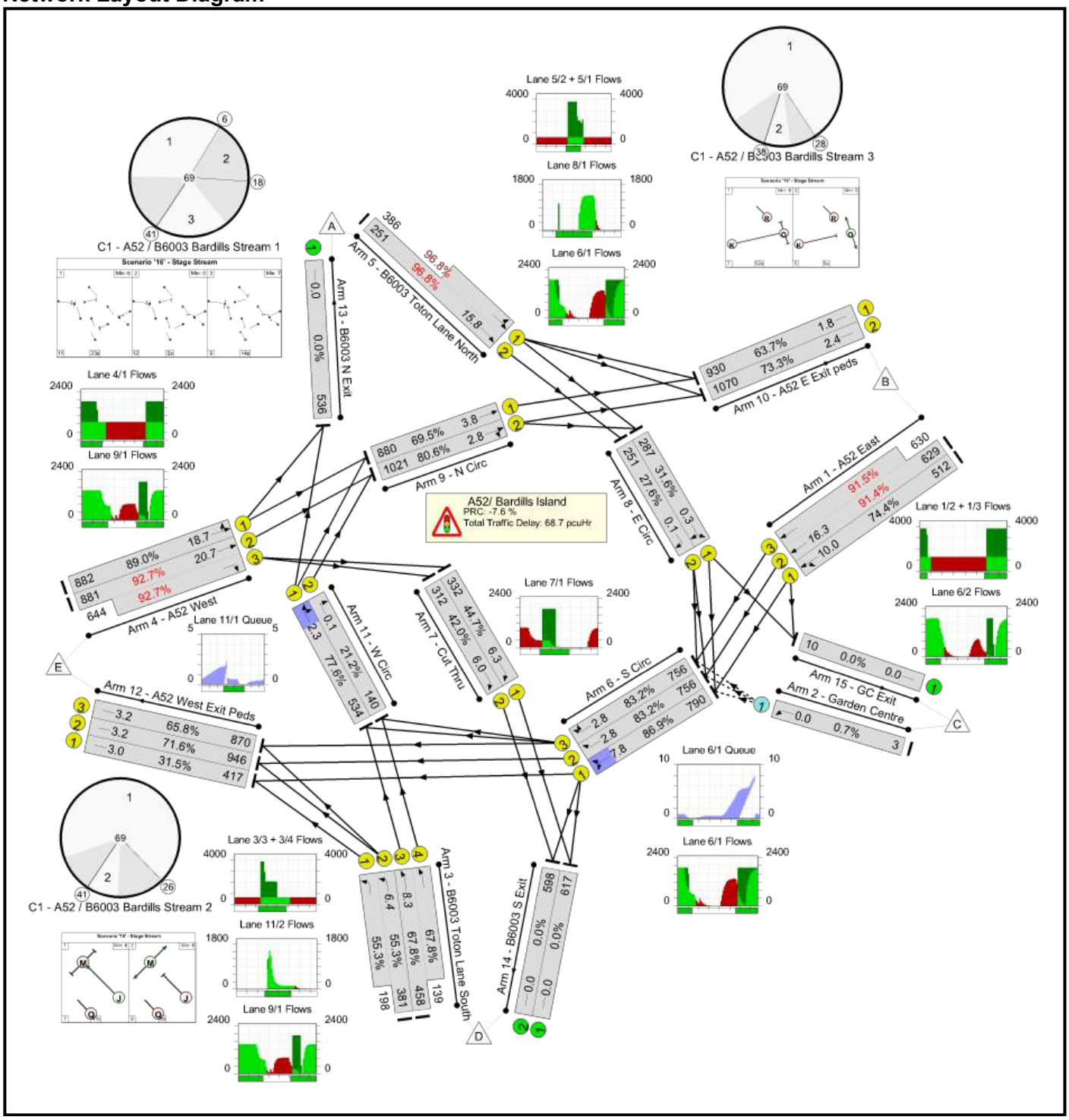
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	6
1/2	A52 East Ahead	U	F	51	6
1/3	A52 East Ahead	U	F	51	6
3/1	B6003 Toton Lane South Left	U	H	20	44
3/2	B6003 Toton Lane South Left	U	H	20	44
3/3	B6003 Toton Lane South Ahead	U	H	20	44
3/4	B6003 Toton Lane South Ahead	U	H	20	44
4/1	A52 West Ahead Left	U	B	52	18
4/2	A52 West Ahead	U	B	52	18
4/3	A52 West Right	U	B	52	18
5/1	B6003 Toton Lane North Ahead Left	U	D	27	41
5/2	B6003 Toton Lane North Ahead	U	D	27	41
6/1	S Circ Ahead Left	U	G	50	13
6/2	S Circ Ahead	U	G	50	13
6/3	S Circ Right Ahead	U	G	50	13
7/1	Cut Thru Ahead	U	I	18	44
7/2	Cut Thru Ahead	U	I	18	44
8/1	E Circ Right Ahead	U	E	12	44
8/2	E Circ Right	U	E	12	44
9/1	N Circ Ahead	U	C	46	22
9/2	N Circ Right Ahead	U	C	46	22
10/1	A52 E Exit peds	U	K	45	28
10/2	A52 E Exit peds	U	K	45	28
11/1	W Circ Right Ahead	U	A	24	47
11/2	W Circ Right	U	A	24	47
12/1	A52 West Exit Peds	U	J	48	26
12/2	A52 West Exit Peds	U	J	48	26
12/3	A52 West Exit Peds	U	J	48	26

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.8%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.8%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	24	-	-	512	1900	688	74.4%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	24	-	-	1259	1900:1900	688+688	91.4 : 91.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	404	0.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	24	-	-	579	1900:1900	688+358	55.3 : 55.3%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	24	-	-	597	1900:1900	675+205	67.8 : 67.8%
4/1	A52 West Ahead Left	U	1	N/A	B		1	35	-	-	882	1900	991	89.0%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	35	-	-	1525	1900:1900	951+695	92.7 : 92.7%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	14	-	-	637	1900:1900	259+399	96.8 : 96.8%
6/1	S Circ Ahead Left	U	1	N/A	G		1	32	-	-	790	1900	909	86.9%
6/2	S Circ Ahead	U	1	N/A	G		1	32	-	-	756	1900	909	83.2%
6/3	S Circ Right Ahead	U	1	N/A	G		1	32	-	-	756	1900	909	83.2%
7/1	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	332	1900	743	44.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	26	-	-	312	1900	743	42.0%

8/1	E Circ Right Ahead	U	1	N/A	E		1	32	-	-	287	1900	909	31.6%
8/2	E Circ Right	U	1	N/A	E		1	32	-	-	251	1900	909	27.6%
9/1	N Circ Ahead	U	1	N/A	C		1	45	-	-	880	1900	1267	69.5%
9/2	N Circ Right Ahead	U	1	N/A	C		1	45	-	-	1021	1900	1267	80.6%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	930	1900	1459	63.7%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1070	1900	1459	73.3%
11/1	W Circ Right Ahead	U	1	N/A	A		1	23	-	-	534	1900	688	77.6%
11/2	W Circ Right	U	1	N/A	A		1	23	-	-	140	1900	661	21.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	417	1900	1322	31.5%
12/2	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	946	1900	1322	71.6%
12/3	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	870	1900	1322	65.8%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	536	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	617	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	598	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	10	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**40.2**	**28.5**	**0.0**	**68.7**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**40.2**	**28.5**	**0.0**	**68.7**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	512	512	-	-	-	2.7	1.4	-	4.2	29.2	8.5	1.4	10.0	1/1
1/2+1/3	1259	1259	-	-	-	7.3	4.9	-	12.3	35.1	11.4	4.9	16.3	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	11.0	0.0	0.0	0.0	2/1
3/2+3/1	579	579	-	-	-	2.7	0.6	-	3.3	20.7	5.8	0.6	6.4	3/2+3/1
3/3+3/4	597	597	-	-	-	2.9	1.0	-	4.0	24.0	7.3	1.0	8.3	3/3+3/4
4/1	882	882	-	-	-	3.6	3.8	-	7.4	30.1	14.9	3.8	18.7	4/1
4/2+4/3	1525	1525	-	-	-	5.7	5.8	-	11.5	27.2	14.9	5.8	20.7	4/2+4/3
5/2+5/1	637	637	-	-	-	4.5	8.5	-	13.0	73.5	7.4	8.5	15.8	5/2+5/1
6/1	790	790	-	-	-	1.3	0.0	-	1.3	5.7	7.8	0.0	7.8	6/1
6/2	756	756	-	-	-	0.6	0.0	-	0.6	2.8	2.8	0.0	2.8	6/2
6/3	756	756	-	-	-	0.6	0.0	-	0.6	2.8	2.8	0.0	2.8	6/3
7/1	332	332	-	-	-	1.8	0.0	-	1.8	19.5	6.3	0.0	6.3	7/1
7/2	312	312	-	-	-	1.8	0.0	-	1.8	20.5	6.0	0.0	6.0	7/2
8/1	287	287	-	-	-	0.1	0.0	-	0.1	1.6	0.3	0.0	0.3	8/1
8/2	251	251	-	-	-	0.0	0.0	-	0.0	0.7	0.1	0.0	0.1	8/2
9/1	880	880	-	-	-	0.6	0.0	-	0.6	2.6	3.8	0.0	3.8	9/1
9/2	1021	1021	-	-	-	0.6	0.0	-	0.6	2.2	2.8	0.0	2.8	9/2
10/1	930	930	-	-	-	0.1	0.9	-	1.0	3.8	1.0	0.9	1.8	10/1
10/2	1070	1070	-	-	-	0.1	1.4	-	1.5	5.0	1.0	1.4	2.4	10/2
11/1	534	534	-	-	-	0.7	0.0	-	0.7	4.5	2.3	0.0	2.3	11/1

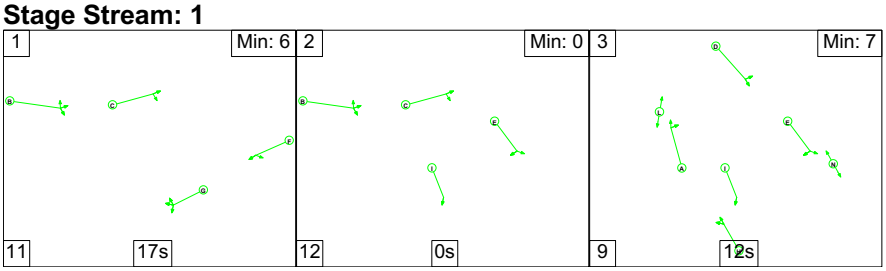
11/2	140	140	-	-	-	0.1	0.0	-	0.1	1.7	0.1	0.0	0.1	11/2
12/1	417	417	-	-	-	0.7	0.2	-	0.9	8.0	2.8	0.2	3.0	12/1
12/2	946	946	-	-	-	0.8	0.0	-	0.8	2.9	3.2	0.0	3.2	12/2
12/3	870	870	-	-	-	0.8	0.0	-	0.8	3.2	3.2	0.0	3.2	12/3
13/1	536	536	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	10	10	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-7.6	Total Delay for Signalled Lanes (pcuHr):	63.81	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	25.7	Total Delay for Signalled Lanes (pcuHr):	2.45	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	22.8	Total Delay for Signalled Lanes (pcuHr):	2.48	Cycle Time (s): 69
	PRC Over All Lanes (%):	-7.6	Total Delay Over All Lanes(pcuHr):	68.75	

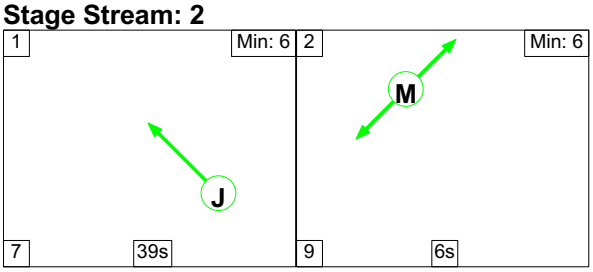
Scenario 6: '17' (FG16: '2028 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

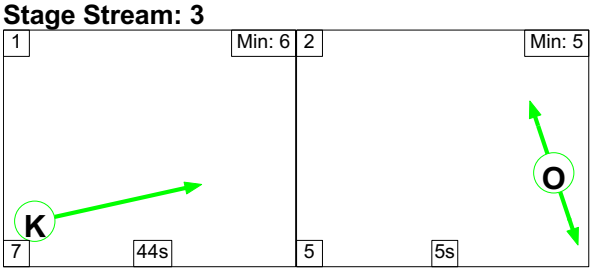
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	17	0	12
Change Point	35	2	14

Stage Stream: 2

Stage	1	2
Duration	39	6
Change Point	35	20

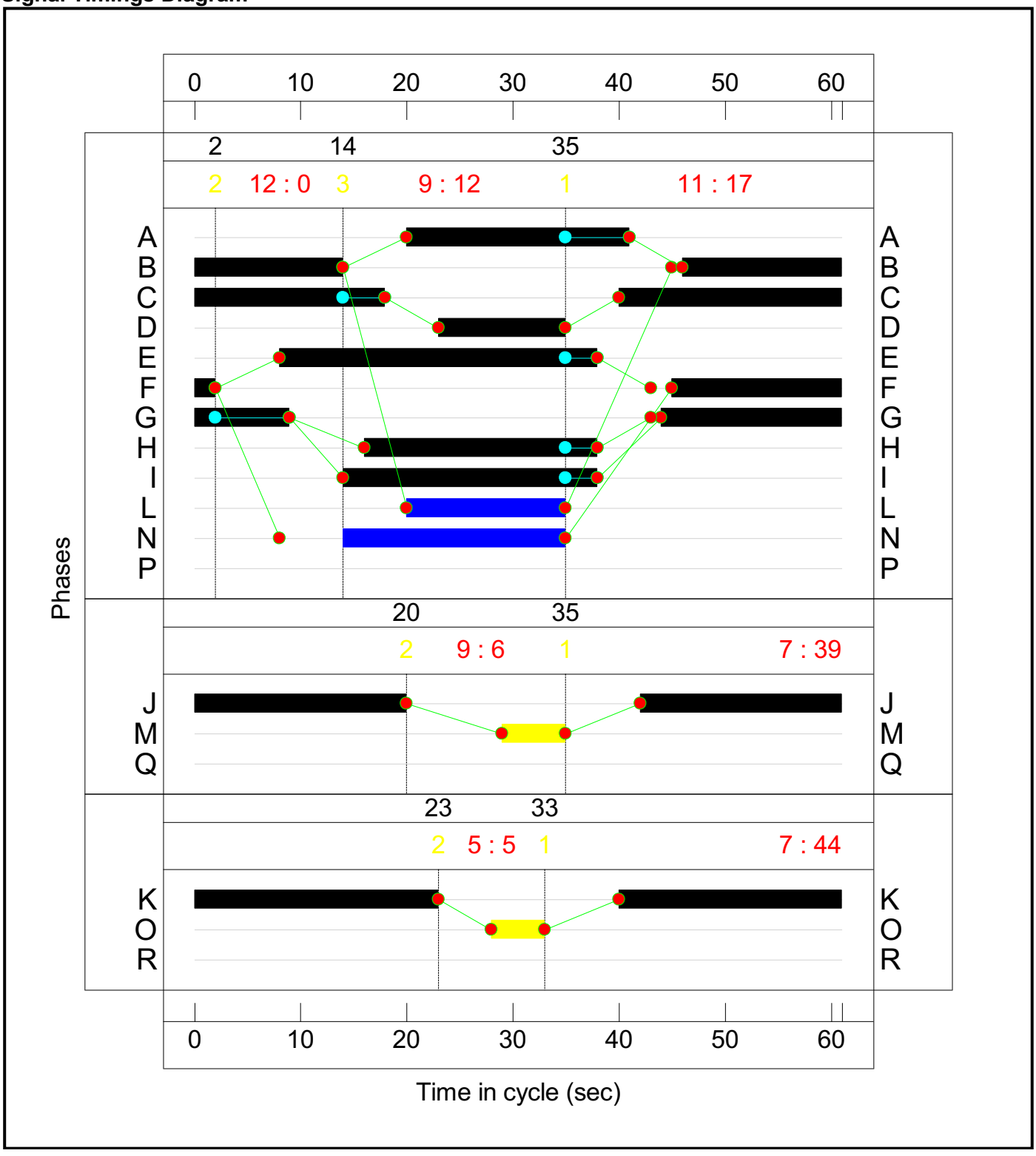
Stage Stream: 3

Stage	1	2
Duration	44	5
Change Point	33	23

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	20	41
B	A52 West Right Ahead Left	Traffic	1	29	46	14
C	N Circ Right Ahead	Traffic	1	39	40	18
D	B6003 Toton Lane North Ahead Left	Traffic	1	12	23	35
E	E Circ Right Ahead	Traffic	1	30	8	38
F	A52 East Ahead Left	Traffic	1	18	45	2
G	S Circ Right Ahead Left (25)	Traffic	1	26	44	9
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	22	16	38
I	Cut Thru Ahead (29)	Traffic	1	24	14	38
J	A52 West Exit Peds	Traffic	2	39	42	20
K	A52 E Exit peds	Traffic	3	44	40	23
L	Pedestrians across	Pedestrian	1	15	20	35
M	Pedestrians across	Pedestrian	2	6	29	35
N	Pedestrians across	Pedestrian	1	21	14	35
O	Pedestrians across	Pedestrian	3	5	28	33
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

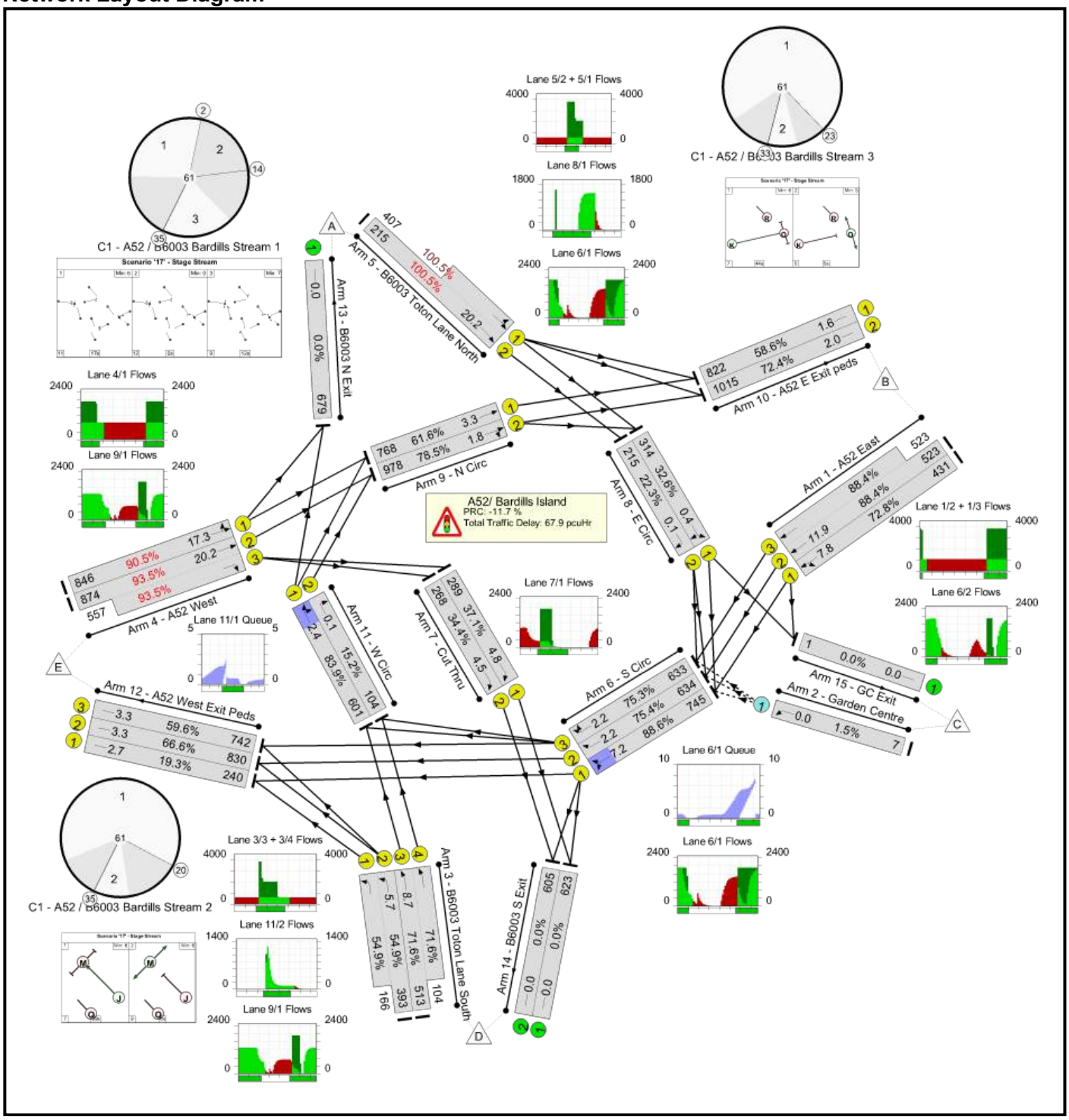
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	45	2
1/2	A52 East Ahead	U	F	45	2
1/3	A52 East Ahead	U	F	45	2
3/1	B6003 Toton Lane South Left	U	H	16	38
3/2	B6003 Toton Lane South Left	U	H	16	38
3/3	B6003 Toton Lane South Ahead	U	H	16	38
3/4	B6003 Toton Lane South Ahead	U	H	16	38
4/1	A52 West Ahead Left	U	B	46	14
4/2	A52 West Ahead	U	B	46	14
4/3	A52 West Right	U	B	46	14
5/1	B6003 Toton Lane North Ahead Left	U	D	23	35
5/2	B6003 Toton Lane North Ahead	U	D	23	35
6/1	S Circ Ahead Left	U	G	44	9
6/2	S Circ Ahead	U	G	44	9
6/3	S Circ Right Ahead	U	G	44	9
7/1	Cut Thru Ahead	U	I	14	38
7/2	Cut Thru Ahead	U	I	14	38
8/1	E Circ Right Ahead	U	E	8	38
8/2	E Circ Right	U	E	8	38
9/1	N Circ Ahead	U	C	40	18
9/2	N Circ Right Ahead	U	C	40	18
10/1	A52 E Exit peds	U	K	40	23
10/2	A52 E Exit peds	U	K	40	23
11/1	W Circ Right Ahead	U	A	20	41
11/2	W Circ Right	U	A	20	41
12/1	A52 West Exit Peds	U	J	42	20
12/2	A52 West Exit Peds	U	J	42	20
12/3	A52 West Exit Peds	U	J	42	20

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.5%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.5%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	18	-	-	431	1900	592	72.8%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	18	-	-	1046	1900:1900	592+592	88.4 : 88.4%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	459	1.5%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	22	-	-	559	1900:1900	716+303	54.9 : 54.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	22	-	-	617	1900:1900	716+145	71.6 : 71.6%
4/1	A52 West Ahead Left	U	1	N/A	B		1	29	-	-	846	1900	934	90.5%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	29	-	-	1431	1900:1900	934+596	93.5 : 93.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	12	-	-	622	1900:1900	214+405	100.5 : 100.5%
6/1	S Circ Ahead Left	U	1	N/A	G		1	26	-	-	747	1900	841	88.6%
6/2	S Circ Ahead	U	1	N/A	G		1	26	-	-	634	1900	841	75.4%
6/3	S Circ Right Ahead	U	1	N/A	G		1	26	-	-	633	1900	841	75.3%
7/1	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	289	1900	779	37.1%
7/2	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	268	1900	779	34.4%

8/1	E Circ Right Ahead	U	1	N/A	E		1	30	-	-	316	1900	966	32.6%
8/2	E Circ Right	U	1	N/A	E		1	30	-	-	215	1900	966	22.3%
9/1	N Circ Ahead	U	1	N/A	C		1	39	-	-	768	1900	1246	61.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	39	-	-	978	1900	1246	78.5%
10/1	A52 E Exit peds	U	3	N/A	K		1	44	-	-	822	1900	1402	58.6%
10/2	A52 E Exit peds	U	3	N/A	K		1	44	-	-	1015	1900	1402	72.4%
11/1	W Circ Right Ahead	U	1	N/A	A		1	21	-	-	601	1900	716	83.9%
11/2	W Circ Right	U	1	N/A	A		1	21	-	-	104	1900	685	15.2%
12/1	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	240	1900	1246	19.3%
12/2	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	830	1900	1246	66.6%
12/3	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	742	1900	1246	59.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	679	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	624	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	606	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**2**	**5**	**0**	**34.9**	**33.0**	**0.0**	**67.9**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**34.9**	**33.0**	**0.0**	**67.9**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	431	431	-	-	-	2.2	1.3	-	3.6	29.7	6.5	1.3	7.8	1/1
1/2+1/3	1046	1046	-	-	-	5.8	3.6	-	9.4	32.4	8.3	3.6	11.9	1/2+1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	8.6	0.0	0.0	0.0	2/1
3/2+3/1	559	559	-	-	-	2.2	0.6	-	2.8	18.3	5.1	0.6	5.7	3/2+3/1
3/3+3/4	617	617	-	-	-	2.7	1.2	-	3.9	22.9	7.4	1.2	8.7	3/3+3/4
4/1	846	846	-	-	-	3.3	4.4	-	7.7	32.7	12.9	4.4	17.3	4/1
4/2+4/3	1431	1431	-	-	-	5.3	6.4	-	11.7	29.4	13.8	6.4	20.2	4/2+4/3
5/2+5/1	622	620	-	-	-	4.0	13.3	-	17.3	100.3	6.9	13.3	20.2	5/2+5/1
6/1	745	745	-	-	-	1.3	0.0	-	1.3	6.3	7.2	0.0	7.2	6/1
6/2	634	634	-	-	-	0.5	0.0	-	0.5	2.8	2.2	0.0	2.2	6/2
6/3	633	633	-	-	-	0.5	0.0	-	0.5	2.8	2.2	0.0	2.2	6/3
7/1	289	289	-	-	-	1.2	0.0	-	1.2	14.9	4.8	0.0	4.8	7/1
7/2	268	268	-	-	-	1.2	0.0	-	1.2	15.9	4.5	0.0	4.5	7/2
8/1	314	314	-	-	-	0.2	0.0	-	0.2	2.4	0.4	0.0	0.4	8/1
8/2	215	215	-	-	-	0.0	0.0	-	0.0	0.5	0.1	0.0	0.1	8/2
9/1	768	768	-	-	-	0.5	0.0	-	0.5	2.4	3.3	0.0	3.3	9/1
9/2	978	978	-	-	-	0.4	0.0	-	0.4	1.5	1.8	0.0	1.8	9/2
10/1	822	822	-	-	-	0.1	0.7	-	0.8	3.6	0.9	0.7	1.6	10/1
10/2	1015	1015	-	-	-	0.1	1.3	-	1.4	4.9	0.7	1.3	2.0	10/2
11/1	601	601	-	-	-	0.7	0.0	-	0.7	4.4	2.4	0.0	2.4	11/1

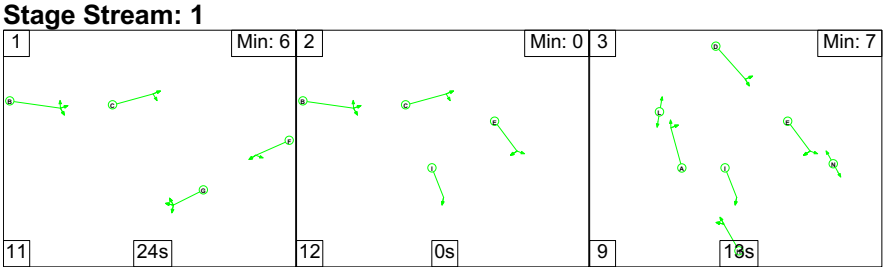
11/2	104	104	-	-	-	0.0	0.0	-	0.0	1.5	0.1	0.0	0.1	11/2
12/1	240	240	-	-	-	0.7	0.1	-	0.8	12.7	2.6	0.1	2.7	12/1
12/2	830	830	-	-	-	0.9	0.0	-	0.9	3.8	3.3	0.0	3.3	12/2
12/3	742	742	-	-	-	0.9	0.0	-	0.9	4.3	3.3	0.0	3.3	12/3
13/1	679	679	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-11.7	Total Delay for Signalled Lanes (pcuHr):	63.02	Cycle Time (s): 61
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	35.1	Total Delay for Signalled Lanes (pcuHr):	2.60	Cycle Time (s): 61
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	24.3	Total Delay for Signalled Lanes (pcuHr):	2.22	Cycle Time (s): 61
	PRC Over All Lanes (%):	-11.7	Total Delay Over All Lanes(pcuHr):	67.86	

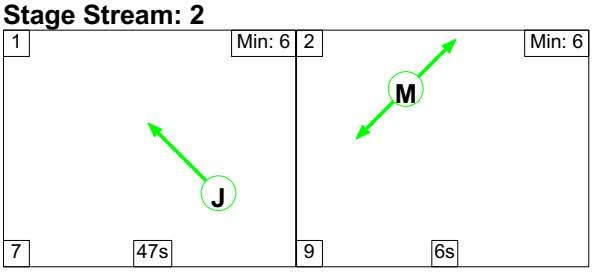
Scenario 7: '18' (FG17: '2041 AM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

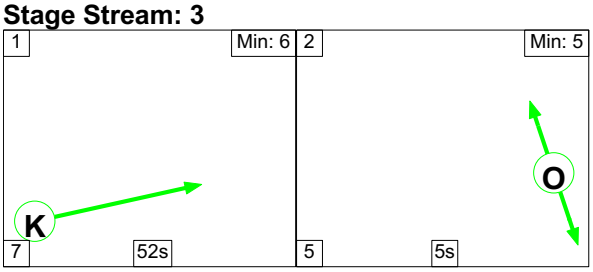
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	24	0	13
Change Point	41	7	19

Stage Stream: 2

Stage	1	2
Duration	47	6
Change Point	41	26

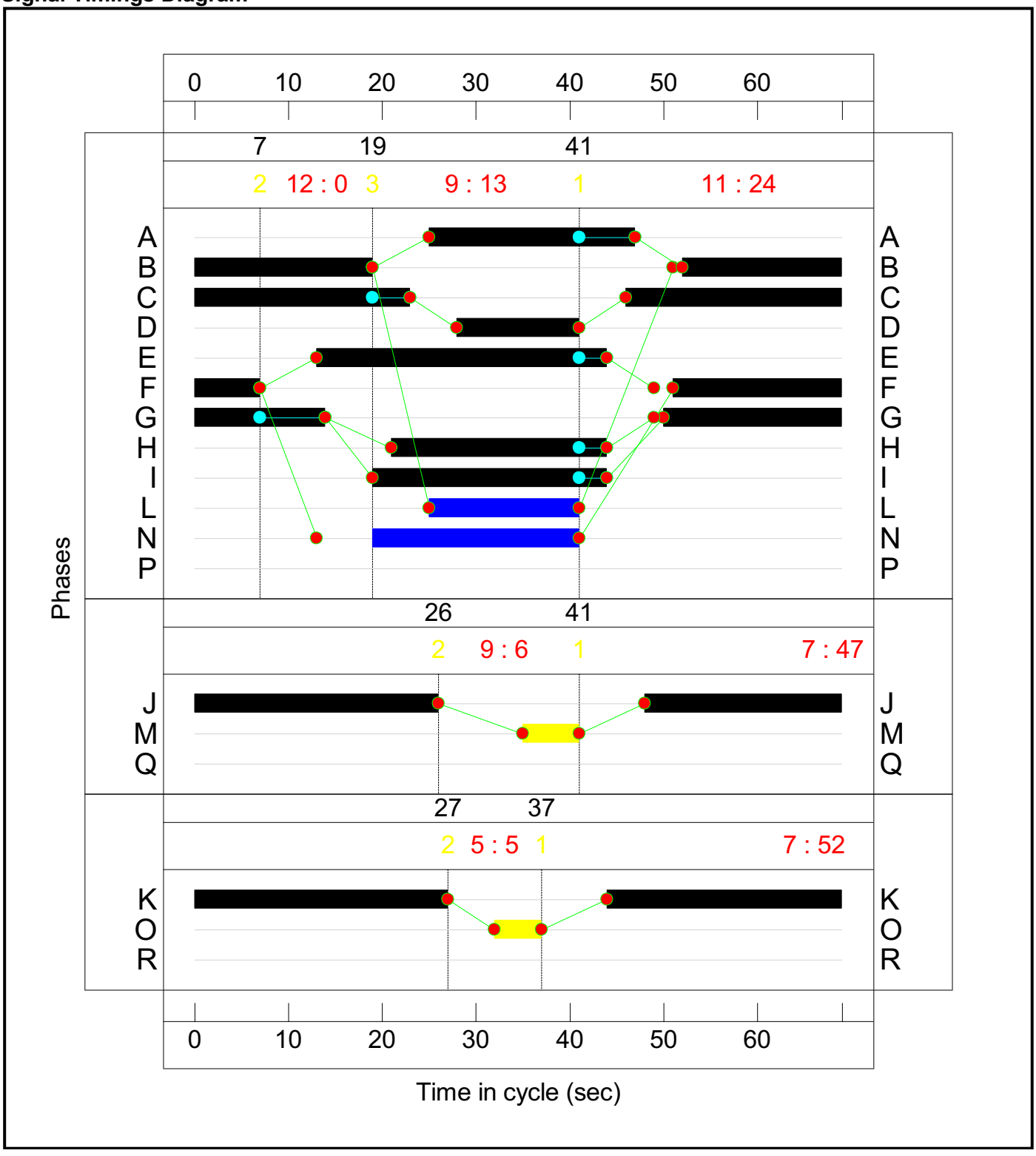
Stage Stream: 3

Stage	1	2
Duration	52	5
Change Point	37	27

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	25	47
B	A52 West Right Ahead Left	Traffic	1	36	52	19
C	N Circ Right Ahead	Traffic	1	46	46	23
D	B6003 Toton Lane North Ahead Left	Traffic	1	13	28	41
E	E Circ Right Ahead	Traffic	1	31	13	44
F	A52 East Ahead Left	Traffic	1	25	51	7
G	S Circ Right Ahead Left (25)	Traffic	1	33	50	14
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	23	21	44
I	Cut Thru Ahead (29)	Traffic	1	25	19	44
J	A52 West Exit Peds	Traffic	2	47	48	26
K	A52 E Exit peds	Traffic	3	52	44	27
L	Pedestrians across	Pedestrian	1	16	25	41
M	Pedestrians across	Pedestrian	2	6	35	41
N	Pedestrians across	Pedestrian	1	22	19	41
O	Pedestrians across	Pedestrian	3	5	32	37
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

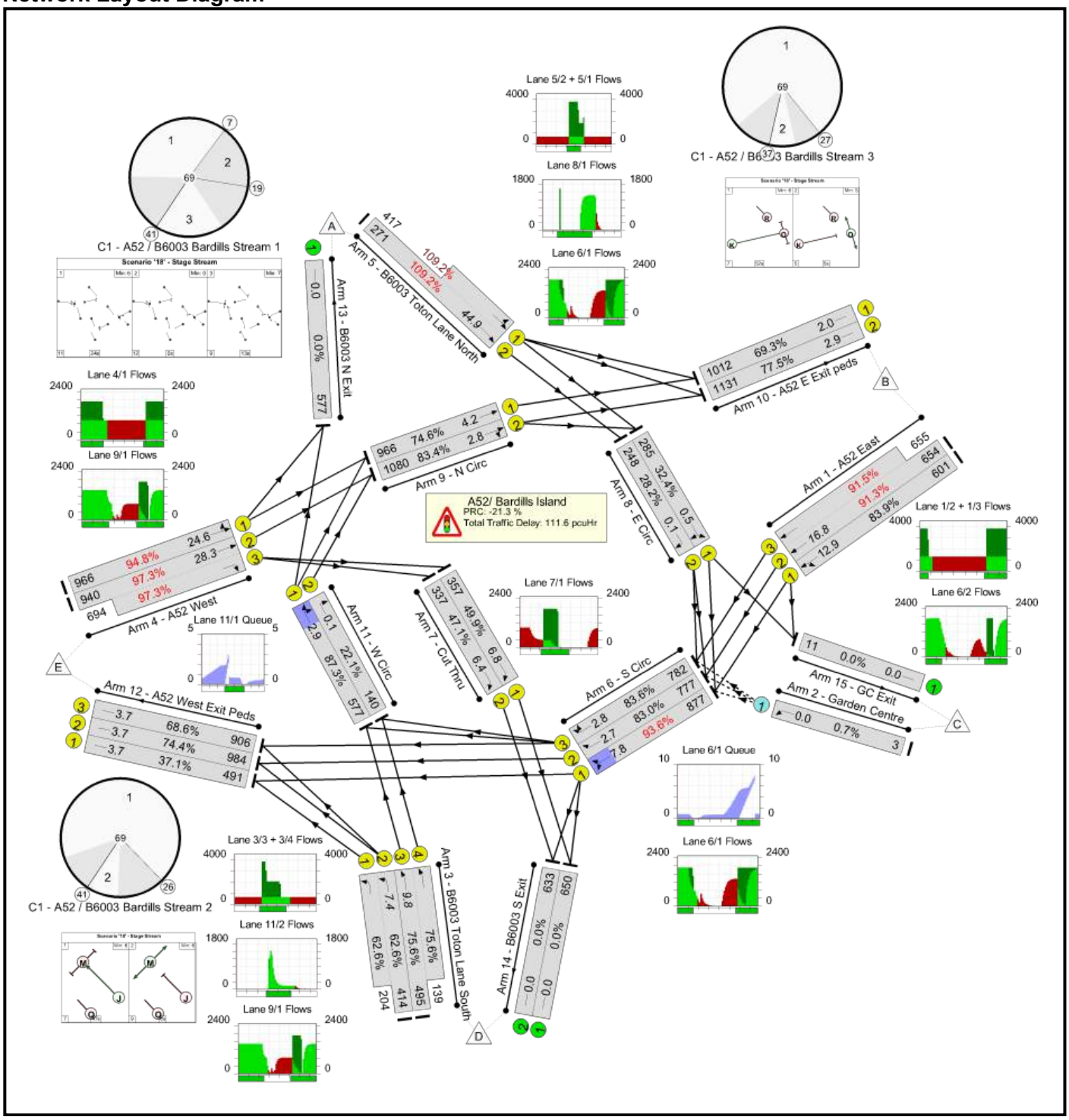
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	51	7
1/2	A52 East Ahead	U	F	51	7
1/3	A52 East Ahead	U	F	51	7
3/1	B6003 Toton Lane South Left	U	H	21	44
3/2	B6003 Toton Lane South Left	U	H	21	44
3/3	B6003 Toton Lane South Ahead	U	H	21	44
3/4	B6003 Toton Lane South Ahead	U	H	21	44
4/1	A52 West Ahead Left	U	B	52	19
4/2	A52 West Ahead	U	B	52	19
4/3	A52 West Right	U	B	52	19
5/1	B6003 Toton Lane North Ahead Left	U	D	28	41
5/2	B6003 Toton Lane North Ahead	U	D	28	41
6/1	S Circ Ahead Left	U	G	50	14
6/2	S Circ Ahead	U	G	50	14
6/3	S Circ Right Ahead	U	G	50	14
7/1	Cut Thru Ahead	U	I	19	44
7/2	Cut Thru Ahead	U	I	19	44
8/1	E Circ Right Ahead	U	E	13	44
8/2	E Circ Right	U	E	13	44
9/1	N Circ Ahead	U	C	46	23
9/2	N Circ Right Ahead	U	C	46	23
10/1	A52 E Exit peds	U	K	44	27
10/2	A52 E Exit peds	U	K	44	27
11/1	W Circ Right Ahead	U	A	25	47
11/2	W Circ Right	U	A	25	47
12/1	A52 West Exit Peds	U	J	48	26
12/2	A52 West Exit Peds	U	J	48	26
12/3	A52 West Exit Peds	U	J	48	26

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.2%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**109.2%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	25	-	-	601	1900	716	83.9%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	25	-	-	1309	1900:1900	716+716	91.3 : 91.5%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	3	1800	404	0.7%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	23	-	-	618	1900:1900	661+326	62.6 : 62.6%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	23	-	-	634	1900:1900	655+184	75.6 : 75.6%
4/1	A52 West Ahead Left	U	1	N/A	B		1	36	-	-	966	1900	1019	94.8%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	36	-	-	1634	1900:1900	966+713	97.3 : 97.3%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	13	-	-	688	1900:1900	248+382	109.2 : 109.2%
6/1	S Circ Ahead Left	U	1	N/A	G		1	33	-	-	902	1900	936	93.6%
6/2	S Circ Ahead	U	1	N/A	G		1	33	-	-	788	1900	936	83.0%
6/3	S Circ Right Ahead	U	1	N/A	G		1	33	-	-	794	1900	936	83.6%
7/1	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	357	1900	716	49.9%
7/2	Cut Thru Ahead	U	1	N/A	I		1	25	-	-	337	1900	716	47.1%

8/1	E Circ Right Ahead	U	1	N/A	E		1	31	-	-	311	1900	881	32.4%
8/2	E Circ Right	U	1	N/A	E		1	31	-	-	271	1900	881	28.2%
9/1	N Circ Ahead	U	1	N/A	C		1	46	-	-	966	1900	1294	74.6%
9/2	N Circ Right Ahead	U	1	N/A	C		1	46	-	-	1080	1900	1294	83.4%
10/1	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1016	1900	1459	69.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	52	-	-	1136	1900	1459	77.5%
11/1	W Circ Right Ahead	U	1	N/A	A		1	22	-	-	577	1900	661	87.3%
11/2	W Circ Right	U	1	N/A	A		1	22	-	-	140	1900	633	22.1%
12/1	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	491	1900	1322	37.1%
12/2	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	995	1900	1322	74.4%
12/3	A52 West Exit Peds	U	2	N/A	J		1	47	-	-	918	1900	1322	68.6%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	663	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	646	Inf	Inf	0.0%
15/1	GC Exit	U	N/A	N/A	-		-	-	-	-	11	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: A52 / Bardills Island	**-**	**-**	**1**	**2**	**0**	**45.6**	**65.9**	**0.0**	**111.6**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**1**	**2**	**0**	**45.6**	**65.9**	**0.0**	**111.6**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	601	601	-	-	-	3.3	2.5	-	5.8	34.6	10.4	2.5	12.9	1/1
1/2+1/3	1309	1309	-	-	-	7.4	4.9	-	12.4	34.0	11.8	4.9	16.8	1/2+1/3
2/1	3	3	1	2	0	0.0	0.0	-	0.0	11.1	0.0	0.0	0.0	2/1
3/2+3/1	618	618	-	-	-	3.1	0.8	-	3.9	22.9	6.6	0.8	7.4	3/2+3/1
3/3+3/4	634	634	-	-	-	3.3	1.5	-	4.9	27.7	8.3	1.5	9.8	3/3+3/4
4/1	966	966	-	-	-	4.1	7.2	-	11.2	41.9	17.4	7.2	24.6	4/1
4/2+4/3	1634	1634	-	-	-	6.1	11.8	-	17.9	39.5	16.4	11.8	28.3	4/2+4/3
5/2+5/1	688	630	-	-	-	6.7	34.0	-	40.7	213.1	10.9	34.0	44.9	5/2+5/1
6/1	877	877	-	-	-	1.3	0.0	-	1.3	5.4	7.8	0.0	7.8	6/1
6/2	777	777	-	-	-	0.5	0.0	-	0.5	2.5	2.7	0.0	2.7	6/2
6/3	782	782	-	-	-	0.6	0.0	-	0.6	2.6	2.8	0.0	2.8	6/3
7/1	357	357	-	-	-	2.0	0.0	-	2.0	20.2	6.8	0.0	6.8	7/1
7/2	337	337	-	-	-	2.0	0.0	-	2.0	21.2	6.4	0.0	6.4	7/2
8/1	285	285	-	-	-	0.2	0.0	-	0.2	2.7	0.5	0.0	0.5	8/1
8/2	248	248	-	-	-	0.1	0.0	-	0.1	0.9	0.1	0.0	0.1	8/2
9/1	966	966	-	-	-	0.6	0.0	-	0.6	2.3	4.2	0.0	4.2	9/1
9/2	1080	1080	-	-	-	0.6	0.0	-	0.6	1.9	2.8	0.0	2.8	9/2
10/1	1012	1012	-	-	-	0.1	1.1	-	1.2	4.4	0.9	1.1	2.0	10/1
10/2	1131	1131	-	-	-	0.1	1.7	-	1.8	5.8	1.2	1.7	2.9	10/2
11/1	577	577	-	-	-	0.8	0.0	-	0.8	4.9	2.9	0.0	2.9	11/1

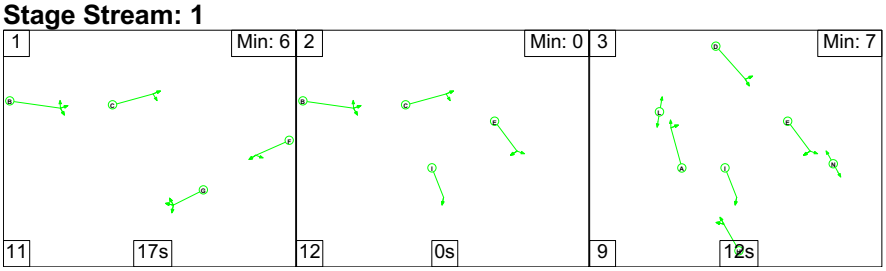
11/2	140	140	-	-	-	0.1	0.0	-	0.1	1.8	0.1	0.0	0.1	11/2
12/1	491	491	-	-	-	0.9	0.3	-	1.2	8.5	3.4	0.3	3.7	12/1
12/2	984	984	-	-	-	0.9	0.0	-	0.9	3.2	3.7	0.0	3.7	12/2
12/3	906	906	-	-	-	0.9	0.0	-	0.9	3.5	3.7	0.0	3.7	12/3
13/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	633	633	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/2
15/1	11	11	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1

C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-21.3	Total Delay for Signalled Lanes (pcuHr):	105.57	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	20.9	Total Delay for Signalled Lanes (pcuHr):	2.94	Cycle Time (s): 69
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	16.2	Total Delay for Signalled Lanes (pcuHr):	3.05	Cycle Time (s): 69
	PRC Over All Lanes (%):	-21.3	Total Delay Over All Lanes(pcuHr):	111.57	

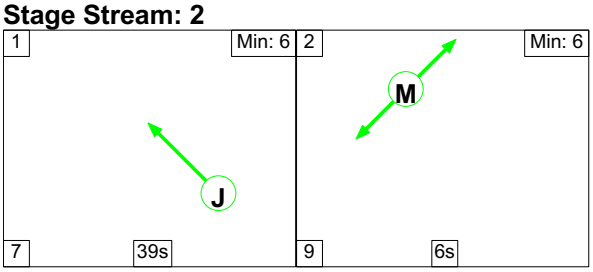
Scenario 8: '19' (FG18: '2041 PM Base SENS + Dev', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

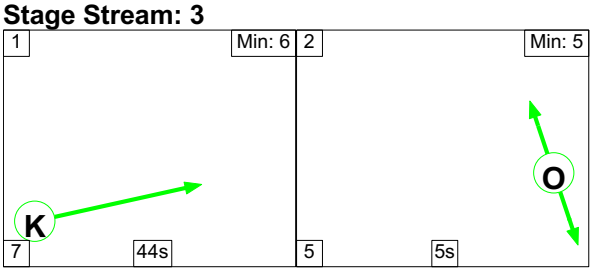
Stage Stream: 1



Stage Stream: 2



Stage Stream: 3



Stage Timings

Stage Stream: 1

Stage	1	2	3
Duration	17	0	12
Change Point	50	17	29

Stage Stream: 2

Stage	1	2
Duration	39	6
Change Point	50	35

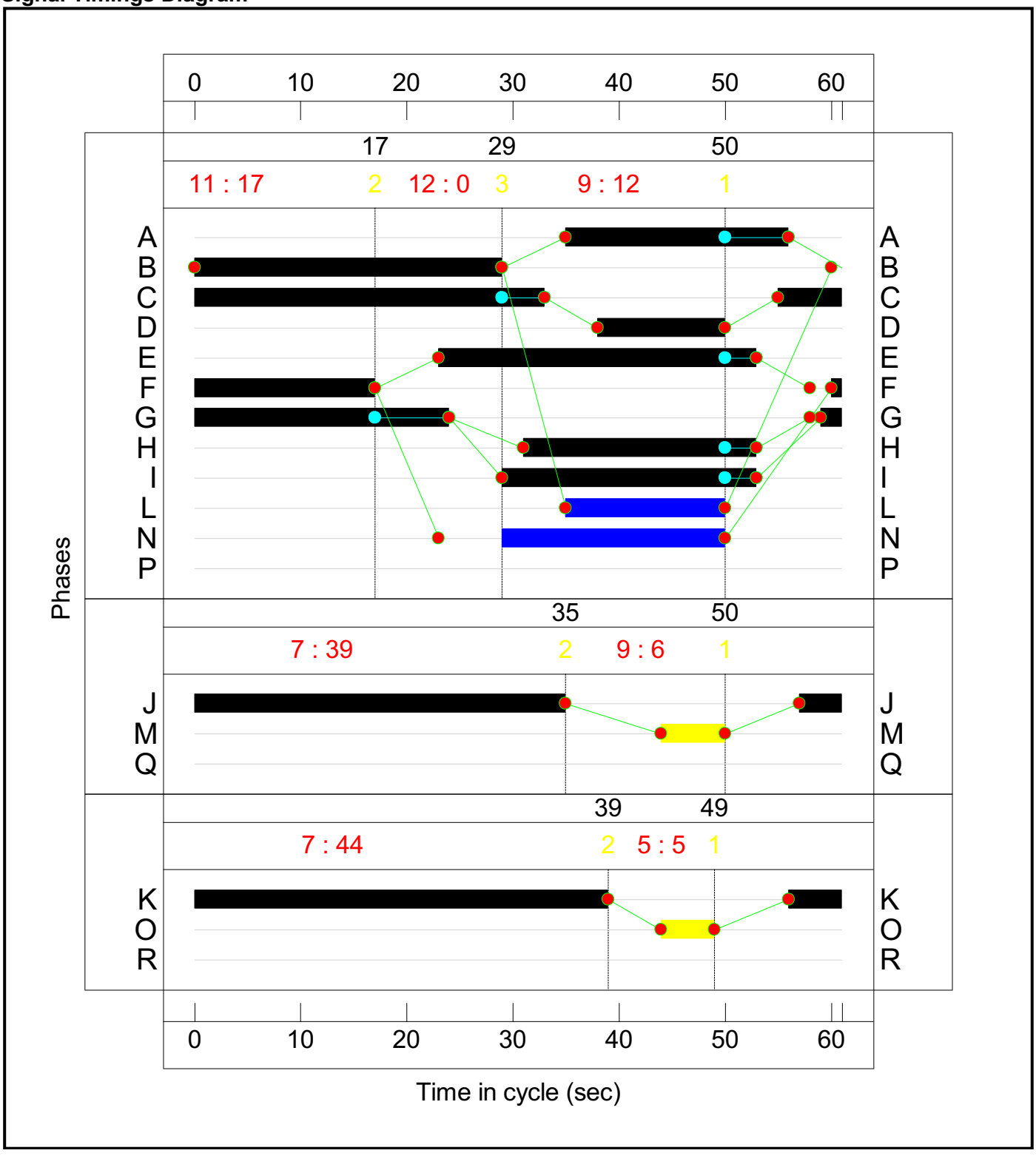
Stage Stream: 3

Stage	1	2
Duration	44	5
Change Point	49	39

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	35	56
B	A52 West Right Ahead Left	Traffic	1	29	0	29
C	N Circ Right Ahead	Traffic	1	39	55	33
D	B6003 Toton Lane North Ahead Left	Traffic	1	12	38	50
E	E Circ Right Ahead	Traffic	1	30	23	53
F	A52 East Ahead Left	Traffic	1	18	60	17
G	S Circ Right Ahead Left (25)	Traffic	1	26	59	24
H	B6003 Toton Lane South Ahead Left (21)	Traffic	1	22	31	53
I	Cut Thru Ahead (29)	Traffic	1	24	29	53
J	A52 West Exit Peds	Traffic	2	39	57	35
K	A52 E Exit peds	Traffic	3	44	56	39
L	Pedestrians across	Pedestrian	1	15	35	50
M	Pedestrians across	Pedestrian	2	6	44	50
N	Pedestrians across	Pedestrian	1	21	29	50
O	Pedestrians across	Pedestrian	3	5	44	49
P	Dummy	Dummy	1			
Q	Dummy	Dummy	2			
R	Dummy	Dummy	3			

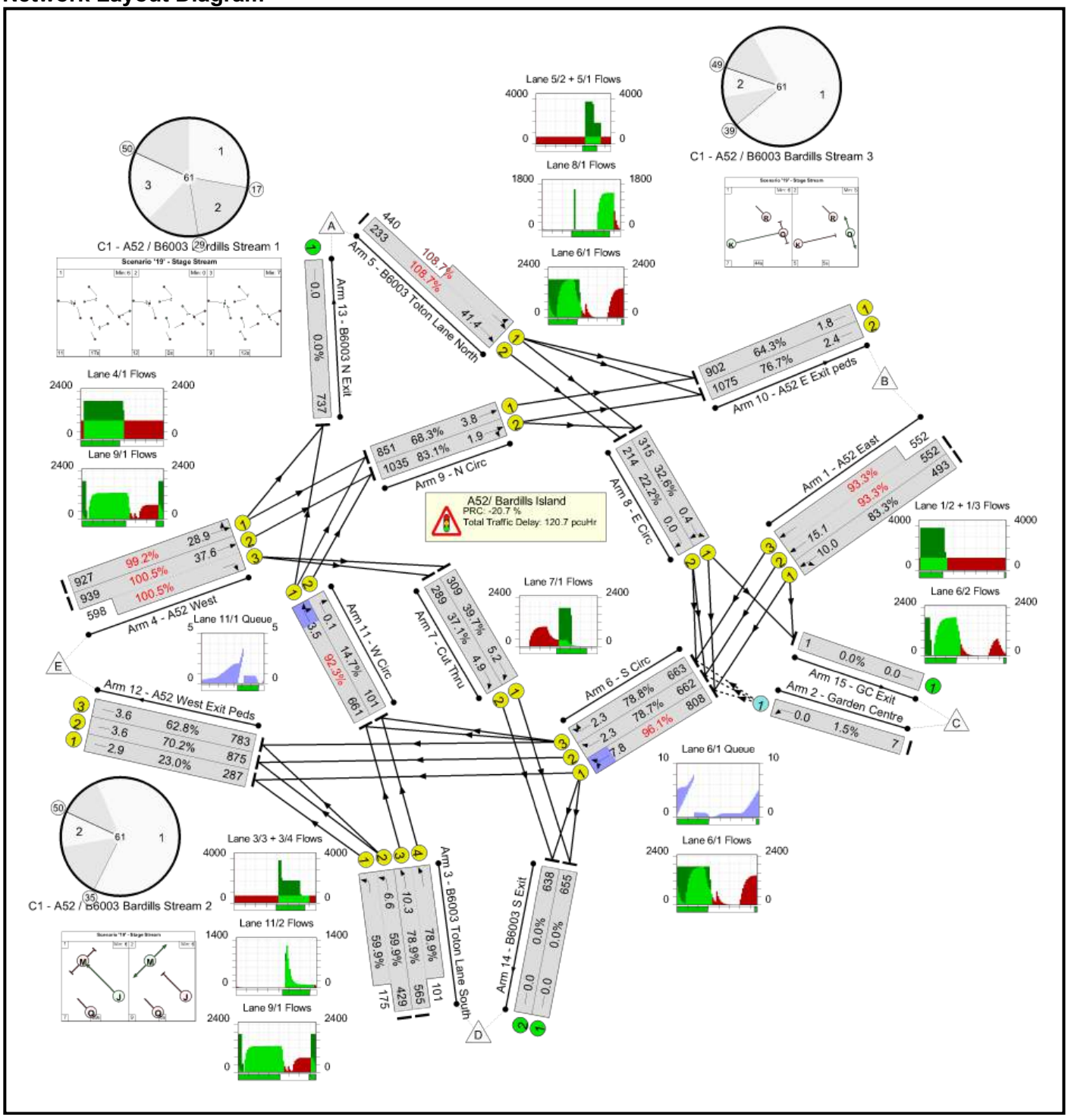
Signal Timings Diagram



Lane Green Times

Junction: A52/ Bardills Island					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	A52 East Ahead Left	U	F	60	17
1/2	A52 East Ahead	U	F	60	17
1/3	A52 East Ahead	U	F	60	17
3/1	B6003 Toton Lane South Left	U	H	31	53
3/2	B6003 Toton Lane South Left	U	H	31	53
3/3	B6003 Toton Lane South Ahead	U	H	31	53
3/4	B6003 Toton Lane South Ahead	U	H	31	53
4/1	A52 West Ahead Left	U	B	0	29
4/2	A52 West Ahead	U	B	0	29
4/3	A52 West Right	U	B	0	29
5/1	B6003 Toton Lane North Ahead Left	U	D	38	50
5/2	B6003 Toton Lane North Ahead	U	D	38	50
6/1	S Circ Ahead Left	U	G	59	24
6/2	S Circ Ahead	U	G	59	24
6/3	S Circ Right Ahead	U	G	59	24
7/1	Cut Thru Ahead	U	I	29	53
7/2	Cut Thru Ahead	U	I	29	53
8/1	E Circ Right Ahead	U	E	23	53
8/2	E Circ Right	U	E	23	53
9/1	N Circ Ahead	U	C	55	33
9/2	N Circ Right Ahead	U	C	55	33
10/1	A52 E Exit peds	U	K	56	39
10/2	A52 E Exit peds	U	K	56	39
11/1	W Circ Right Ahead	U	A	35	56
11/2	W Circ Right	U	A	35	56
12/1	A52 West Exit Peds	U	J	57	35
12/2	A52 West Exit Peds	U	J	57	35
12/3	A52 West Exit Peds	U	J	57	35

Network Layout Diagram



Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: A52 / Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**108.7%**
A52/ Bardills Island	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**108.7%**
1/1	A52 East Ahead Left	U	1	N/A	F		1	18	-	-	493	1900	592	83.3%
1/2+1/3	A52 East Ahead	U	1	N/A	F		1	18	-	-	1104	1900:1900	592+592	93.3 : 93.3%
2/1	Garden Centre Left	O	N/A	N/A	-		-	-	-	-	7	1800	459	1.5%
3/2+3/1	B6003 Toton Lane South Left	U	1	N/A	H		1	22	-	-	604	1900:1900	716+292	59.9 : 59.9%
3/3+3/4	B6003 Toton Lane South Ahead	U	1	N/A	H		1	22	-	-	666	1900:1900	716+128	78.9 : 78.9%
4/1	A52 West Ahead Left	U	1	N/A	B		1	29	-	-	927	1900	934	99.2%
4/2+4/3	A52 West Right Ahead	U	1	N/A	B		1	29	-	-	1537	1900:1900	934+595	100.5 : 100.5%
5/2+5/1	B6003 Toton Lane North Ahead Left	U	1	N/A	D		1	12	-	-	673	1900:1900	214+405	108.7 : 108.7%
6/1	S Circ Ahead Left	U	1	N/A	G		1	26	-	-	835	1900	841	96.1%
6/2	S Circ Ahead	U	1	N/A	G		1	26	-	-	671	1900	841	78.7%
6/3	S Circ Right Ahead	U	1	N/A	G		1	26	-	-	672	1900	841	78.8%
7/1	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	309	1900	779	39.7%
7/2	Cut Thru Ahead	U	1	N/A	I		1	24	-	-	289	1900	779	37.1%

8/1	E Circ Right Ahead	U	1	N/A	E		1	30	-	-	342	1900	966	32.6%
8/2	E Circ Right	U	1	N/A	E		1	30	-	-	233	1900	966	22.2%
9/1	N Circ Ahead	U	1	N/A	C		1	39	-	-	851	1900	1246	68.3%
9/2	N Circ Right Ahead	U	1	N/A	C		1	39	-	-	1040	1900	1246	83.1%
10/1	A52 E Exit peds	U	3	N/A	K		1	44	-	-	906	1900	1402	64.3%
10/2	A52 E Exit peds	U	3	N/A	K		1	44	-	-	1083	1900	1402	76.7%
11/1	W Circ Right Ahead	U	1	N/A	A		1	21	-	-	661	1900	716	92.3%
11/2	W Circ Right	U	1	N/A	A		1	21	-	-	101	1900	685	14.7%
12/1	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	287	1900	1246	23.0%
12/2	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	884	1900	1246	70.2%
12/3	A52 West Exit Peds	U	2	N/A	J		1	39	-	-	792	1900	1246	62.8%
13/1	B6003 N Exit	U	N/A	N/A	-		-	-	-	-	737	Inf	Inf	0.0%
14/1	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	669	Inf	Inf	0.0%
14/2	B6003 S Exit	U	N/A	N/A	-		-	-	-	-	652	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**	**40.0**	**80.8**	**0.0**	**120.7**	**-**	**-**	**-**	**-**	**Network: A52 / Bardills Island**
A52/ Bardills Island	**-**	**-**	**2**	**5**	**0**	**40.0**	**80.8**	**0.0**	**120.7**	**-**	**-**	**-**	**-**	**A52/ Bardills Island**
1/1	493	493	-	-	-	2.7	2.4	-	5.1	36.9	7.7	2.4	10.0	1/1
1/2+1/3	1104	1104	-	-	-	6.3	6.0	-	12.3	40.0	9.0	6.0	15.1	1/2+1/3
2/1	7	7	2	5	0	0.0	0.0	-	0.0	8.6	0.0	0.0	0.0	2/1
3/2+3/1	604	604	-	-	-	2.5	0.7	-	3.2	19.1	5.8	0.7	6.6	3/2+3/1
3/3+3/4	666	666	-	-	-	3.0	1.8	-	4.8	26.1	8.5	1.8	10.3	3/3+3/4
4/1	927	927	-	-	-	4.0	13.5	-	17.4	67.7	15.4	13.5	28.9	4/1
4/2+4/3	1537	1532	-	-	-	6.1	21.6	-	27.7	64.8	16.0	21.6	37.6	4/2+4/3
5/2+5/1	673	619	-	-	-	5.4	32.1	-	37.4	200.3	9.4	32.1	41.4	5/2+5/1
6/1	808	808	-	-	-	1.4	0.0	-	1.4	6.3	7.8	0.0	7.8	6/1
6/2	662	662	-	-	-	0.5	0.0	-	0.5	3.0	2.3	0.0	2.3	6/2
6/3	663	663	-	-	-	0.6	0.0	-	0.6	3.0	2.3	0.0	2.3	6/3
7/1	309	309	-	-	-	1.3	0.0	-	1.3	14.9	5.2	0.0	5.2	7/1
7/2	289	289	-	-	-	1.3	0.0	-	1.3	15.9	4.9	0.0	4.9	7/2
8/1	315	315	-	-	-	0.2	0.0	-	0.2	2.4	0.4	0.0	0.4	8/1
8/2	214	214	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	8/2
9/1	851	851	-	-	-	0.6	0.0	-	0.6	2.4	3.8	0.0	3.8	9/1
9/2	1035	1035	-	-	-	0.4	0.0	-	0.4	1.6	1.9	0.0	1.9	9/2
10/1	902	902	-	-	-	0.1	0.9	-	1.0	4.1	0.9	0.9	1.8	10/1
10/2	1075	1075	-	-	-	0.1	1.6	-	1.7	5.8	0.7	1.6	2.4	10/2
11/1	661	661	-	-	-	0.9	0.0	-	0.9	4.7	3.5	0.0	3.5	11/1

11/2	101	101	-	-	-	0.0	0.0	-	0.0	1.5	0.1	0.0	0.1	11/2
12/1	287	287	-	-	-	0.8	0.1	-	0.9	11.7	2.8	0.1	2.9	12/1
12/2	875	875	-	-	-	1.0	0.0	-	1.0	3.9	3.6	0.0	3.6	12/2
12/3	783	783	-	-	-	1.0	0.0	-	1.0	4.4	3.6	0.0	3.6	12/3
13/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
14/1	655	655	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	14/1
14/2	638	638	-	-	-	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

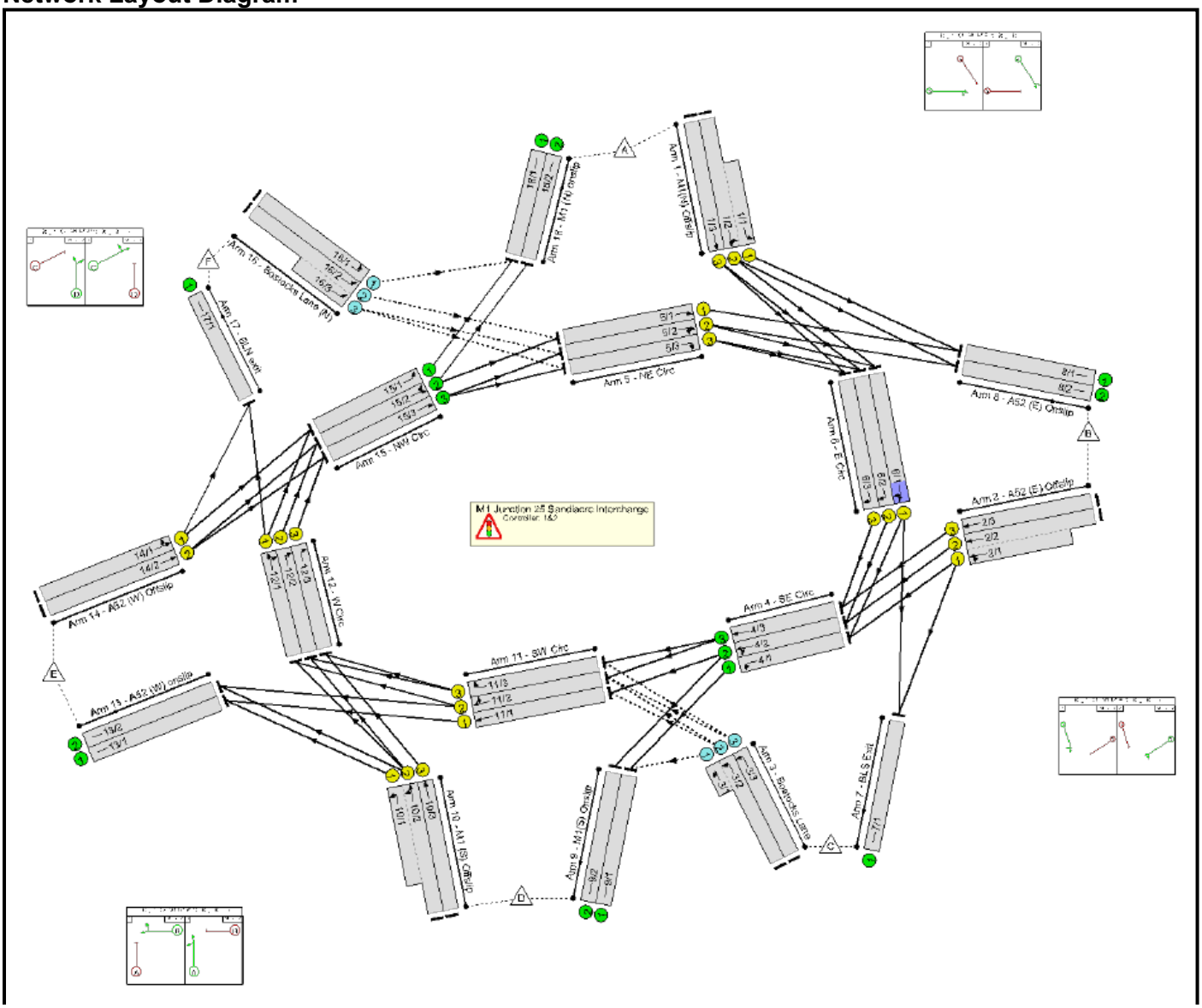
C1 - A52 / B6003 Bardills	Stream: 1 PRC for Signalled Lanes (%):	-20.7	Total Delay for Signalled Lanes (pcuHr):	115.10	Cycle Time (s): 61
C1 - A52 / B6003 Bardills	Stream: 2 PRC for Signalled Lanes (%):	28.2	Total Delay for Signalled Lanes (pcuHr):	2.85	Cycle Time (s): 61
C1 - A52 / B6003 Bardills	Stream: 3 PRC for Signalled Lanes (%):	17.4	Total Delay for Signalled Lanes (pcuHr):	2.76	Cycle Time (s): 61
	PRC Over All Lanes (%):	-20.7	Total Delay Over All Lanes(pcuHr):	120.73	

Detailed Input Data And Results

User and Project Details

Project:	
Title:	**M1 Junction 25 Sandiacre Interchange**
Location:	
Additional detail:	Existing Network
File name:	M1 Junction 25.lsg3x
Author:	al
Company:	
Address:	
Linsig Version:	3, 3, 1, 0

Network Layout Diagram



Scenarios

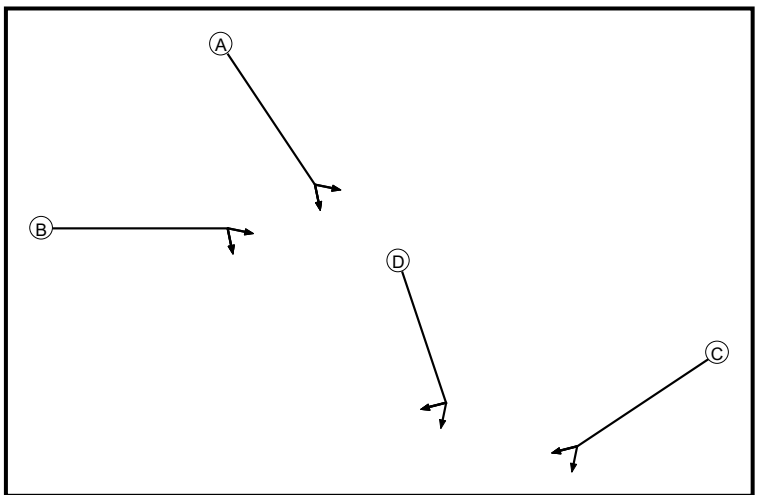
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Base	1	08:00 - 09:00	65/65	-12.9	81.45
2	2	2025 PM Base	1	17:00 - 18:00	60/60	-5.3	56.80
3	3	2028 AM Base	1	08:00 - 09:00	65/65	-24.1	124.50
4	4	2028 PM Base	1	17:00 - 18:00	60/60	-10.7	68.50
5	5	2041 AM Base	1	08:00 - 09:00	65/65	-62.2	251.71
6	6	2041 PM Base	1	17:00 - 18:00	60/60	-40.4	166.06
7	7	2028 AM Base + Dev	1	08:00 - 09:00	65/65	-26.5	134.61
8	8	2028 PM Base + Dev	1	17:00 - 18:00	60/60	-18.2	85.52
9	9	2041 AM Base + Dev	1	08:00 - 09:00	65/65	-67.3	269.25
10	10	2041 PM Base + Dev	1	17:00 - 18:00	60/60	-42.5	176.69
11	11	2028 AM Base SENS	1	08:00 - 09:00	65/65	-33.0	155.22
12	12	2028 PM Base SENS	1	17:00 - 18:00	60/60	-17.9	83.79
13	13	2041 AM Base SENS	1	08:00 - 09:00	65/65	-65.9	264.15
14	14	2041 PM Base SENS	1	17:00 - 18:00	60/60	-41.8	173.25
15	15	2028 AM Base SENS + Dev	1	08:00 - 09:00	65/65	-34.4	154.57
16	16	2028 PM Base SENS + Dev	1	17:00 - 18:00	60/60	-19.5	90.89
17	17	2041 AM Base SENS + Dev	1	08:00 - 09:00	65/65	-67.5	275.28
18	18	2041 PM Base SENS + Dev	1	17:00 - 18:00	60/60	-43.9	184.42

Controller Summary

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

Controller :C1 - M1 J25 East

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

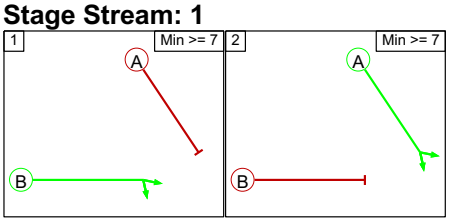
		Starting Phase			
		A	B	C	D
Terminating Phase	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	5	

Phases in Stage

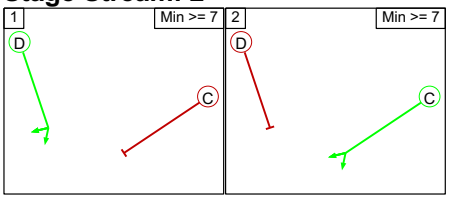
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

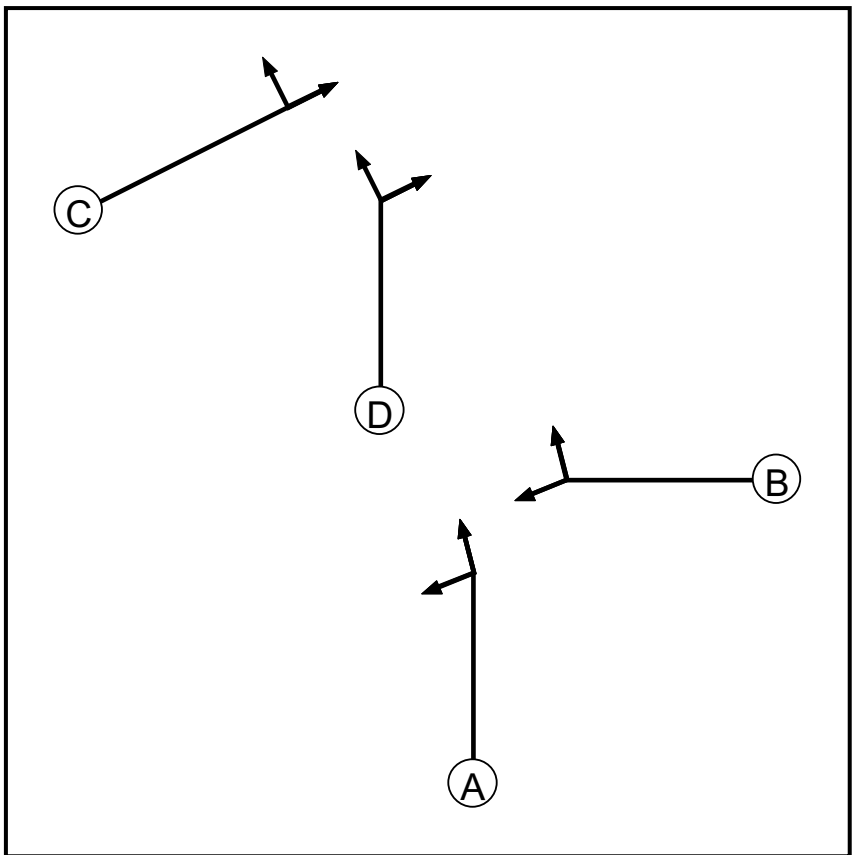
From Stage \ To Stage	1	2
1		6
2	6	

Stage Stream: 2

From Stage \ To Stage	1	2
1		5
2	6	

Controller :C2 - M1 J25 West

Phase Diagram



Phase Input Data

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

Phase Intergreens Matrix

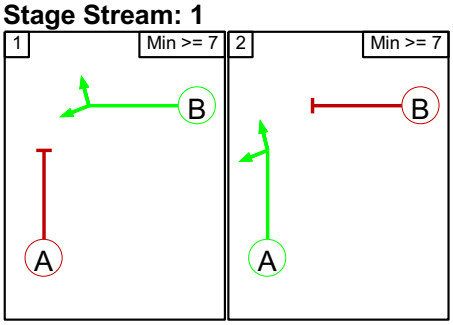
		Starting Phase			
		A	B	C	D
Terminating Phase	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	5	

Phases in Stage

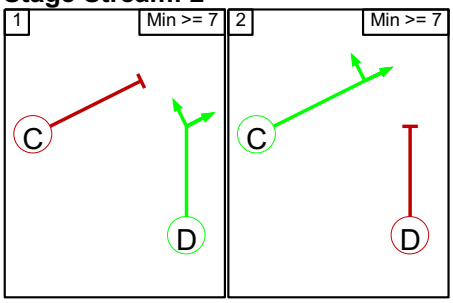
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

From Stage \ To Stage	1	2
1		6
2	6	

Stage Stream: 2

From Stage \ To Stage	1	2
1		5
2	6	

Lane Input Data

Junction: M1 Junction 25 Sandiacre Interchange												
Lane	**Lane Type**	**Phases**	**Start Disp. (s)**	**End Disp. (s)**	**Physical Length (PCU)**	**Sat Flow Type**	**Def User Saturation Flow (PCU/Hr)**	**Lane Width (m)**	**Gradient (%)**	**Nearside Lane**	**Turns**	**Turning Radius (m)**
1/1 (M1(N) Offslip)	U	A	2	3	8.2	User	1900	-	-	-	-	-
1/2 (M1(N) Offslip)	U	A	2	3	116.5	User	1900	-	-	-	-	-
1/3 (M1(N) Offslip)	U	A	2	3	53.9	User	1900	-	-	-	-	-
2/1 (A52 (E) Offslip)	U	C	2	3	14.8	User	1900	-	-	-	-	-
2/2 (A52 (E) Offslip)	U	C	2	3	64.3	User	1900	-	-	-	-	-
2/3 (A52 (E) Offslip)	U	C	2	3	40.0	User	1900	-	-	-	-	-
3/1 (Bostocks Lane)	O		2	3	3.1	User	1800	-	-	-	-	-
3/2 (Bostocks Lane)	O		2	3	60.0	User	1800	-	-	-	-	-
3/3 (Bostocks Lane)	O		2	3	32.2	User	1800	-	-	-	-	-
4/1 (SE Circ)	U		2	3	15.7	Inf	-	-	-	-	-	-
4/2 (SE Circ)	U		2	3	15.7	Inf	-	-	-	-	-	-
4/3 (SE Circ)	U		2	3	15.7	Inf	-	-	-	-	-	-
5/1 (NE Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
5/2 (NE Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
5/3 (NE Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
6/1 (E Circ)	U	D	2	3	21.9	User	1900	-	-	-	-	-
6/2 (E Circ)	U	D	2	3	21.9	User	1900	-	-	-	-	-
6/3 (E Circ)	U	D	2	3	21.9	User	1900	-	-	-	-	-
7/1 (BLS Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

8/1 (A52 (E) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/2 (A52 (E) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1 (M1(S) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
9/2 (M1(S) Onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
10/1 (M1 (S) Offslip)	U	A	2	3	9.7	User	1900	-	-	-	-	-
10/2 (M1 (S) Offslip)	U	A	2	3	81.7	User	1900	-	-	-	-	-
10/3 (M1 (S) Offslip)	U	A	2	3	66.1	User	1900	-	-	-	-	-
11/1 (SW Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
11/2 (SW Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
11/3 (SW Circ)	U	B	2	3	27.0	User	1900	-	-	-	-	-
12/1 (W Circ)	U	D	2	3	21.7	User	1900	-	-	-	-	-
12/2 (W Circ)	U	D	2	3	21.7	User	1900	-	-	-	-	-
12/3 (W Circ)	U	D	2	3	21.7	User	1900	-	-	-	-	-
13/1 (A52 (W) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
13/2 (A52 (W) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
14/1 (A52 (W) Offslip)	U	C	2	3	78.3	User	1900	-	-	-	-	-
14/2 (A52 (W) Offslip)	U	C	2	3	60.9	User	1900	-	-	-	-	-
15/1 (NW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
15/2 (NW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
15/3 (NW Circ)	U		2	3	13.9	Inf	-	-	-	-	-	-
16/1 (Bostocks Lane (N))	O		2	3	7.8	User	1800	-	-	-	-	-

16/2 (Bostocks Lane (N))	O		2	3	80.0	User	1800	-	-	-	-	-
16/3 (Bostocks Lane (N))	O		2	3	6.1	User	1800	-	-	-	-	-
17/1 (BLN exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
18/1 (M1 (N) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-
18/2 (M1 (N) onslip)	U		2	3	60.0	Inf	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: M1 Junction 25 Sandiacre Interchange

Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
3/1 (Bostocks Lane)	9/1 (U-Turn)	1279	0	4/1	1.00	All	-	-	-	-	-
3/2 (Bostocks Lane)	11/1 (Left)	1279	0	4/1	1.00	All	-	-	-	-	-
				4/2	1.00	All					
	11/2 (Left)	1279	0	4/1	1.00	All					
				4/2	1.00	All					
3/3 (Bostocks Lane)	11/2 (Left)	1279	0	4/1	1.00	All					
				4/2	1.00	All					
				4/3	1.00	All					
	11/3 (Left)	1279	0	4/1	1.00	All					
				4/2	1.00	All					
				4/3	1.00	All					
16/1 (Bostocks Lane (N))	18/1 (Left)	1205	0	15/1	1.00	All	-	-	-	-	-
16/2 (Bostocks Lane (N))	5/1 (Left)	1205	0	15/1	1.00	All	-	-	-	-	-
				15/2	1.00	All					
16/3 (Bostocks Lane (N))	5/2 (Left)	1205	0	15/1	1.00	All					
				15/2	1.00	All					
				15/3	1.00	All					
	5/3 (Left)	1205	0	15/1	1.00	All					
				15/2	1.00	All					
				15/3	1.00	All					

Lane Connector Input Data

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

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

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

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 1

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 2

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 3

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 4

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 5

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 6

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 7

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 8

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 9

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 10

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 11

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 12

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 13

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 14

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 15

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 16

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 17

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

Lane Saturation Flows

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

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

Bonus Green Times

No Bonus Greens are defined For Scenario 18

Traffic Flow Groups

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

Traffic Flows, Desired

FG1: '2025 AM Base'

Desired Flow :

Origin	Destination							
		A	B	C	D	E	F	Tot.
	A	0	348	318	1	658	132	1457
	B	220	2	182	538	0	81	1023
	C	316	175	0	252	215	38	996
	D	0	494	146	0	324	261	1225
	E	533	2	0	0	0	101	636
	F	148	87	51	0	0	0	286
	Tot.	1217	1108	697	791	1197	613	5623

FG2: '2025 PM Base'

Desired Flow :

Origin	Destination							
		A	B	C	D	E	F	Tot.
	A	0	279	348	1	423	136	1187
	B	274	0	248	446	0	274	1242
	C	241	160	0	167	215	65	848
	D	49	362	116	0	51	242	820
	E	833	2	0	0	0	101	936
	F	139	51	18	0	0	0	208
	Tot.	1536	854	730	614	689	818	5241

FG3: '2028 AM Base'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	361	330	1	683	137	1512
	B	228	2	189	559	0	84	1062
	C	328	182	0	262	223	39	1034
	D	0	513	152	0	336	271	1272
	E	553	2	0	0	0	105	660
	F	154	90	53	0	0	0	297
	Tot.	1263	1150	724	822	1242	636	5837

FG4: '2028 PM Base'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	287	358	1	435	140	1221
	B	282	0	255	459	0	282	1278
	C	248	165	0	172	221	67	873
	D	50	373	119	0	53	249	844
	E	858	2	0	0	0	104	964
	F	143	53	19	0	0	0	215
	Tot.	1581	880	751	632	709	842	5395

FG5: '2041 AM Base'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	390	357	1	738	148	1634
	B	247	2	204	603	0	91	1147
	C	354	196	0	283	241	43	1117
	D	0	554	164	0	363	293	1374
	E	598	2	0	0	0	113	713
	F	166	98	57	0	0	0	321
	Tot.	1365	1242	782	887	1342	688	6306

FG6: '2041 PM Base'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	312	389	1	473	152	1327
	B	306	0	277	498	0	306	1387
	C	269	179	0	187	240	73	948
	D	55	404	130	0	57	270	916
	E	931	2	0	0	0	113	1046
	F	155	57	20	0	0	0	232
	Tot.	1716	954	816	686	770	914	5856

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

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	365	330	1	683	137	1516
	B	248	2	191	578	16	85	1120
	C	328	182	0	262	223	39	1034
	D	0	517	152	0	336	271	1276
	E	553	5	0	0	0	105	663
	F	154	90	53	0	0	0	297
	Tot.	1283	1161	726	841	1258	637	5906

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

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	302	358	1	435	140	1236
	B	288	0	256	465	5	288	1302
	C	248	166	0	172	221	67	874
	D	50	388	119	0	53	249	859
	E	858	15	0	0	0	104	977
	F	143	53	19	0	0	0	215
	Tot.	1587	924	752	638	714	848	5463

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

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	394	357	1	738	148	1638
	B	266	2	206	623	16	92	1205
	C	354	197	0	283	241	43	1118
	D	0	558	164	0	363	293	1378
	E	598	6	0	0	0	113	717
	F	166	98	57	0	0	0	321
	Tot.	1384	1255	784	907	1358	689	6377

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

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	326	389	1	473	152	1341
	B	312	0	278	504	5	312	1411
	C	269	180	0	187	240	73	949
	D	55	420	130	0	57	270	932
	E	931	15	0	0	0	113	1059
	F	155	58	20	0	0	0	233
	Tot.	1722	999	817	692	775	920	5925

FG11: '2028 AM Base SENS'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	364	330	1	683	137	1515
	B	241	2	190	572	11	85	1101
	C	328	182	0	262	223	39	1034
	D	0	516	152	0	336	271	1275
	E	553	4	0	0	0	105	662
	F	154	90	53	0	0	0	297
	Tot.	1276	1158	725	835	1253	637	5884

FG12: '2028 PM Base SENS'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	297	358	1	435	140	1231
	B	286	0	256	463	3	286	1294
	C	248	166	0	172	221	67	874
	D	50	383	119	0	53	249	854
	E	858	10	0	0	0	104	972
	F	143	53	19	0	0	0	215
	Tot.	1585	909	752	636	712	846	5440

FG13: '2041 AM Base SENS'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	393	357	1	738	148	1637
	B	260	2	206	617	11	91	1187
	C	354	197	0	283	241	43	1118
	D	0	557	164	0	363	293	1377
	E	598	4	0	0	0	113	715
	F	166	98	57	0	0	0	321
	Tot.	1378	1251	784	901	1353	688	6355

FG14: '2041 PM Base SENS'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	322	389	1	473	152	1337
	B	310	0	278	502	3	310	1403
	C	269	180	0	187	240	73	949
	D	55	415	130	0	57	270	927
	E	931	11	0	0	0	113	1055
	F	155	57	20	0	0	0	232
	Tot.	1720	985	817	690	773	918	5903

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

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	368	330	1	683	137	1519
	B	261	2	193	592	27	85	1160
	C	328	182	0	262	223	39	1034
	D	0	520	152	0	336	271	1279
	E	553	8	0	0	0	105	666
	F	154	91	53	0	0	0	298
	Tot.	1296	1171	728	855	1269	637	5956

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

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	312	358	1	435	140	1246
	B	292	0	256	469	8	292	1317
	C	248	168	0	172	221	67	876
	D	50	398	119	0	53	249	869
	E	858	23	0	0	0	104	985
	F	143	54	19	0	0	0	216
	Tot.	1591	955	752	642	717	852	5509

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

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	397	357	1	738	148	1641
	B	279	2	208	637	27	92	1245
	C	354	197	0	283	241	43	1118
	D	0	561	164	0	363	293	1381
	E	598	8	0	0	0	113	719
	F	166	98	57	0	0	0	321
	Tot.	1397	1263	786	921	1369	689	6425

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

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	336	389	1	473	152	1351
	B	316	0	278	508	8	316	1426
	C	269	182	0	187	240	73	951
	D	55	430	130	0	57	270	942
	E	931	23	0	0	0	113	1067
	F	155	58	20	0	0	0	233
	Tot.	1726	1029	817	696	778	924	5970

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	348	318	1	658	132	1457
	B	220	2	182	538	0	81	1023
	C	316	175	0	252	215	38	996
	D	0	494	146	0	324	261	1225
	E	533	2	0	0	0	101	636
	F	148	87	51	0	0	0	286
	Tot.	1217	1108	697	791	1197	613	5623

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	279	348	1	423	136	1187
	B	274	0	248	446	0	274	1242
	C	241	160	0	167	215	65	848
	D	49	362	116	0	51	242	820
	E	833	2	0	0	0	101	936
	F	139	51	18	0	0	0	208
	Tot.	1536	854	730	614	689	818	5241

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	361	330	1	683	137	1512
	B	228	2	189	559	0	84	1062
	C	328	182	0	262	223	39	1034
	D	0	513	152	0	336	271	1272
	E	553	2	0	0	0	105	660
	F	154	90	53	0	0	0	297
	Tot.	1263	1150	724	822	1242	636	5837

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	287	358	1	435	140	1221
	B	282	0	255	459	0	282	1278
	C	248	165	0	172	221	67	873
	D	50	373	119	0	53	249	844
	E	858	2	0	0	0	104	964
	F	143	53	19	0	0	0	215
	Tot.	1581	880	751	632	709	842	5395

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	390	357	1	738	148	1634
	B	247	2	204	603	0	91	1147
	C	354	196	0	283	241	43	1117
	D	0	554	164	0	363	293	1374
	E	598	2	0	0	0	113	713
	F	166	98	57	0	0	0	321
	Tot.	1365	1242	782	887	1342	688	6306

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	312	389	1	473	152	1327
	B	306	0	277	498	0	306	1387
	C	269	179	0	187	240	73	948
	D	55	404	130	0	57	270	916
	E	931	2	0	0	0	113	1046
	F	155	57	20	0	0	0	232
	Tot.	1716	954	816	686	770	914	5856

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	365	330	1	683	137	1516
	B	248	2	191	578	16	85	1120
	C	328	182	0	262	223	39	1034
	D	0	517	152	0	336	271	1276
	E	553	5	0	0	0	105	663
	F	154	90	53	0	0	0	297
	Tot.	1283	1161	726	841	1258	637	5906

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	302	358	1	435	140	1236
	B	288	0	256	465	5	288	1302
	C	248	166	0	172	221	67	874
	D	50	388	119	0	53	249	859
	E	858	15	0	0	0	104	977
	F	143	53	19	0	0	0	215
	Tot.	1587	924	752	638	714	848	5463

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	394	357	1	738	148	1638
	B	266	2	206	623	16	92	1205
	C	354	197	0	283	241	43	1118
	D	0	558	164	0	363	293	1378
	E	598	6	0	0	0	113	717
	F	166	98	57	0	0	0	321
	Tot.	1384	1255	784	907	1358	689	6377

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	326	389	1	473	152	1341
	B	312	0	278	504	5	312	1411
	C	269	180	0	187	240	73	949
	D	55	420	130	0	57	270	932
	E	931	15	0	0	0	113	1059
	F	155	58	20	0	0	0	233
	Tot.	1722	999	817	692	775	920	5925

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

Origin	Destination							
		A	B	C	D	E	F	Tot.
	A	0	364	330	1	683	137	1515
	B	241	2	190	572	11	85	1101
	C	328	182	0	262	223	39	1034
	D	0	516	152	0	336	271	1275
	E	553	4	0	0	0	105	662
	F	154	90	53	0	0	0	297
	Tot.	1276	1158	725	835	1253	637	5884

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

Origin	Destination							
		A	B	C	D	E	F	Tot.
	A	0	297	358	1	435	140	1231
	B	286	0	256	463	3	286	1294
	C	248	166	0	172	221	67	874
	D	50	383	119	0	53	249	854
	E	858	10	0	0	0	104	972
	F	143	53	19	0	0	0	215
	Tot.	1585	909	752	636	712	846	5440

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	393	357	1	738	148	1637
	B	260	2	206	617	11	91	1187
	C	354	197	0	283	241	43	1118
	D	0	557	164	0	363	293	1377
	E	598	4	0	0	0	113	715
	F	166	98	57	0	0	0	321
	Tot.	1378	1251	784	901	1353	688	6355

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

Origin \ Destination	A	B	C	D	E	F	Tot.
A	0	322	389	1	473	152	1337
B	310	0	278	502	3	310	1403
C	269	180	0	187	240	73	949
D	55	415	130	0	57	270	927
E	931	11	0	0	0	113	1055
F	155	57	20	0	0	0	232
Tot.	1720	985	817	690	773	918	5903

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

Origin \ Destination	A	B	C	D	E	F	Tot.
A	0	368	330	1	683	137	1519
B	261	2	193	592	27	85	1160
C	328	182	0	262	223	39	1034
D	0	520	152	0	336	271	1279
E	553	8	0	0	0	105	666
F	154	91	53	0	0	0	298
Tot.	1296	1171	728	855	1269	637	5956

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	312	358	1	435	140	1246
	B	292	0	256	469	8	292	1317
	C	248	168	0	172	221	67	876
	D	50	398	119	0	53	249	869
	E	858	23	0	0	0	104	985
	F	143	54	19	0	0	0	216
	Tot.	1591	955	752	642	717	852	5509

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	397	357	1	738	148	1641
	B	279	2	208	637	27	92	1245
	C	354	197	0	283	241	43	1118
	D	0	561	164	0	363	293	1381
	E	598	8	0	0	0	113	719
	F	166	98	57	0	0	0	321
	Tot.	1397	1263	786	921	1369	689	6425

Traffic Flows, Difference

Difference :

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

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	336	389	1	473	152	1351
	B	316	0	278	508	8	316	1426
	C	269	182	0	187	240	73	951
	D	55	430	130	0	57	270	942
	E	931	23	0	0	0	113	1067
	F	155	58	20	0	0	0	233
	Tot.	1726	1029	817	696	778	924	5970

Traffic Flows, Difference

Difference :

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

Traffic Lane Flows

Lane	Scenario 1: 1	Scenario 2: 2	Scenario 3: 3	Scenario 4: 4	Scenario 5: 5	Scenario 6: 6
Junction: M1 Junction 25 Sandiacre Interchange						
1/1 (short)	327	279	341	287	372	312
1/2 (with short)	667(In) 340(Out)	628(In) 349(Out)	692(In) 351(Out)	646(In) 359(Out)	748(In) 376(Out)	702(In) 390(Out)
1/3	790	559	820	575	886	625
2/1 (short)	360	347	374	357	404	388
2/2 (with short)	720(In) 360(Out)	694(In) 347(Out)	748(In) 374(Out)	714(In) 357(Out)	807(In) 403(Out)	775(In) 387(Out)
2/3	303	548	314	564	340	612
3/1 (short)	252	167	262	172	283	187
3/2 (with short)	715(In) 463(Out)	646(In) 479(Out)	746(In) 484(Out)	661(In) 489(Out)	836(In) 553(Out)	732(In) 545(Out)
3/3	281	202	288	212	281	216
4/1	179	100	186	103	201	112
4/2	859	767	888	784	956	860
4/3	594	687	620	712	673	764
5/1	478	282	495	287	539	306
5/2	479	427	499	444	534	486
5/3	0	0	0	0	0	0
6/1	516	483	536	497	579	540
6/2	499	420	514	427	553	473
6/3	291	139	306	148	333	152
7/1	697	730	724	751	782	816
8/1	805	561	836	574	911	618
8/2	303	293	314	306	331	336
9/1	431	267	448	275	484	299
9/2	360	347	374	357	403	387
10/1 (short)	317	51	327	53	361	57
10/2 (with short)	807(In) 490(Out)	440(In) 389(Out)	832(In) 505(Out)	453(In) 400(Out)	899(In) 538(Out)	491(In) 434(Out)
10/3	418	380	440	391	475	425
11/1	691	635	712	648	761	713
11/2	708	702	731	723	814	764
11/3	438	451	463	469	485	521
12/1	787	941	808	964	889	1034
12/2	651	569	682	586	726	644
12/3	427	409	446	425	477	466
13/1	1008	686	1039	701	1122	770
13/2	189	3	203	8	220	0
14/1	318	468	330	482	359	523
14/2	318	468	330	482	354	523

15/1	492	591	502	604	560	643
15/2	969	1037	1012	1068	1080	1167
15/3	427	409	446	425	477	466
16/1	148	139	154	143	166	155
16/2 (with short)	138(In) 86(Out)	69(In) 51(Out)	143(In) 90(Out)	72(In) 53(Out)	155(In) 98(Out)	77(In) 57(Out)
16/3 (short)	52	18	53	19	57	20
17/1	613	818	636	842	688	914
18/1	640	730	656	747	726	798
18/2	577	806	607	834	639	918

Lane	Scenario 7: 7	Scenario 8: 8	Scenario 9: 9	Scenario 10: 10	Scenario 11: 11	Scenario 12: 12
Junction: M1 Junction 25 Sandiacre Interchange						
1/1 (short)	344	302	374	326	346	297
1/2 (with short)	696(In) 352(Out)	661(In) 359(Out)	752(In) 378(Out)	716(In) 390(Out)	695(In) 349(Out)	656(In) 359(Out)
1/3	820	575	886	625	820	575
2/1 (short)	389	363	415	393	384	361
2/2 (with short)	779(In) 390(Out)	726(In) 363(Out)	829(In) 414(Out)	787(In) 394(Out)	769(In) 385(Out)	722(In) 361(Out)
2/3	341	576	376	624	332	572
3/1 (short)	262	172	283	187	262	172
3/2 (with short)	752(In) 490(Out)	683(In) 511(Out)	840(In) 557(Out)	733(In) 546(Out)	734(In) 472(Out)	684(In) 512(Out)
3/3	282	191	278	216	300	190
4/1	199	108	210	116	195	106
4/2	899	797	970	867	933	795
4/3	652	717	706	776	604	713
5/1	499	309	545	329	498	305
5/2	502	451	537	494	501	445
5/3	0	0	0	0	0	0
6/1	536	497	579	540	536	497
6/2	509	434	556	473	548	434
6/3	311	141	330	152	272	141
7/1	726	752	784	817	725	752
8/1	843	611	919	655	844	602
8/2	318	313	336	344	314	307
9/1	461	280	493	303	457	278
9/2	380	358	414	389	378	358
10/1 (short)	330	53	357	57	336	53
10/2 (with short)	833(In) 503(Out)	459(In) 406(Out)	900(In) 543(Out)	498(In) 441(Out)	838(In) 502(Out)	457(In) 404(Out)
10/3	443	400	478	434	437	397
11/1	723	660	768	718	709	658
11/2	738	719	825	771	747	718
11/3	482	479	504	527	475	476
12/1	810	967	891	1041	810	966
12/2	702	607	746	658	695	603
12/3	449	429	480	474	448	425
13/1	1053	713	1125	775	1045	711
13/2	205	1	233	0	208	1
14/1	332	488	359	529	331	486

14/2	331	489	358	530	331	486
15/1	505	607	561	650	504	606
15/2	1033	1093	1104	1188	1026	1088
15/3	449	432	480	474	448	426
16/1	154	143	166	155	154	143
16/2 (with short)	143(In) 90(Out)	72(In) 53(Out)	155(In) 98(Out)	78(In) 58(Out)	143(In) 90(Out)	72(In) 53(Out)
16/3 (short)	53	19	57	20	53	19
17/1	637	848	689	920	637	846
18/1	659	750	727	805	658	749
18/2	624	837	657	917	618	836

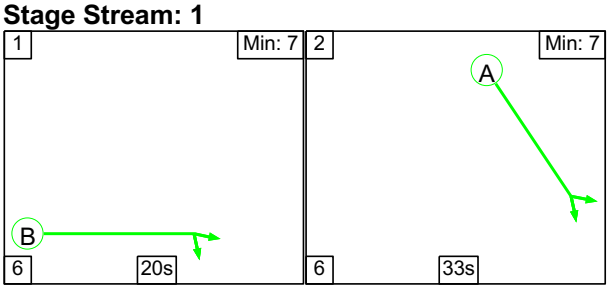
Lane	Scenario 13: 13	Scenario 14: 14	Scenario 15: 15	Scenario 16: 16	Scenario 17: 17	Scenario 18: 18
Junction: M1 Junction 25 Sandiacre Interchange						
1/1 (short)	374	322	347	312	377	336
1/2 (with short)	751(In) 377(Out)	712(In) 390(Out)	699(In) 352(Out)	671(In) 359(Out)	755(In) 378(Out)	726(In) 390(Out)
1/3	886	625	820	575	886	625
2/1 (short)	412	391	402	366	423	397
2/2 (with short)	823(In) 411(Out)	783(In) 392(Out)	803(In) 401(Out)	733(In) 367(Out)	847(In) 424(Out)	794(In) 397(Out)
2/3	364	620	357	584	398	632
3/1 (short)	283	187	262	172	283	187
3/2 (with short)	839(In) 556(Out)	733(In) 546(Out)	768(In) 506(Out)	684(In) 512(Out)	846(In) 563(Out)	734(In) 547(Out)
3/3	279	216	266	192	272	217
4/1	207	114	210	111	216	120
4/2	966	865	914	802	970	870
4/3	695	772	664	724	738	784
5/1	544	322	504	319	550	335
5/2	535	491	504	462	537	508
5/3	0	0	0	0	0	0
6/1	579	540	536	497	579	540
6/2	555	473	513	435	546	473
6/3	331	152	307	140	340	152
7/1	784	817	728	752	786	817
8/1	918	644	851	631	927	671
8/2	333	341	320	324	336	358
9/1	490	301	472	283	499	307
9/2	411	389	383	359	422	389
10/1 (short)	360	57	332	53	363	57
10/2 (with short)	901(In) 541(Out)	496(In) 439(Out)	833(In) 501(Out)	464(In) 411(Out)	904(In) 541(Out)	503(In) 446(Out)
10/3	476	431	446	405	477	439
11/1	764	716	731	664	777	719
11/2	822	769	750	723	823	781
11/3	499	525	486	484	521	529
12/1	889	1039	819	972	887	1049
12/2	742	654	707	614	766	657
12/3	478	471	451	437	480	487
13/1	1124	773	1063	717	1140	776
13/2	229	0	206	0	229	2
14/1	359	528	333	493	361	534

14/2	356	527	333	492	358	533
15/1	560	649	515	613	559	659
15/2	1098	1181	1040	1100	1124	1189
15/3	478	471	451	443	480	488
16/1	166	155	154	143	166	155
16/2 (with short)	155(In) 98(Out)	77(In) 57(Out)	144(In) 91(Out)	73(In) 54(Out)	155(In) 98(Out)	78(In) 58(Out)
16/3 (short)	57	20	53	19	57	20
17/1	688	918	637	852	689	924
18/1	726	804	669	756	725	814
18/2	652	916	627	835	672	912

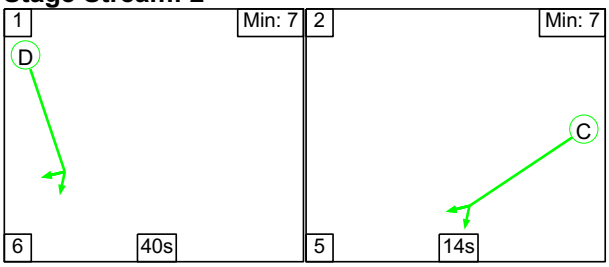
Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	33
Change Point	58	19

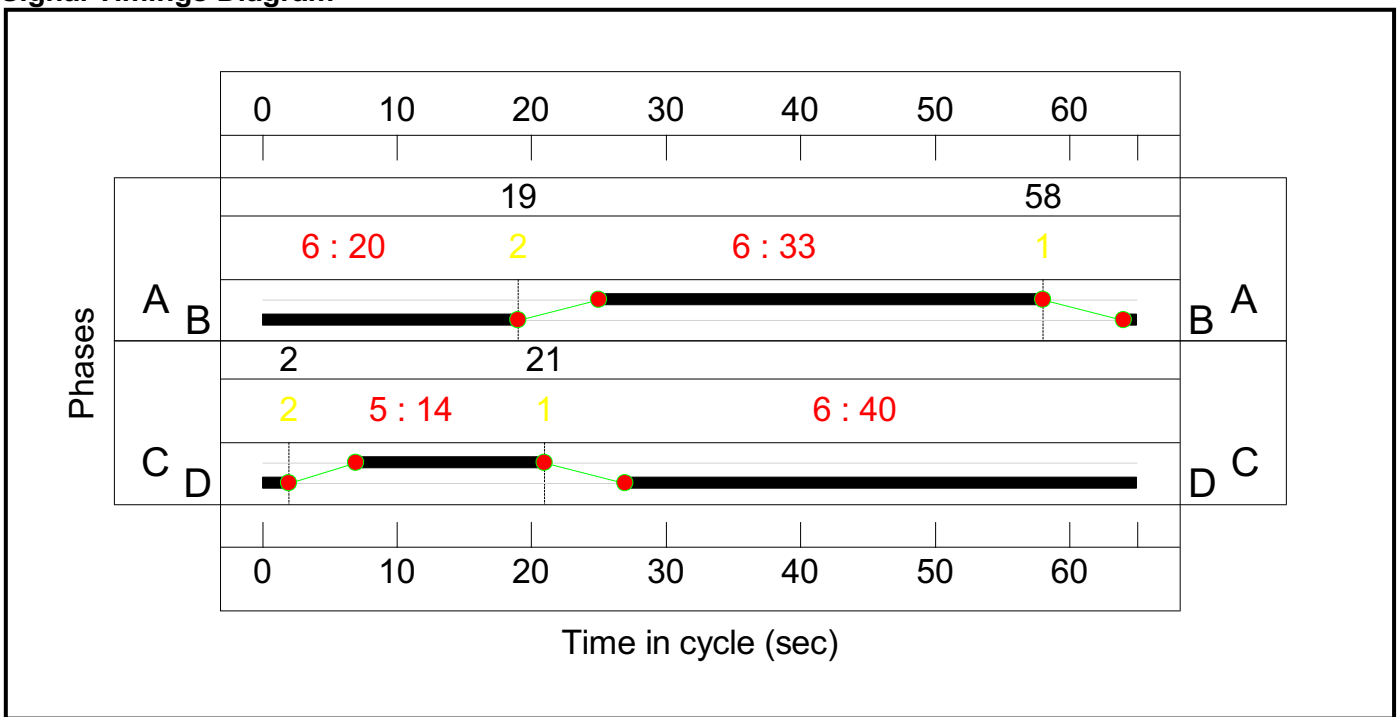
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	33	25	58
B	NE Circ Right Ahead	Traffic	1	20	64	19
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

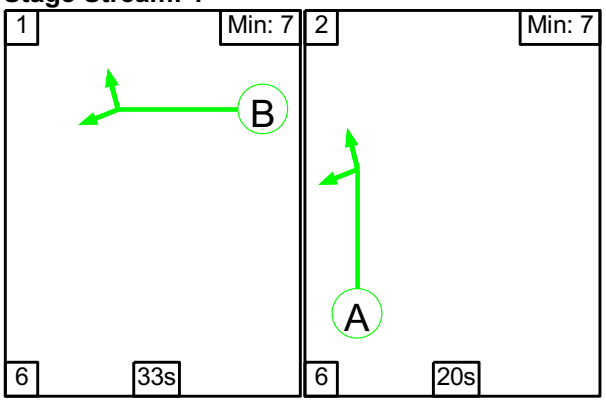
Signal Timings Diagram



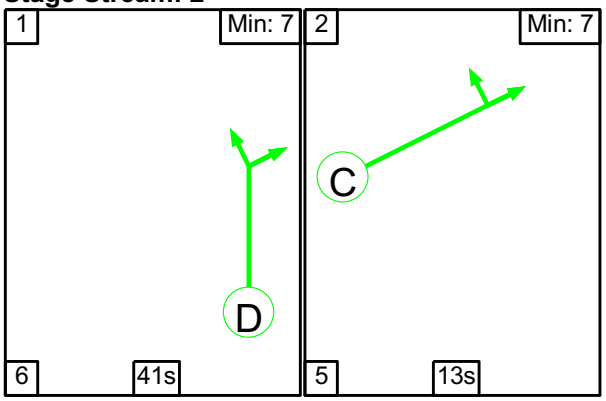
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

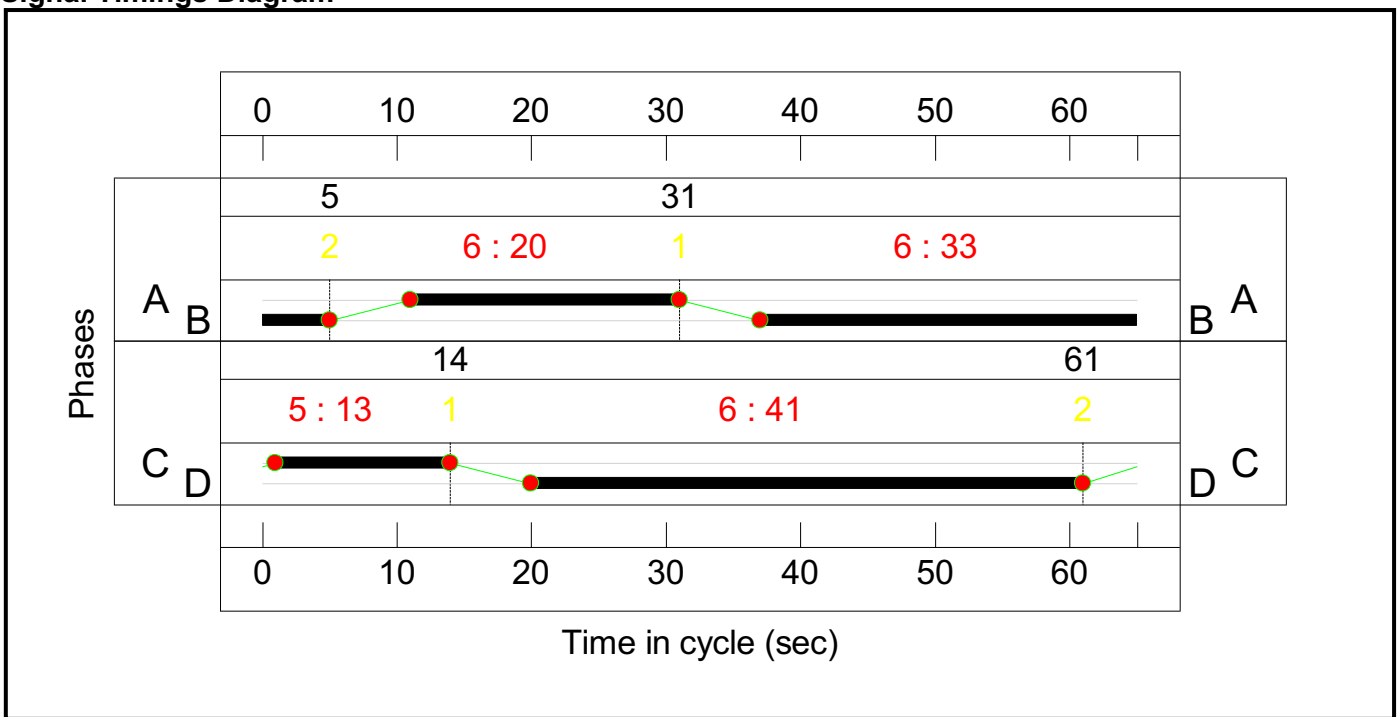
Stage Stream: 2

Stage	1	2
Duration	41	13
Change Point	14	61

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	13	1	14
D	W Circ Right Ahead	Traffic	2	41	20	61

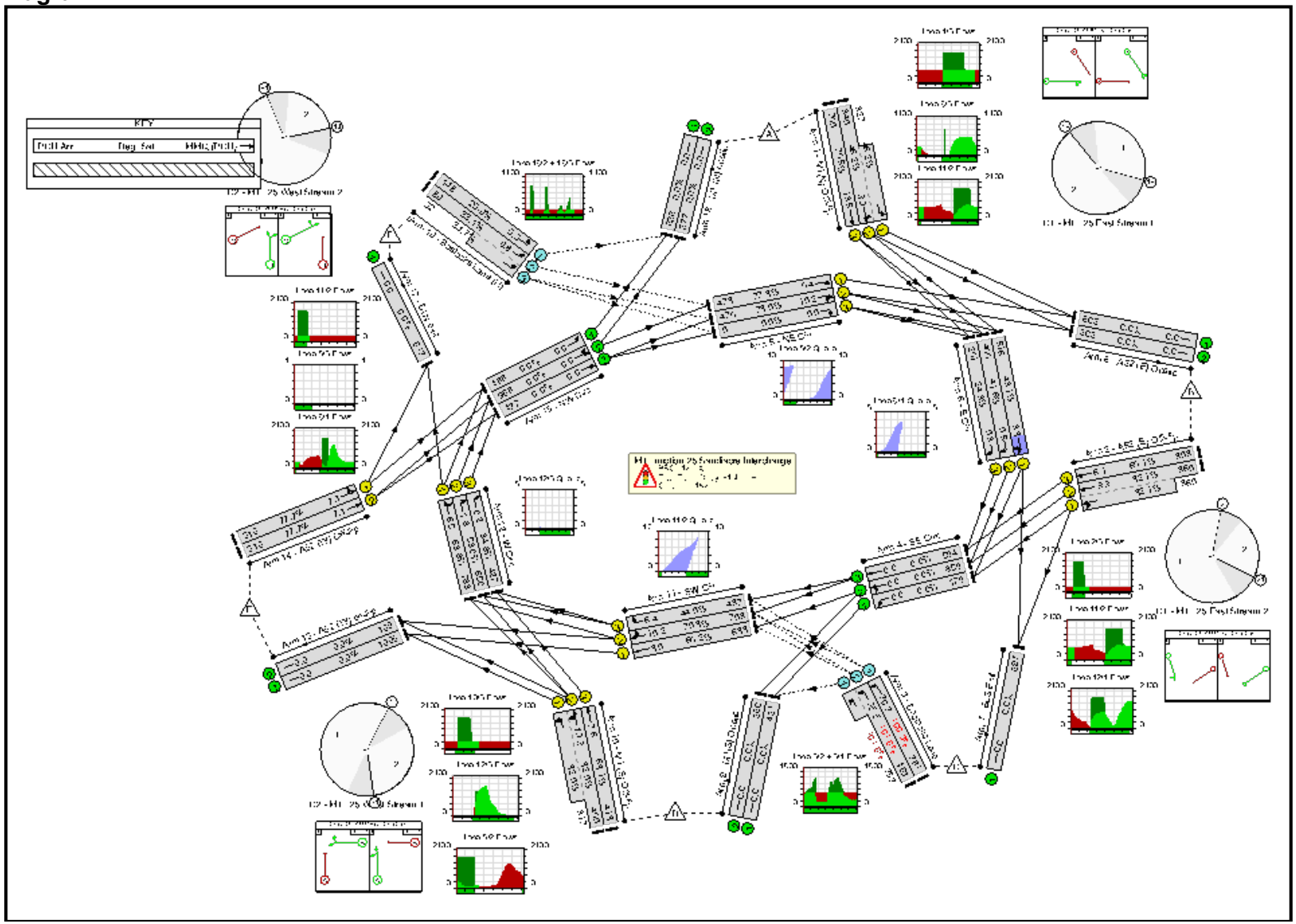
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	25	58
1/2	M1(N) Offslip Ahead Left	U	A	25	58
1/3	M1(N) Offslip Ahead	U	A	25	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	19
5/2	NE Circ Right Ahead	U	B	64	19
5/3	NE Circ Right	U	B	64	19
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	61
12/2	W Circ Right	U	D	20	61
12/3	W Circ Right	U	D	20	61
14/1	A52 (W) Offslip Ahead Left	U	C	1	14
14/2	A52 (W) Offslip Ahead	U	C	1	14

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**101.6%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**101.6%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	33	-	-	667	1900:1900	736+707	46.2 : 46.2%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	33	-	-	790	1900	994	79.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	720	1900:1900	438+438	82.1 : 82.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	303	1900	438	69.1%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	715	1800:1800	456+248	101.6 : 101.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	281	1800	280	100.3%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	179	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	859	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	594	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	20	-	-	478	1900	614	77.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	20	-	-	479	1900	614	78.0%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	20	-	-	0	1900	614	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	516	1900	1198	43.1%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	499	1900	1198	41.6%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	291	1900	1198	24.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	697	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	805	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	303	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	431	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	360	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	807	1900:1900	598+387	82.0 : 82.0%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	418	1900	614	68.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	691	1900	994	69.2%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	708	1900	994	70.8%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	438	1900	994	44.0%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	41	-	-	787	1900	1228	63.8%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	651	1900	1228	53.0%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	427	1900	1228	34.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	1008	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	189	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	13	-	-	318	1900	409	77.7%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	13	-	-	318	1900	409	77.7%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	492	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	969	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	427	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	148	1800	719	20.6%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	138	1800:1800	260+150	33.1 : 34.7%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	640	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%

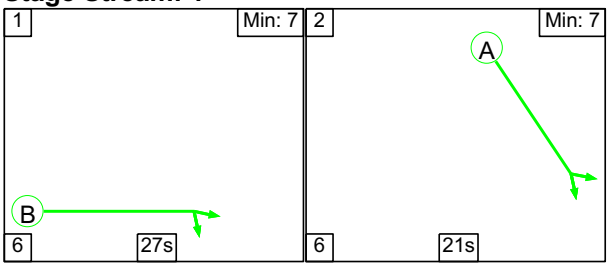
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2119**	**0**	**0**	**37.5**	**44.0**	**0.0**	**81.4**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2119**	**0**	**0**	**37.5**	**44.0**	**0.0**	**81.4**	**-**	**-**	**-**	**-**	
1/2+1/1	667	667	-	-	-	1.7	0.4	-	2.1	11.3	3.5	0.4	3.9	
1/3	790	790	-	-	-	2.8	1.9	-	4.7	21.3	11.6	1.9	13.5	
2/2+2/1	720	720	-	-	-	4.7	2.2	-	7.0	34.9	6.1	2.2	8.3	
2/3	303	303	-	-	-	1.9	1.1	-	3.0	36.0	5.0	1.1	6.1	
3/2+3/1	715	708	1415	0	0	1.3	16.6	-	17.9	89.9	18.9	16.6	35.5	
3/3	281	280	280	0	0	1.3	8.6	-	9.8	126.0	11.6	8.6	20.2	
4/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	478	478	-	-	-	2.2	1.7	-	3.9	29.5	7.7	1.7	9.4	
5/2	479	479	-	-	-	2.6	1.7	-	4.3	32.5	8.5	1.7	10.2	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	516	516	-	-	-	0.7	0.0	-	0.7	5.0	3.8	0.0	3.8	
6/2	499	499	-	-	-	0.1	0.0	-	0.1	1.1	0.5	0.0	0.5	
6/3	291	291	-	-	-	0.1	0.0	-	0.1	1.1	0.3	0.0	0.3	
7/1	697	697	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	360	360	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

10/2+10/1	807	807	-	-	-	4.3	2.2	-	6.5	29.1	8.0	2.2	10.2
10/3	418	418	-	-	-	2.2	1.1	-	3.3	28.2	6.5	1.1	7.6
11/1	688	688	-	-	-	2.4	1.1	-	3.5	18.3	6.9	1.1	8.0
11/2	703	703	-	-	-	2.2	1.2	-	3.4	17.4	9.0	1.2	10.2
11/3	437	437	-	-	-	0.9	0.4	-	1.3	10.5	6.0	0.4	6.4
12/1	783	783	-	-	-	1.2	0.0	-	1.2	5.5	6.5	0.0	6.5
12/2	650	650	-	-	-	0.4	0.0	-	0.4	2.3	1.8	0.0	1.8
12/3	427	427	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
13/1	1005	1005	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	189	189	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	318	318	-	-	-	2.1	1.7	-	3.8	43.1	5.4	1.7	7.1
14/2	318	318	-	-	-	2.1	1.7	-	3.8	43.1	5.4	1.7	7.1
15/1	488	488	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	148	148	148	0	0	0.0	0.1	-	0.1	3.6	0.4	0.1	0.5
16/2+16/3	138	138	276	0	0	0.2	0.3	-	0.5	12.2	0.4	0.3	0.6
17/1	612	612	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	636	636	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

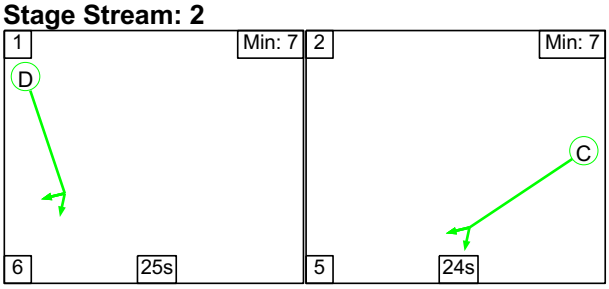
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	13.2	Total Delay for Signalled Lanes (pcuHr):	15.01	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	9.6	Total Delay for Signalled Lanes (pcuHr):	10.96	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	9.8	Total Delay for Signalled Lanes (pcuHr):	17.95	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	15.8	Total Delay for Signalled Lanes (pcuHr):	9.22	Cycle Time (s):	65
	PRC Over All Lanes (%):	-12.9	Total Delay Over All Lanes(pcuHr):	81.45		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

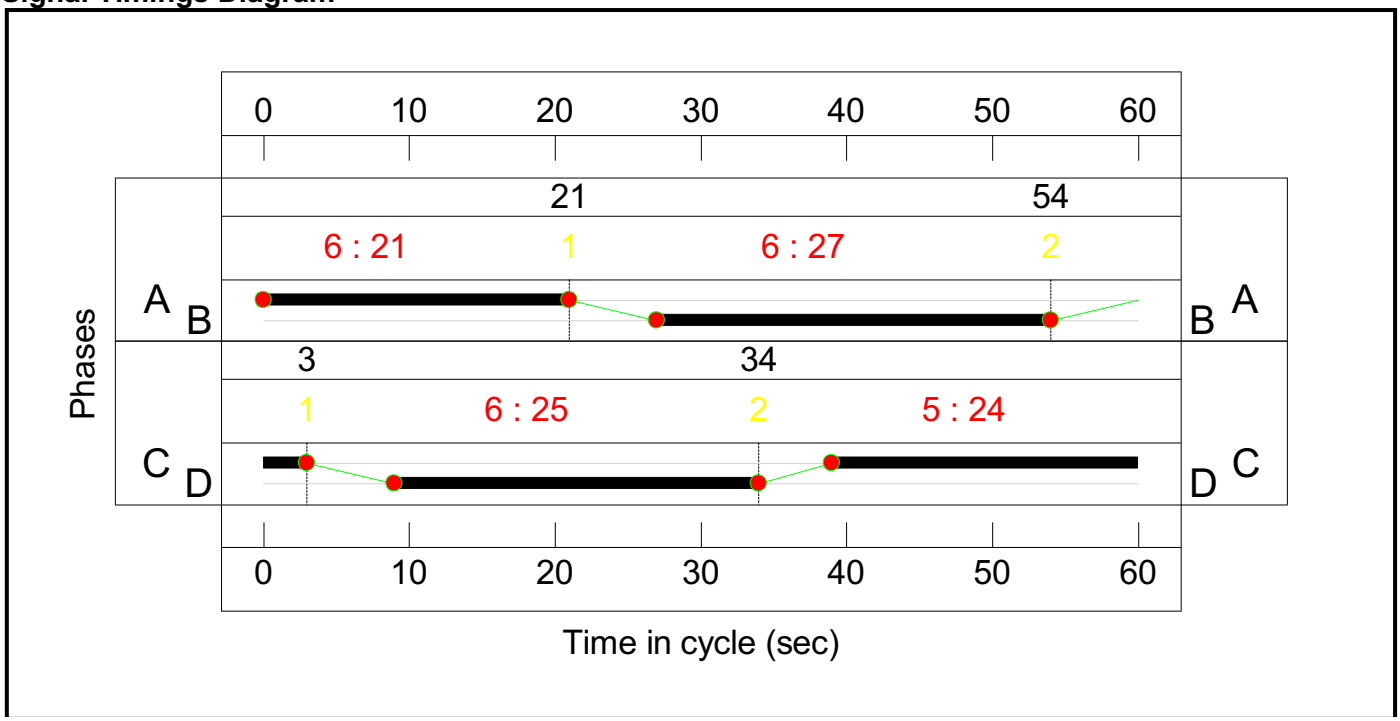
Stage Stream: 2

Stage	1	2
Duration	25	24
Change Point	3	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	24	39	3
D	E Circ Right Ahead	Traffic	2	25	9	34

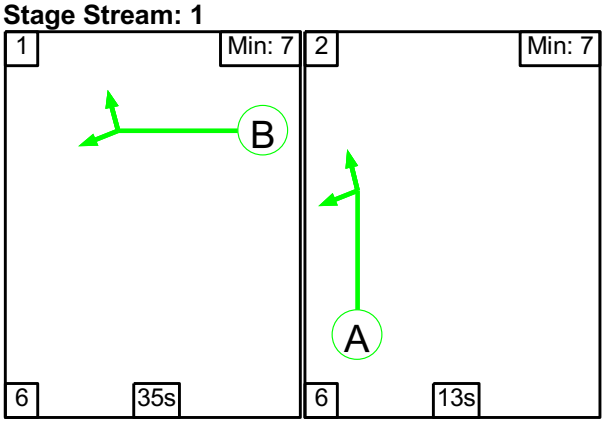
Signal Timings Diagram



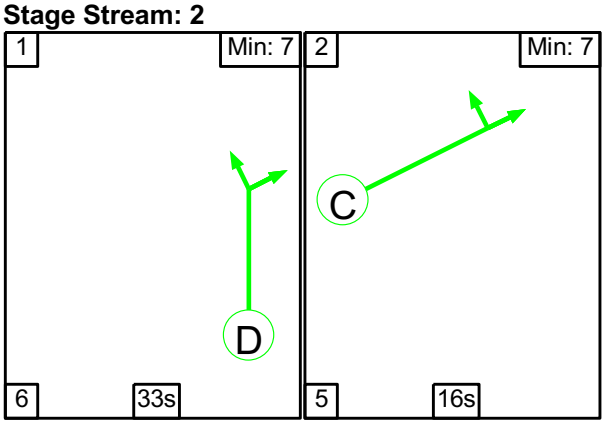
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	13
Change Point	13	54

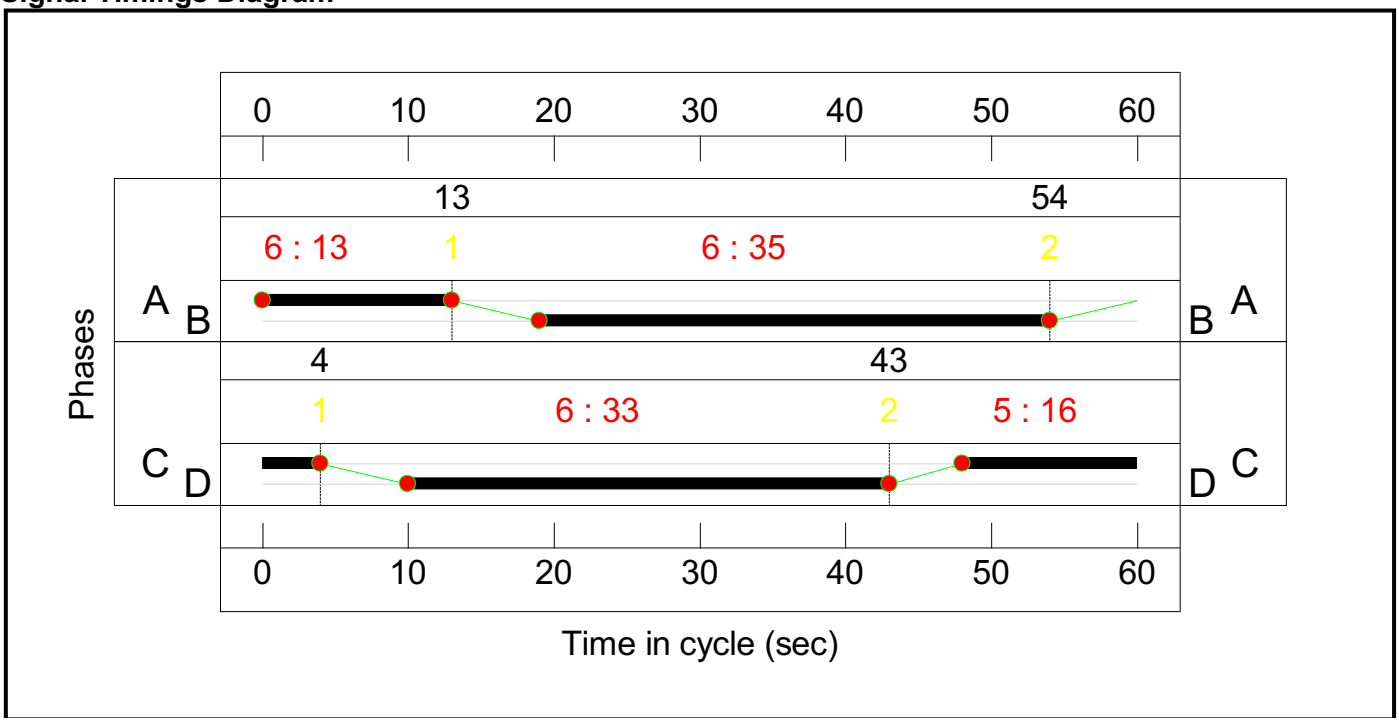
Stage Stream: 2

Stage	1	2
Duration	33	16
Change Point	4	43

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	16	48	4
D	W Circ Right Ahead	Traffic	2	33	10	43

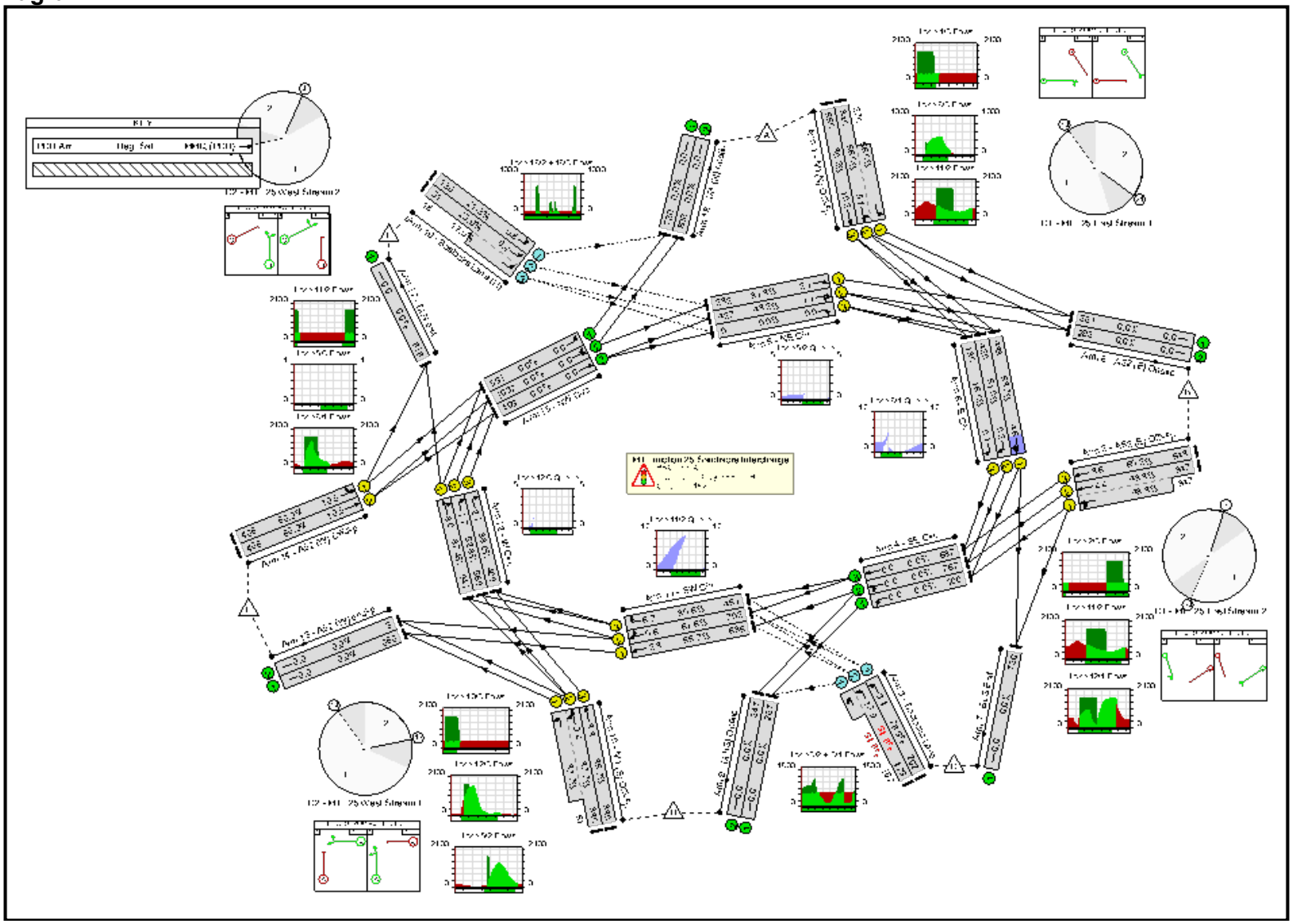
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	3
2/2	A52 (E) Offslip Ahead	U	C	39	3
2/3	A52 (E) Offslip Ahead	U	C	39	3
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	9	34
6/2	E Circ Right	U	D	9	34
6/3	E Circ Right	U	D	9	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	10	43
12/2	W Circ Right	U	D	10	43
12/3	W Circ Right	U	D	10	43
14/1	A52 (W) Offslip Ahead Left	U	C	48	4
14/2	A52 (W) Offslip Ahead	U	C	48	4

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.8%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.8%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	628	1900:1900	613+490	56.9 : 56.9%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	559	1900	697	80.2%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	24	-	-	694	1900:1900	792+792	43.8 : 43.8%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	24	-	-	548	1900	792	69.2%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	646	1800:1800	505+176	94.8 : 94.8%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	202	1800	256	78.9%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	100	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	767	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	687	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	282	1900	887	31.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	427	1900	887	48.2%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	0	1900	887	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	25	-	-	483	1900	823	58.7%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	420	1900	823	51.0%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	139	1900	823	16.9%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	730	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	561	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	293	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	267	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	347	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	440	1900:1900	443+58	87.7 : 87.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	380	1900	443	85.7%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	635	1900	1140	55.7%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	702	1900	1140	61.6%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	451	1900	1140	39.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	33	-	-	941	1900	1077	87.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	569	1900	1077	52.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	409	1900	1077	38.0%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	686	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	3	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	16	-	-	468	1900	538	86.9%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	16	-	-	468	1900	538	86.9%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	591	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1037	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	409	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	139	1800	652	21.3%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	69	1800:1800	199+106	25.6 : 17.0%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	818	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	730	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	806	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1771**	**0**	**0**	**29.5**	**27.3**	**0.0**	**56.8**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1771**	**0**	**0**	**29.5**	**27.3**	**0.0**	**56.8**	**-**	**-**	**-**	**-**	
1/2+1/1	628	628	-	-	-	2.5	0.7	-	3.2	18.2	4.5	0.7	5.1	
1/3	559	559	-	-	-	2.6	2.0	-	4.6	29.8	8.2	2.0	10.2	
2/2+2/1	694	694	-	-	-	2.4	0.4	-	2.8	14.5	4.0	0.4	4.4	
2/3	548	548	-	-	-	2.2	1.1	-	3.3	21.7	7.5	1.1	8.6	
3/2+3/1	646	646	1292	0	0	1.0	6.6	-	7.6	42.3	7.3	6.6	13.9	
3/3	202	202	202	0	0	0.5	1.8	-	2.3	40.3	1.7	1.8	3.4	
4/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	767	767	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	687	687	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	282	282	-	-	-	0.6	0.2	-	0.9	11.0	1.9	0.2	2.1	
5/2	427	427	-	-	-	0.2	0.5	-	0.7	5.8	0.6	0.5	1.1	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	483	483	-	-	-	1.0	0.0	-	1.0	7.2	4.6	0.0	4.6	
6/2	420	420	-	-	-	0.1	0.0	-	0.1	0.8	0.2	0.0	0.2	
6/3	139	139	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	
7/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	347	347	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

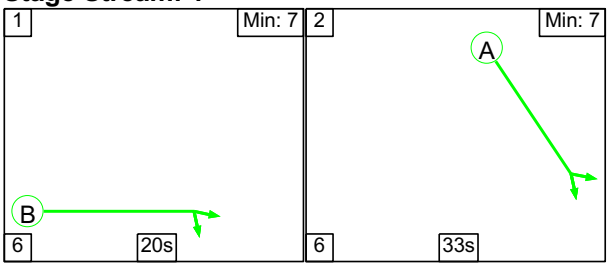
10/2+10/1	440	440	-	-	-	2.7	3.2	-	5.9	48.2	6.2	3.2	9.4	
10/3	380	380	-	-	-	2.3	2.8	-	5.1	48.2	6.0	2.8	8.8	
11/1	635	635	-	-	-	0.4	0.6	-	1.0	5.9	2.2	0.6	2.8	
11/2	702	702	-	-	-	2.0	0.8	-	2.8	14.1	8.8	0.8	9.6	
11/3	451	451	-	-	-	1.3	0.3	-	1.7	13.3	6.4	0.3	6.7	
12/1	941	941	-	-	-	1.7	0.0	-	1.7	6.6	8.0	0.0	8.0	
12/2	569	569	-	-	-	0.3	0.0	-	0.3	1.8	1.7	0.0	1.7	
12/3	409	409	-	-	-	0.1	0.0	-	0.1	0.5	2.1	0.0	2.1	
13/1	686	686	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	468	468	-	-	-	2.7	3.1	-	5.7	44.0	7.4	3.1	10.5	
14/2	468	468	-	-	-	2.7	3.1	-	5.7	44.0	7.4	3.1	10.5	
15/1	591	591	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	1037	1037	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	409	409	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	139	139	139	0	0	0.1	0.1	-	0.2	5.2	0.6	0.1	0.8	
16/2+16/3	69	69	138	0	0	0.1	0.1	-	0.3	13.4	0.3	0.1	0.4	
17/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	730	730	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	806	806	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	9.36	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	30.0	Total Delay for Signalled Lanes (pcuHr):	7.18	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	16.45	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	3.0	Total Delay for Signalled Lanes (pcuHr):	13.51	Cycle Time (s):	60
	PRC Over All Lanes (%):	-5.3	Total Delay Over All Lanes(pcuHr):	56.80		

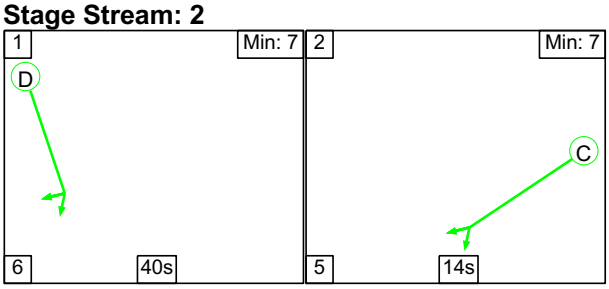
Detailed Input Data And Results
Scenario 3: '3' (FG3: '2028 AM Base', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	33
Change Point	58	19

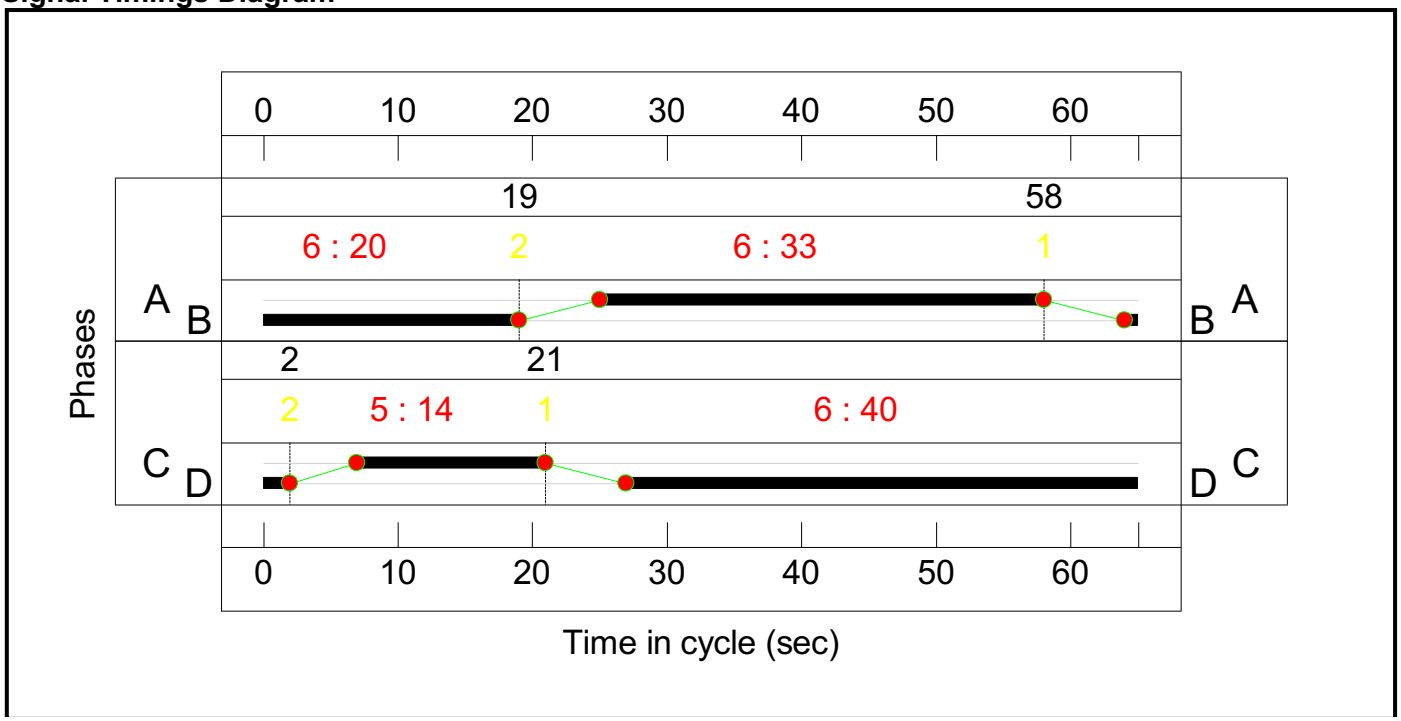
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	33	25	58
B	NE Circ Right Ahead	Traffic	1	20	64	19
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

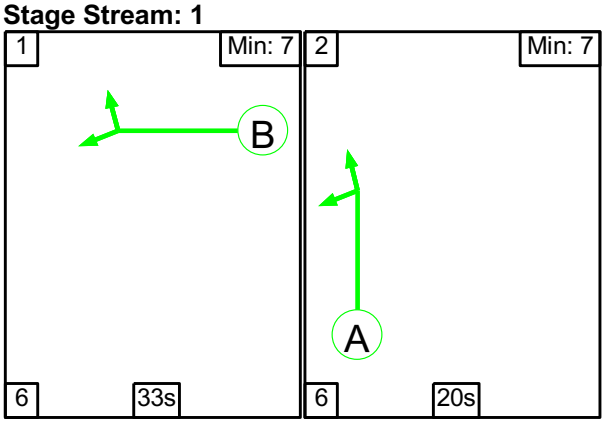
Signal Timings Diagram



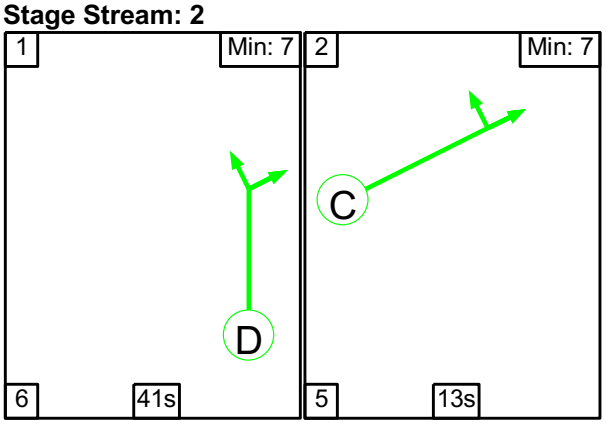
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

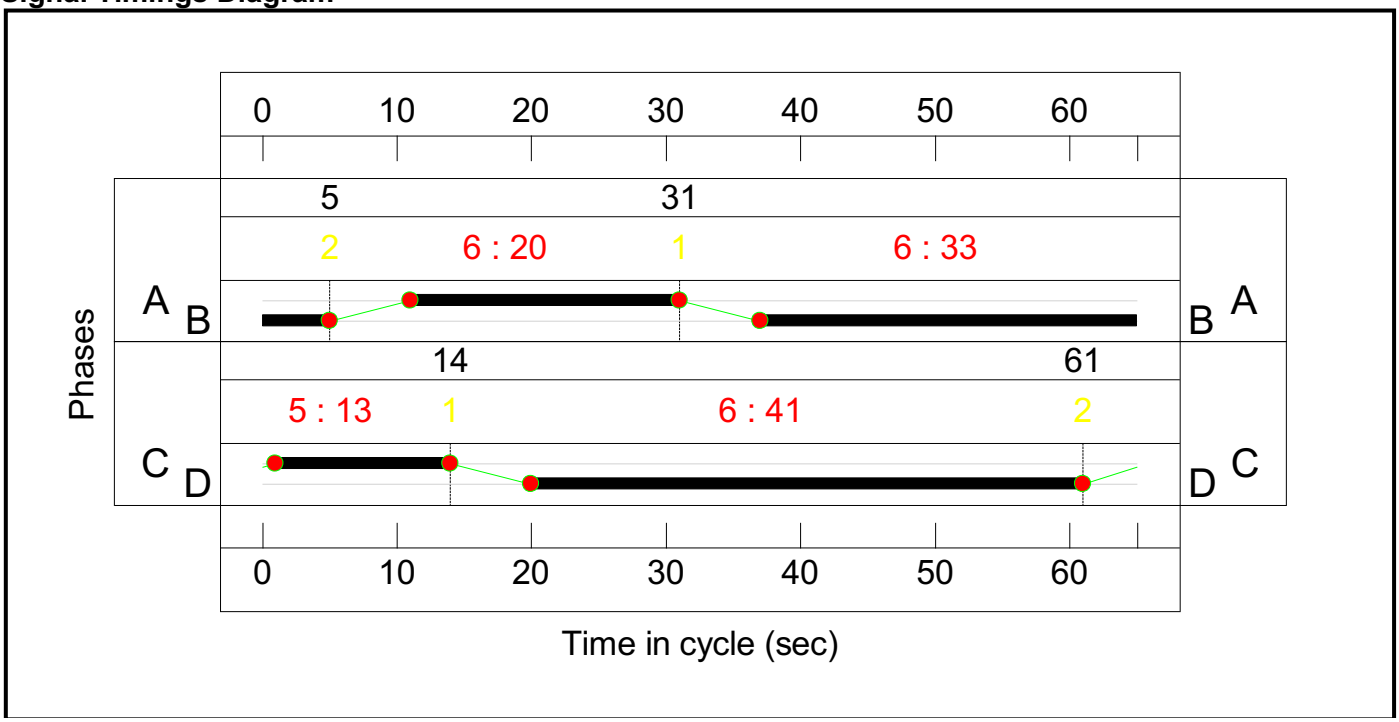
Stage Stream: 2

Stage	1	2
Duration	41	13
Change Point	14	61

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	13	1	14
D	W Circ Right Ahead	Traffic	2	41	20	61

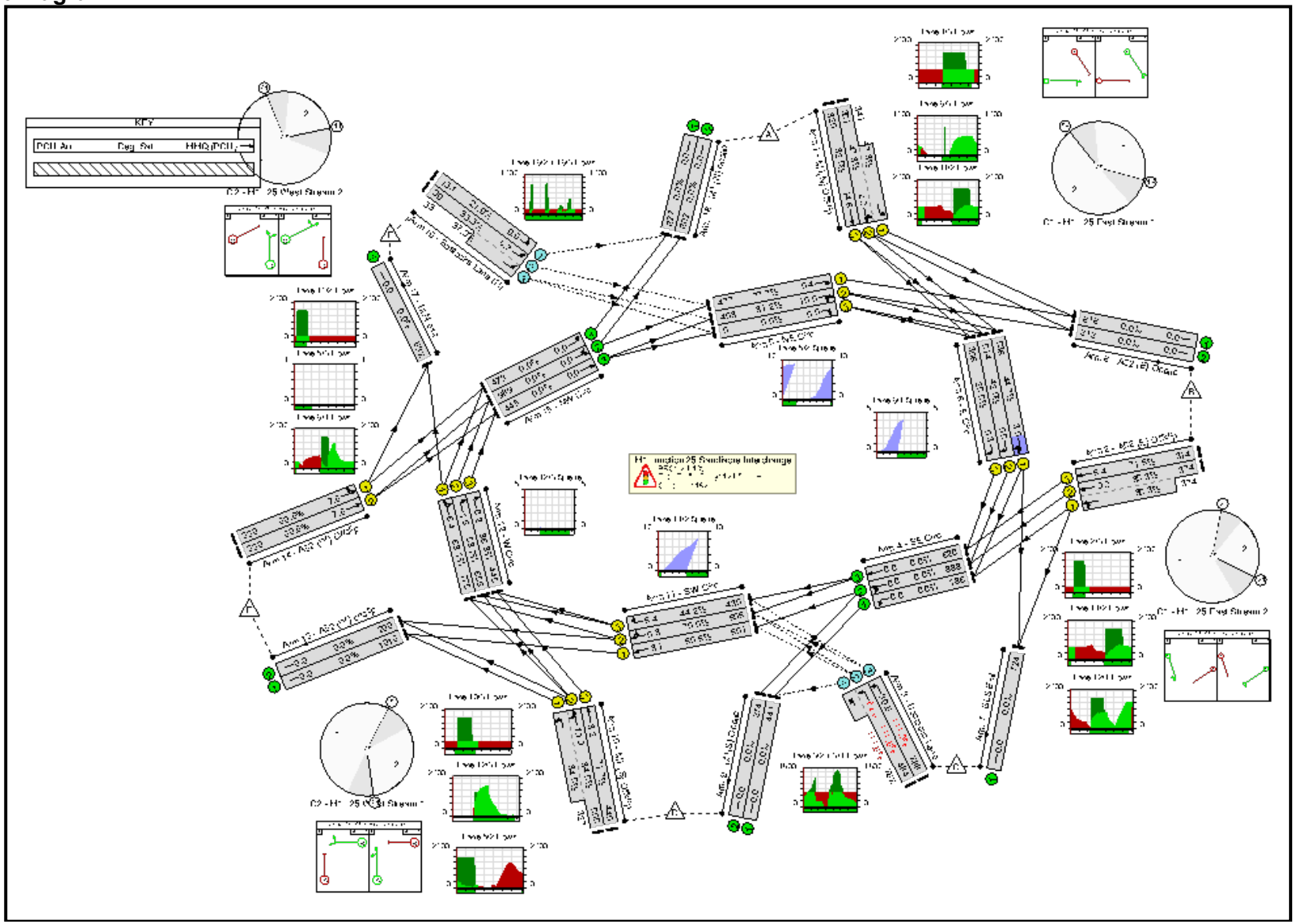
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	25	58
1/2	M1(N) Offslip Ahead Left	U	A	25	58
1/3	M1(N) Offslip Ahead	U	A	25	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	19
5/2	NE Circ Right Ahead	U	B	64	19
5/3	NE Circ Right	U	B	64	19
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	61
12/2	W Circ Right	U	D	20	61
12/3	W Circ Right	U	D	20	61
14/1	A52 (W) Offslip Ahead Left	U	C	1	14
14/2	A52 (W) Offslip Ahead	U	C	1	14

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**111.6%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**111.6%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	33	-	-	692	1900:1900	734+713	47.8 : 47.8%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	33	-	-	820	1900	994	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	748	1900:1900	438+438	85.3 : 85.3%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	314	1900	438	71.6%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	746	1800:1800	434+235	111.6 : 111.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	288	1800	258	111.5%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	186	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	888	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	620	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	20	-	-	495	1900	614	77.7%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	20	-	-	499	1900	614	81.2%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	20	-	-	0	1900	614	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	536	1900	1198	44.7%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	514	1900	1198	42.9%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	306	1900	1198	25.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	724	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	836	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	448	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	374	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	832	1900:1900	598+387	84.5 : 84.5%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	440	1900	614	71.7%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	712	1900	994	69.6%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	731	1900	994	70.0%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	463	1900	994	44.2%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	41	-	-	808	1900	1228	63.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	682	1900	1228	53.7%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	446	1900	1228	36.3%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	1039	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	203	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	13	-	-	330	1900	409	80.6%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	13	-	-	330	1900	409	80.6%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	502	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1012	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	446	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	154	1800	735	21.0%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800:1800	254+140	35.5 : 37.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	636	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	656	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	607	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2076**	**0**	**0**	**41.1**	**83.4**	**0.0**	**124.5**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2076**	**0**	**0**	**41.1**	**83.4**	**0.0**	**124.5**	**-**	**-**	**-**	**-**	
1/2+1/1	692	692	-	-	-	1.7	0.5	-	2.2	11.4	3.7	0.5	4.2	
1/3	820	820	-	-	-	3.0	2.3	-	5.3	23.1	12.3	2.3	14.6	
2/2+2/1	748	748	-	-	-	5.0	2.8	-	7.8	37.3	6.4	2.8	9.2	
2/3	314	314	-	-	-	2.0	1.2	-	3.2	37.2	5.1	1.2	6.4	
3/2+3/1	746	689	1377	0	0	2.8	43.2	-	46.0	222.0	19.5	43.2	62.8	
3/3	288	258	258	0	0	2.2	18.7	-	20.8	260.4	11.9	18.7	30.6	
4/1	186	186	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	888	888	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	620	620	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	477	477	-	-	-	2.2	1.7	-	3.9	29.6	7.7	1.7	9.4	
5/2	498	498	-	-	-	2.7	2.1	-	4.8	34.7	8.8	2.1	10.9	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	536	536	-	-	-	0.7	0.0	-	0.7	5.0	3.9	0.0	3.9	
6/2	514	514	-	-	-	0.2	0.0	-	0.2	1.1	0.5	0.0	0.5	
6/3	306	306	-	-	-	0.1	0.0	-	0.1	1.1	0.3	0.0	0.3	
7/1	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	818	818	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

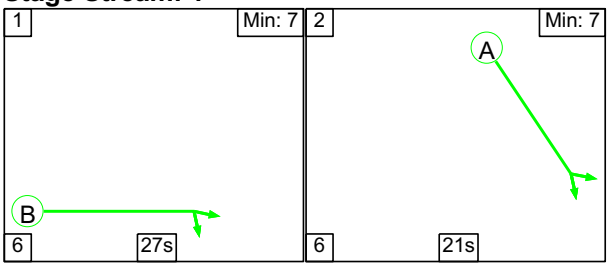
10/2+10/1	832	832	-	-	-	4.5	2.6	-	7.1	30.8	8.3	2.6	10.9
10/3	440	440	-	-	-	2.4	1.2	-	3.6	29.6	7.0	1.2	8.2
11/1	691	691	-	-	-	2.4	1.1	-	3.6	18.6	7.0	1.1	8.1
11/2	696	696	-	-	-	2.2	1.2	-	3.3	17.2	8.6	1.2	9.8
11/3	439	439	-	-	-	0.8	0.4	-	1.2	10.1	6.0	0.4	6.4
12/1	775	775	-	-	-	1.1	0.0	-	1.1	5.2	6.4	0.0	6.4
12/2	659	659	-	-	-	0.4	0.0	-	0.4	2.3	1.9	0.0	1.9
12/3	445	445	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
13/1	1018	1018	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	200	200	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	330	330	-	-	-	2.2	2.0	-	4.2	45.9	5.6	2.0	7.6
14/2	330	330	-	-	-	2.2	2.0	-	4.2	45.9	5.6	2.0	7.6
15/1	473	473	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	989	989	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	154	154	154	0	0	0.0	0.1	-	0.2	3.6	0.4	0.1	0.6
16/2+16/3	143	143	286	0	0	0.2	0.3	-	0.5	12.9	0.4	0.3	0.7
17/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	627	627	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	16.18	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	5.5	Total Delay for Signalled Lanes (pcuHr):	11.99	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	6.5	Total Delay for Signalled Lanes (pcuHr):	18.87	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	11.6	Total Delay for Signalled Lanes (pcuHr):	9.96	Cycle Time (s):	65
	PRC Over All Lanes (%):	-24.1	Total Delay Over All Lanes(pcuHr):	124.50		

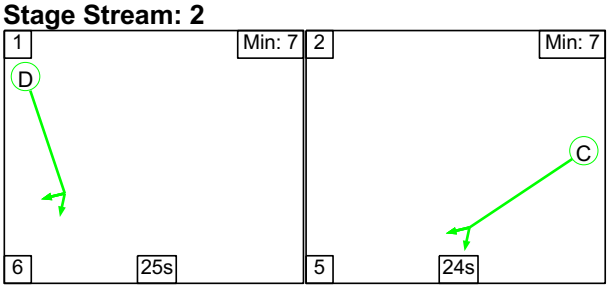
Detailed Input Data And Results
Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

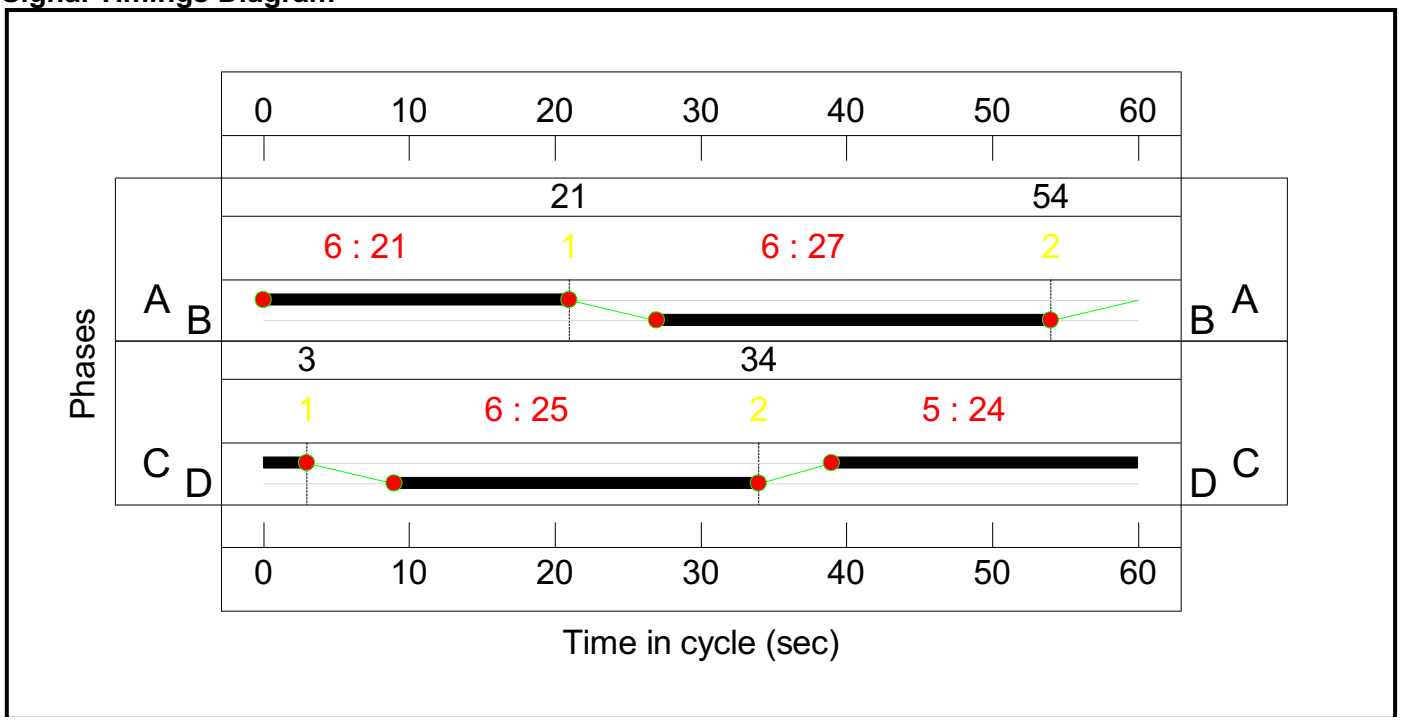
Stage Stream: 2

Stage	1	2
Duration	25	24
Change Point	3	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	24	39	3
D	E Circ Right Ahead	Traffic	2	25	9	34

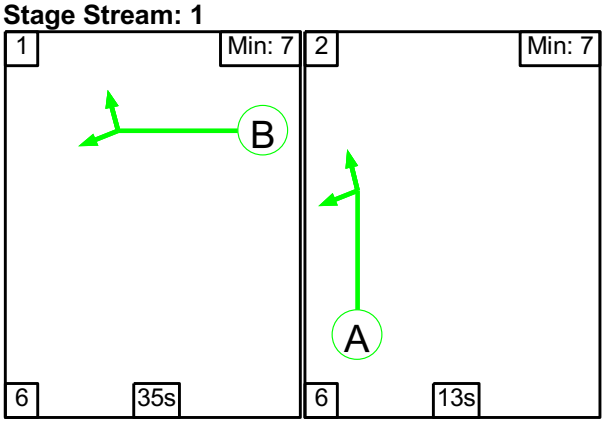
Signal Timings Diagram



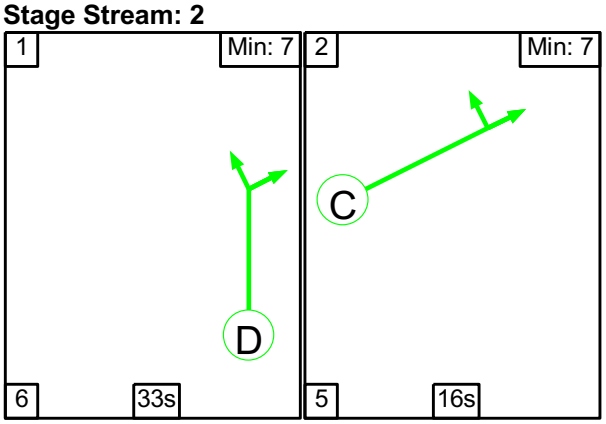
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	13
Change Point	13	54

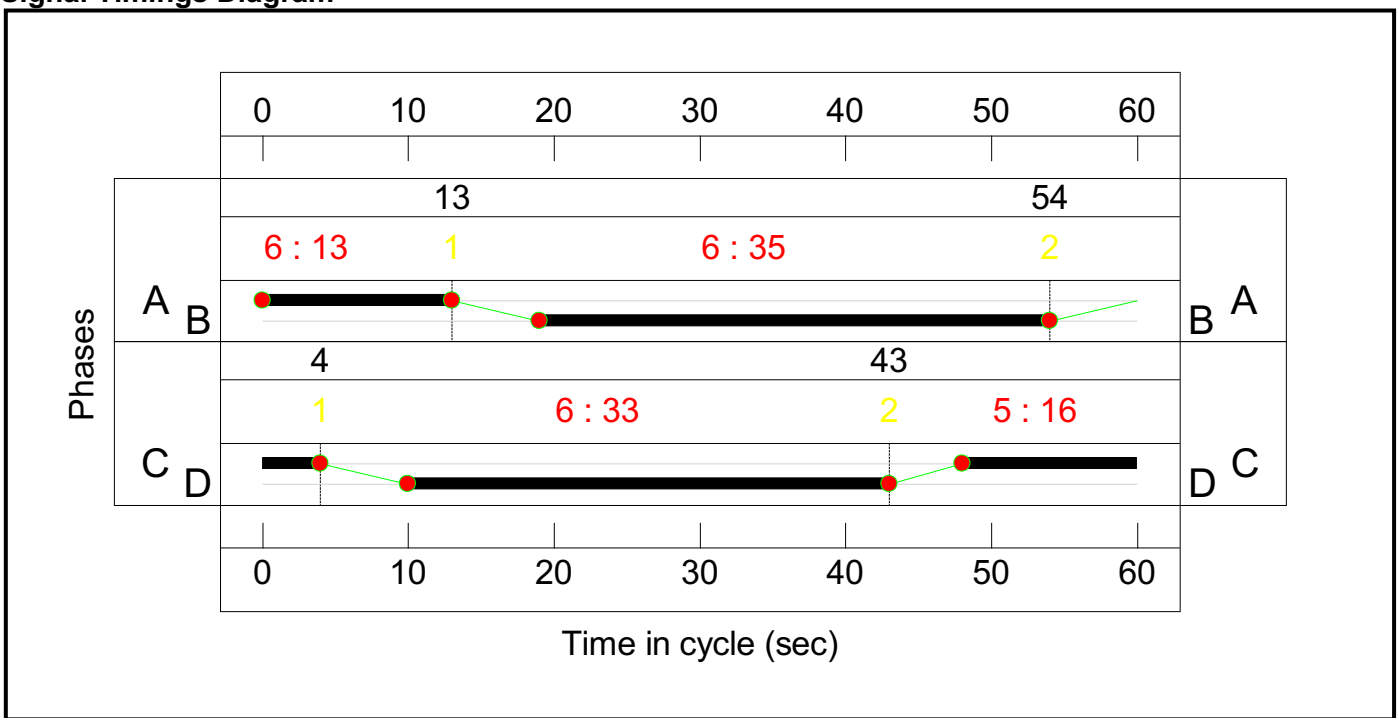
Stage Stream: 2

Stage	1	2
Duration	33	16
Change Point	4	43

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	16	48	4
D	W Circ Right Ahead	Traffic	2	33	10	43

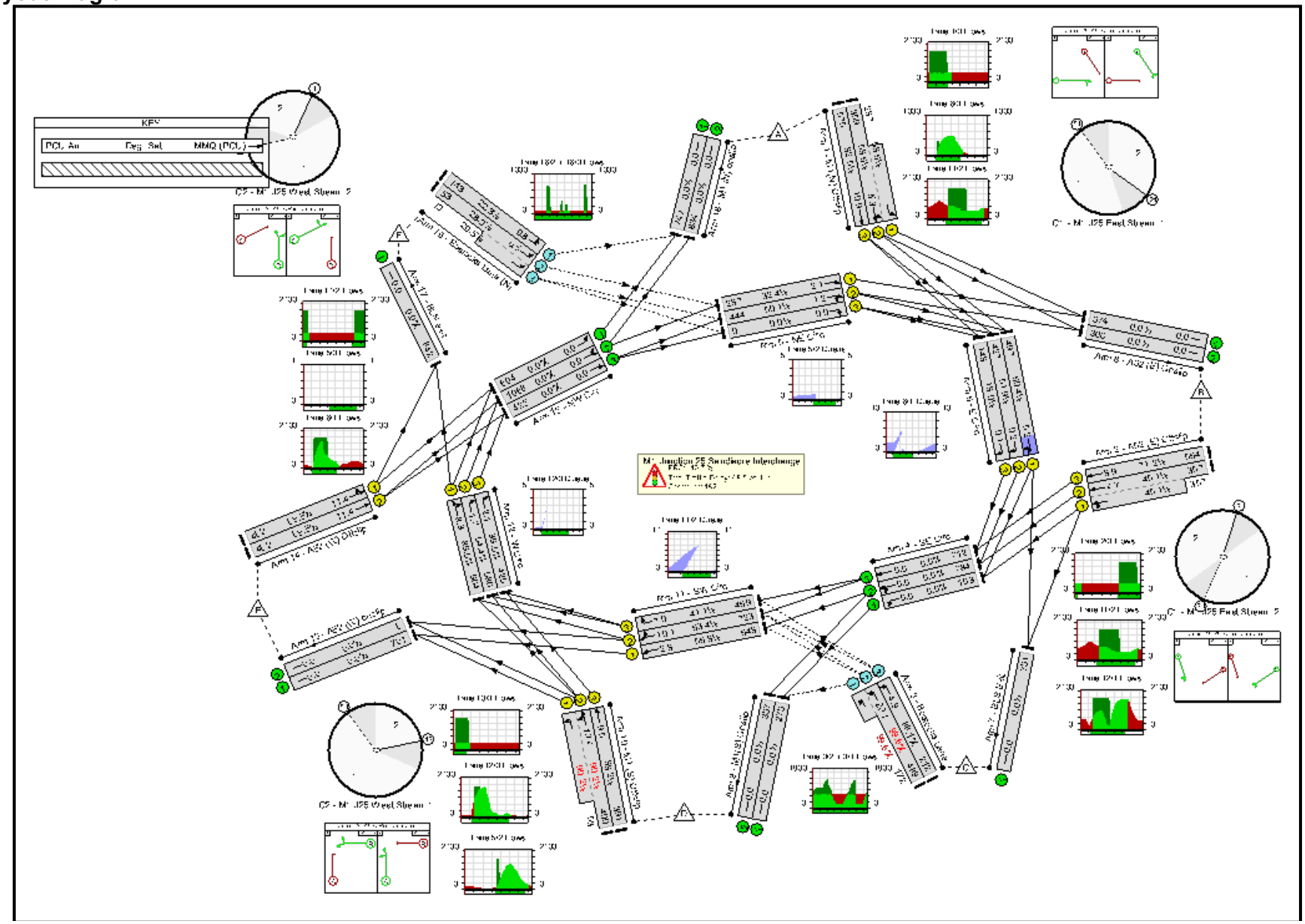
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	3
2/2	A52 (E) Offslip Ahead	U	C	39	3
2/3	A52 (E) Offslip Ahead	U	C	39	3
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	9	34
6/2	E Circ Right	U	D	9	34
6/3	E Circ Right	U	D	9	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	10	43
12/2	W Circ Right	U	D	10	43
12/3	W Circ Right	U	D	10	43
14/1	A52 (W) Offslip Ahead Left	U	C	48	4
14/2	A52 (W) Offslip Ahead	U	C	48	4

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.6%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.6%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	646	1900:1900	613+490	58.6 : 58.6%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	575	1900	697	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	24	-	-	714	1900:1900	792+792	45.1 : 45.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	24	-	-	564	1900	792	71.2%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	661	1800:1800	491+173	99.6 : 99.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	212	1800	241	88.1%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	103	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	784	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	712	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	287	1900	887	32.4%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	444	1900	887	50.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	0	1900	887	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	25	-	-	497	1900	823	60.4%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	427	1900	823	51.9%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	148	1900	823	18.0%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	751	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	574	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	306	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	275	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	357	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	453	1900:1900	443+59	90.2 : 90.2%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	391	1900	443	88.2%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	648	1900	1140	56.8%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	723	1900	1140	63.4%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	469	1900	1140	41.1%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	33	-	-	964	1900	1077	89.5%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	586	1900	1077	54.4%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	425	1900	1077	39.5%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	701	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	8	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	16	-	-	482	1900	538	89.5%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	16	-	-	482	1900	538	89.5%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	604	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1068	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	425	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	641	22.3%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	72	1800:1800	183+93	28.9 : 20.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	842	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	747	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	834	Inf	Inf	0.0%

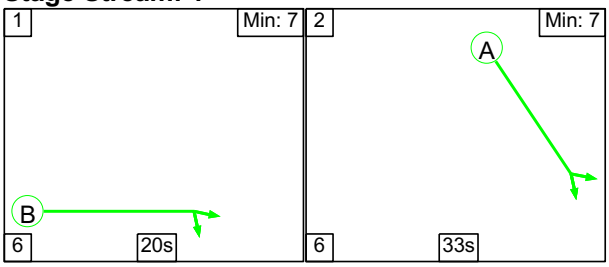
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1821**	**0**	**0**	**30.9**	**37.6**	**0.0**	**68.5**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1821**	**0**	**0**	**30.9**	**37.6**	**0.0**	**68.5**	**-**	**-**	**-**	**-**	
1/2+1/1	646	646	-	-	-	2.6	0.7	-	3.3	18.5	4.6	0.7	5.3	
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	
2/2+2/1	714	714	-	-	-	2.5	0.4	-	2.9	14.6	4.3	0.4	4.7	
2/3	564	564	-	-	-	2.3	1.2	-	3.5	22.3	7.7	1.2	8.9	
3/2+3/1	661	661	1322	0	0	1.2	12.2	-	13.3	72.7	7.9	12.2	20.1	
3/3	212	212	212	0	0	0.6	3.0	-	3.6	61.5	1.8	3.0	4.9	
4/1	103	103	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	287	287	-	-	-	0.6	0.2	-	0.9	10.9	1.9	0.2	2.1	
5/2	444	444	-	-	-	0.3	0.5	-	0.8	6.1	0.7	0.5	1.2	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	497	497	-	-	-	1.0	0.0	-	1.0	7.2	5.2	0.0	5.2	
6/2	427	427	-	-	-	0.1	0.0	-	0.1	0.8	0.2	0.0	0.2	
6/3	148	148	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	
7/1	751	751	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	306	306	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	275	275	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	357	357	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

10/2+10/1	453	453	-	-	-	2.8	4.0	-	6.7	53.4	6.4	4.0	10.4	
10/3	391	391	-	-	-	2.4	3.3	-	5.7	52.7	6.2	3.3	9.5	
11/1	648	648	-	-	-	0.4	0.7	-	1.1	6.0	2.2	0.7	2.8	
11/2	723	723	-	-	-	2.0	0.9	-	2.9	14.3	9.2	0.9	10.1	
11/3	469	469	-	-	-	1.4	0.3	-	1.8	13.6	6.7	0.3	7.0	
12/1	964	964	-	-	-	1.9	0.0	-	1.9	7.1	8.3	0.0	8.3	
12/2	586	586	-	-	-	0.3	0.0	-	0.3	1.9	1.7	0.0	1.7	
12/3	425	425	-	-	-	0.1	0.0	-	0.1	0.6	2.1	0.0	2.1	
13/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
13/2	8	8	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
14/1	482	482	-	-	-	2.8	3.8	-	6.5	48.8	7.6	3.8	11.4	
14/2	482	482	-	-	-	2.8	3.8	-	6.5	48.8	7.6	3.8	11.4	
15/1	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/2	1068	1068	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
15/3	425	425	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
16/1	143	143	143	0	0	0.1	0.1	-	0.2	5.5	0.7	0.1	0.8	
16/2+16/3	72	72	144	0	0	0.1	0.2	-	0.3	14.9	0.3	0.2	0.5	
17/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/1	747	747	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
18/2	834	834	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

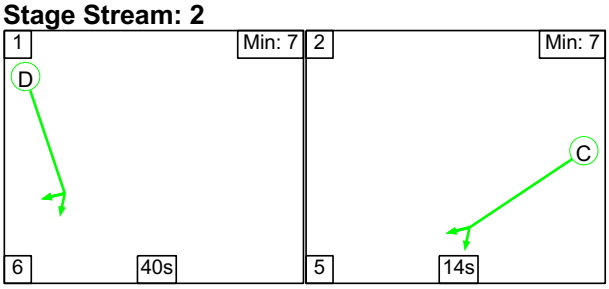
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	9.97	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	26.3	Total Delay for Signalled Lanes (pcuHr):	7.53	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	18.16	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	0.5	Total Delay for Signalled Lanes (pcuHr):	15.36	Cycle Time (s):	60
	PRC Over All Lanes (%):	-10.7	Total Delay Over All Lanes(pcuHr):	68.50		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	33
Change Point	58	19

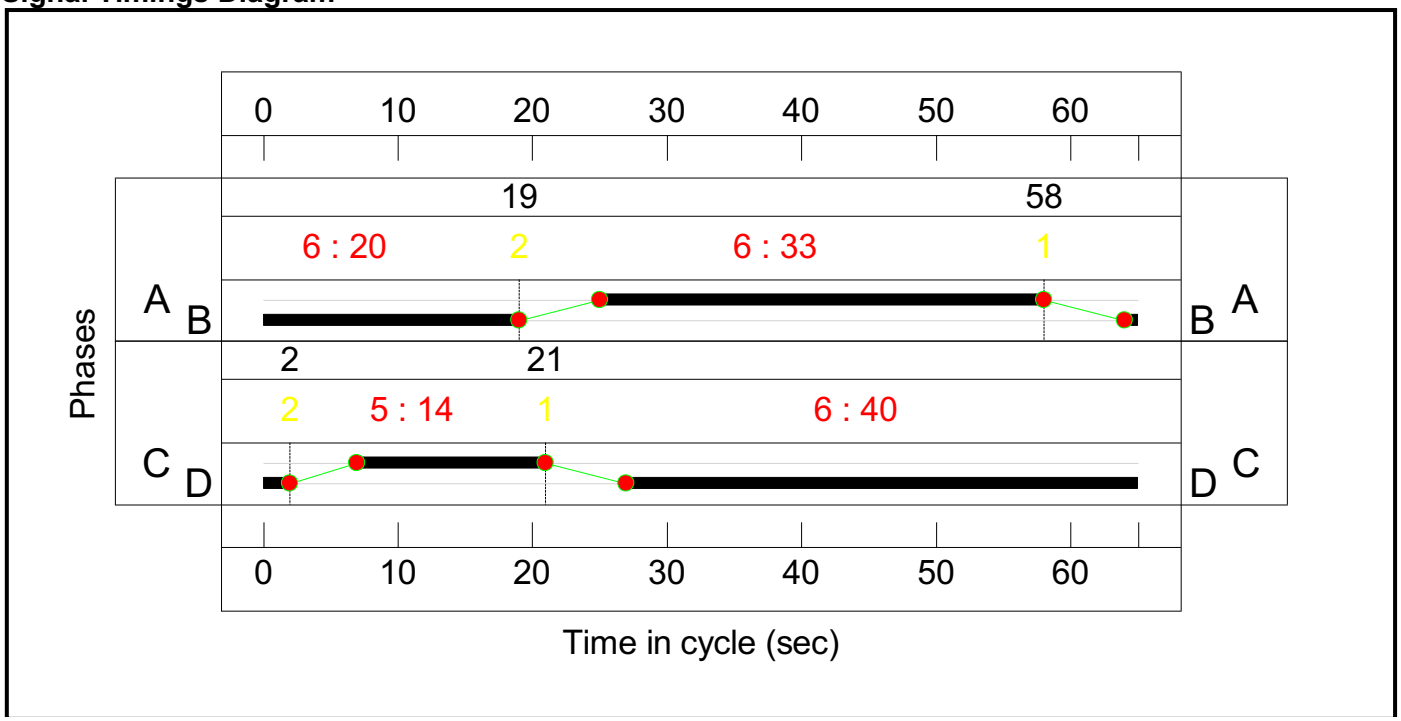
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	33	25	58
B	NE Circ Right Ahead	Traffic	1	20	64	19
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

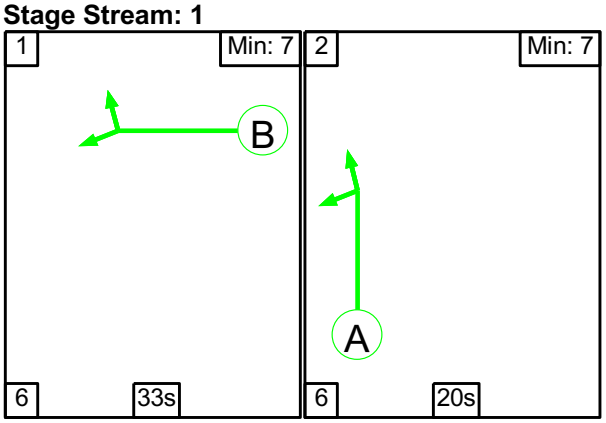
Signal Timings Diagram



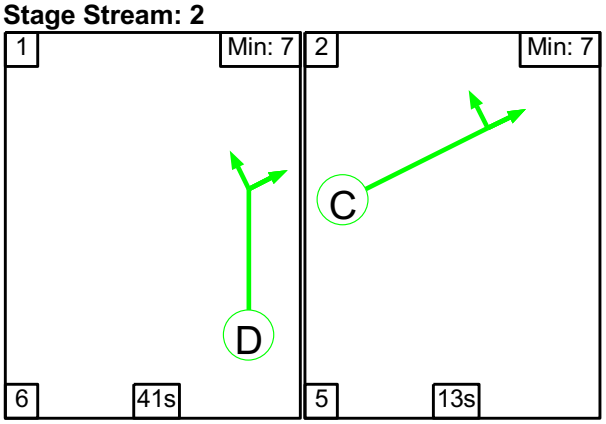
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

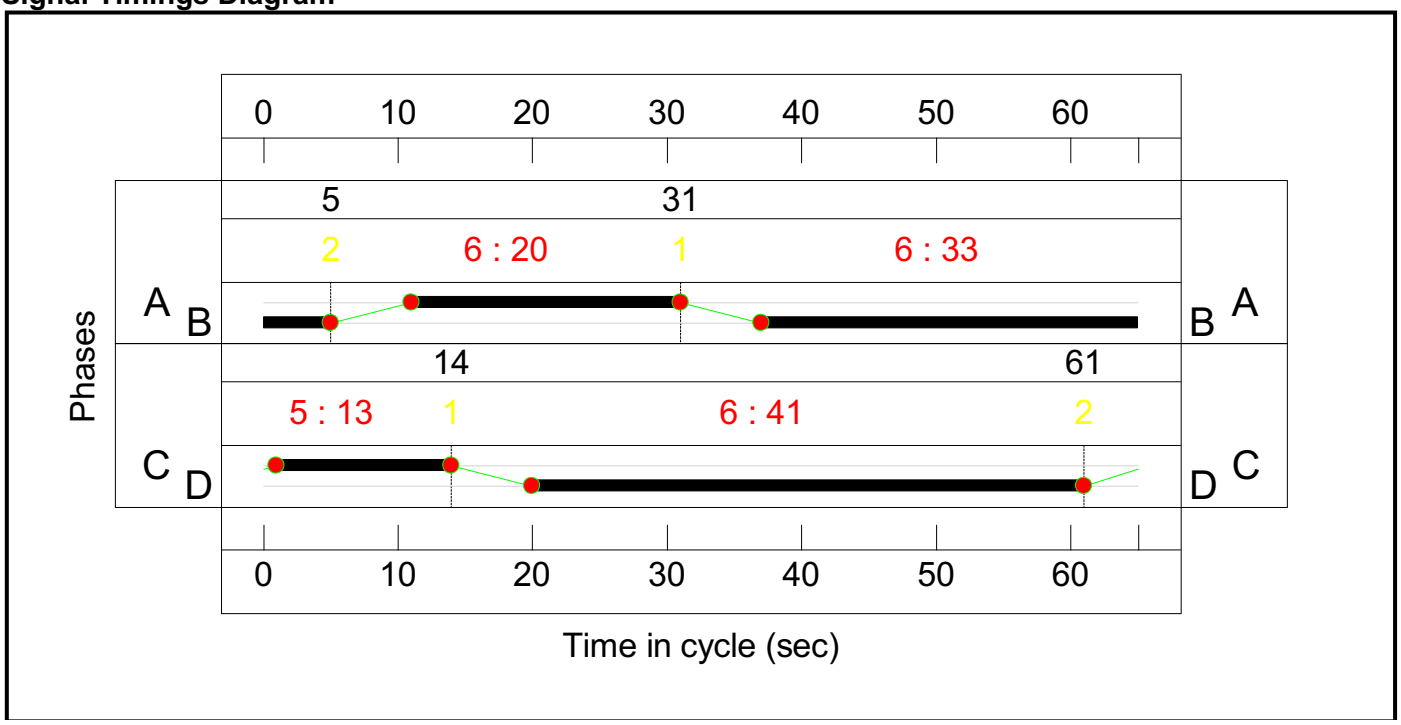
Stage Stream: 2

Stage	1	2
Duration	41	13
Change Point	14	61

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	13	1	14
D	W Circ Right Ahead	Traffic	2	41	20	61

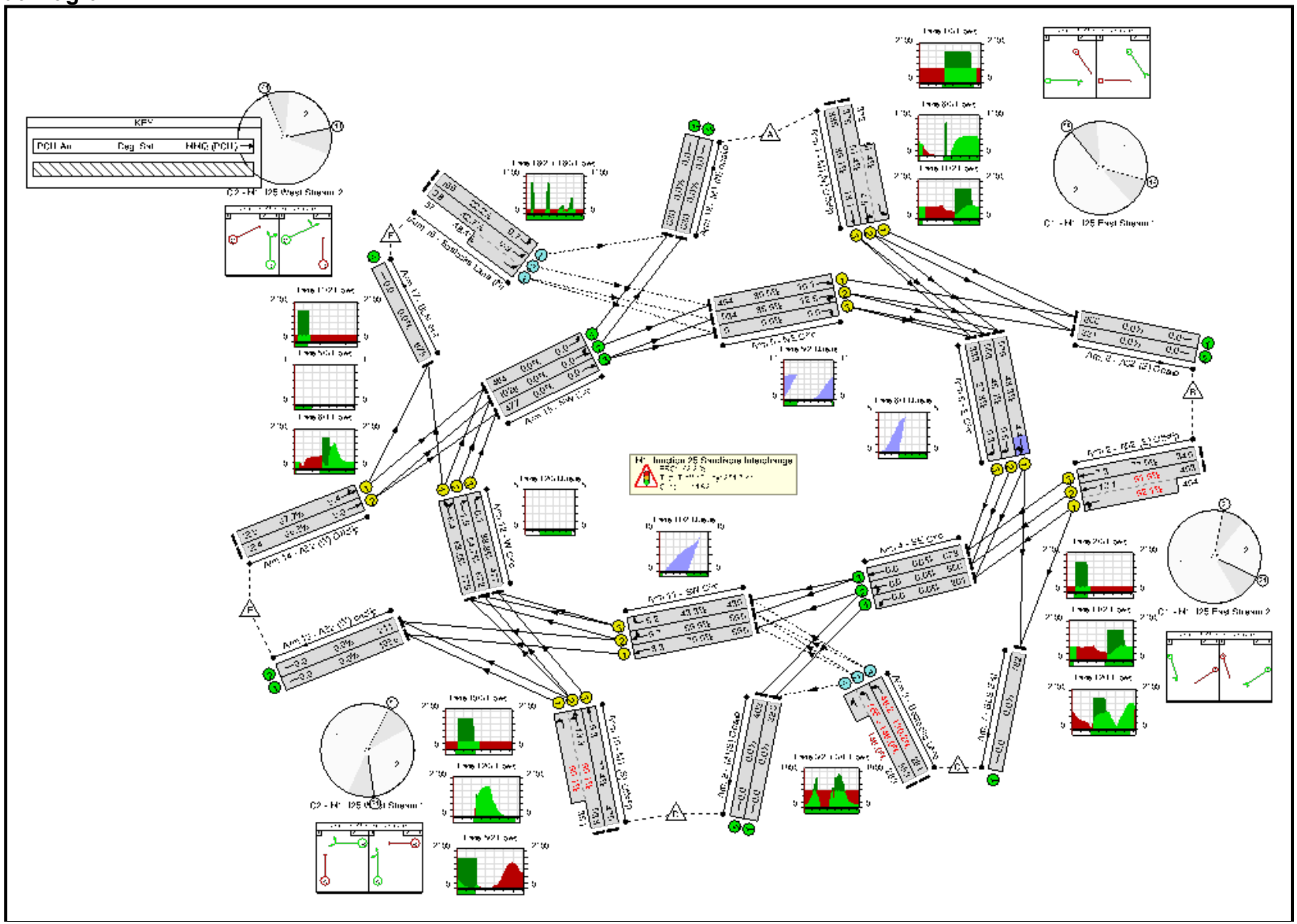
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	25	58
1/2	M1(N) Offslip Ahead Left	U	A	25	58
1/3	M1(N) Offslip Ahead	U	A	25	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	19
5/2	NE Circ Right Ahead	U	B	64	19
5/3	NE Circ Right	U	B	64	19
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	61
12/2	W Circ Right	U	D	20	61
12/3	W Circ Right	U	D	20	61
14/1	A52 (W) Offslip Ahead Left	U	C	1	14
14/2	A52 (W) Offslip Ahead	U	C	1	14

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**146.0%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**146.0%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	33	-	-	748	1900:1900	732+724	51.4 : 51.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	33	-	-	886	1900	994	89.1%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	807	1900:1900	438+438	91.9 : 92.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	340	1900	438	77.5%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	836	1800:1800	379+194	146.0 : 146.0%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	281	1800	216	130.2%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	201	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	956	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	673	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	20	-	-	539	1900	614	80.5%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	20	-	-	534	1900	614	86.9%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	20	-	-	0	1900	614	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	579	1900	1198	48.3%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	553	1900	1198	46.1%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	333	1900	1198	27.8%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	782	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	911	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	331	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	484	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	403	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	899	1900:1900	597+401	90.1 : 90.1%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	475	1900	614	77.4%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	761	1900	994	70.0%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	814	1900	994	69.9%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	485	1900	994	43.3%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	41	-	-	889	1900	1228	63.5%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	726	1900	1228	54.7%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	477	1900	1228	38.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	1122	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	220	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	13	-	-	359	1900	409	87.7%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	13	-	-	354	1900	409	86.5%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	560	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1080	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	477	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	747	22.2%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800:1800	229+118	42.7 : 48.4%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	726	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	639	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1837**	**0**	**0**	**52.5**	**199.2**	**0.0**	**251.7**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1837**	**0**	**0**	**52.5**	**199.2**	**0.0**	**251.7**	**-**	**-**	**-**	**-**	
1/2+1/1	748	748	-	-	-	1.9	0.5	-	2.4	11.8	4.0	0.5	4.5	
1/3	886	886	-	-	-	3.4	3.8	-	7.2	29.4	14.3	3.8	18.1	
2/2+2/1	807	807	-	-	-	5.5	5.0	-	10.5	46.9	7.1	5.0	12.1	
2/3	340	340	-	-	-	2.2	1.7	-	3.9	41.1	5.7	1.7	7.3	
3/2+3/1	836	573	1145	0	0	10.1	133.3	-	143.4	617.4	33.1	133.3	166.3	
3/3	281	216	216	0	0	3.2	34.6	-	37.8	484.8	11.6	34.6	46.2	
4/1	201	201	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	956	956	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	673	673	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	494	494	-	-	-	2.4	2.0	-	4.4	31.8	8.1	2.0	10.1	
5/2	534	534	-	-	-	2.9	3.1	-	6.0	40.6	9.5	3.1	12.6	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	579	579	-	-	-	0.8	0.0	-	0.8	4.9	4.4	0.0	4.4	
6/2	553	553	-	-	-	0.2	0.0	-	0.2	1.2	0.6	0.0	0.6	
6/3	333	333	-	-	-	0.1	0.0	-	0.1	1.2	0.3	0.0	0.3	
7/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	331	331	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	395	395	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	403	403	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

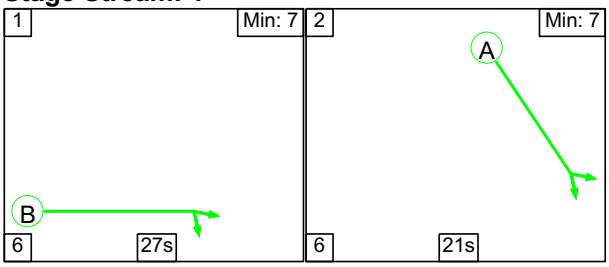
10/2+10/1	899	899	-	-	-	4.9	4.2	-	9.2	36.6	9.1	4.2	13.3
10/3	475	475	-	-	-	2.6	1.7	-	4.3	32.5	7.7	1.7	9.3
11/1	695	695	-	-	-	2.6	1.2	-	3.7	19.4	7.1	1.2	8.3
11/2	695	695	-	-	-	2.2	1.2	-	3.3	17.3	8.5	1.2	9.7
11/3	430	430	-	-	-	0.8	0.4	-	1.1	9.5	5.9	0.4	6.2
12/1	779	779	-	-	-	1.1	0.0	-	1.1	5.0	6.4	0.0	6.4
12/2	672	672	-	-	-	0.4	0.0	-	0.4	2.3	1.9	0.0	1.9
12/3	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1
13/1	1056	1056	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	211	211	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	359	359	-	-	-	2.5	3.2	-	5.6	56.5	6.2	3.2	9.4
14/2	354	354	-	-	-	2.4	2.9	-	5.3	54.1	6.1	2.9	9.0
15/1	464	464	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1026	1026	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	166	166	166	0	0	0.0	0.1	-	0.2	3.8	0.6	0.1	0.7
16/2+16/3	155	155	310	0	0	0.3	0.4	-	0.7	15.4	0.5	0.4	0.9
17/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	20.06	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-2.4	Total Delay for Signalled Lanes (pcuHr):	15.48	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-0.1	Total Delay for Signalled Lanes (pcuHr):	21.66	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	12.47	Cycle Time (s):	65
	PRC Over All Lanes (%):	-62.2	Total Delay Over All Lanes(pcuHr):	251.71		

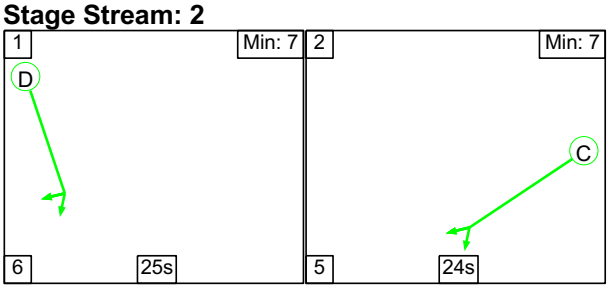
Scenario 6: '6' (FG6: '2041 PM Base', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

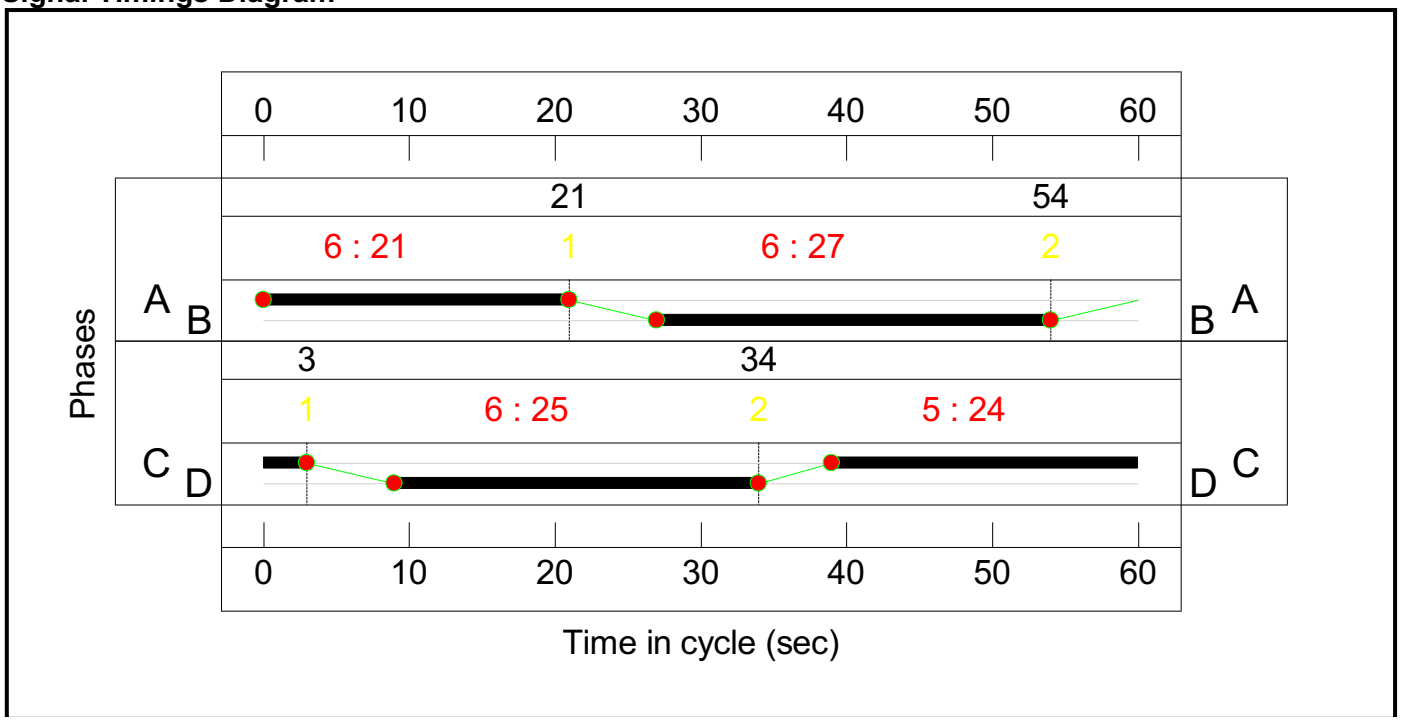
Stage Stream: 2

Stage	1	2
Duration	25	24
Change Point	3	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	24	39	3
D	E Circ Right Ahead	Traffic	2	25	9	34

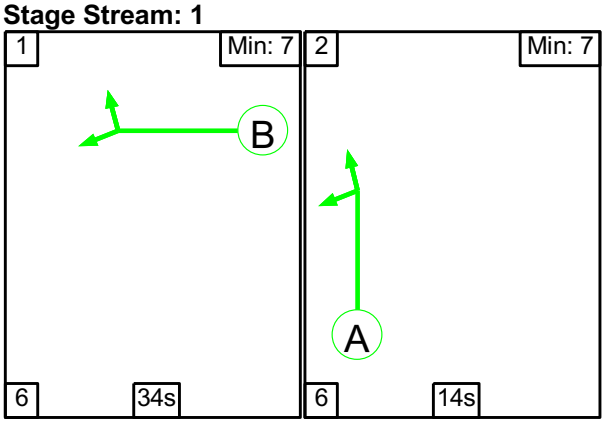
Signal Timings Diagram



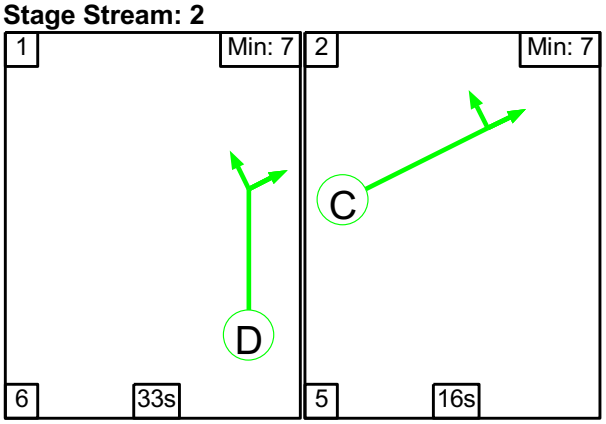
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

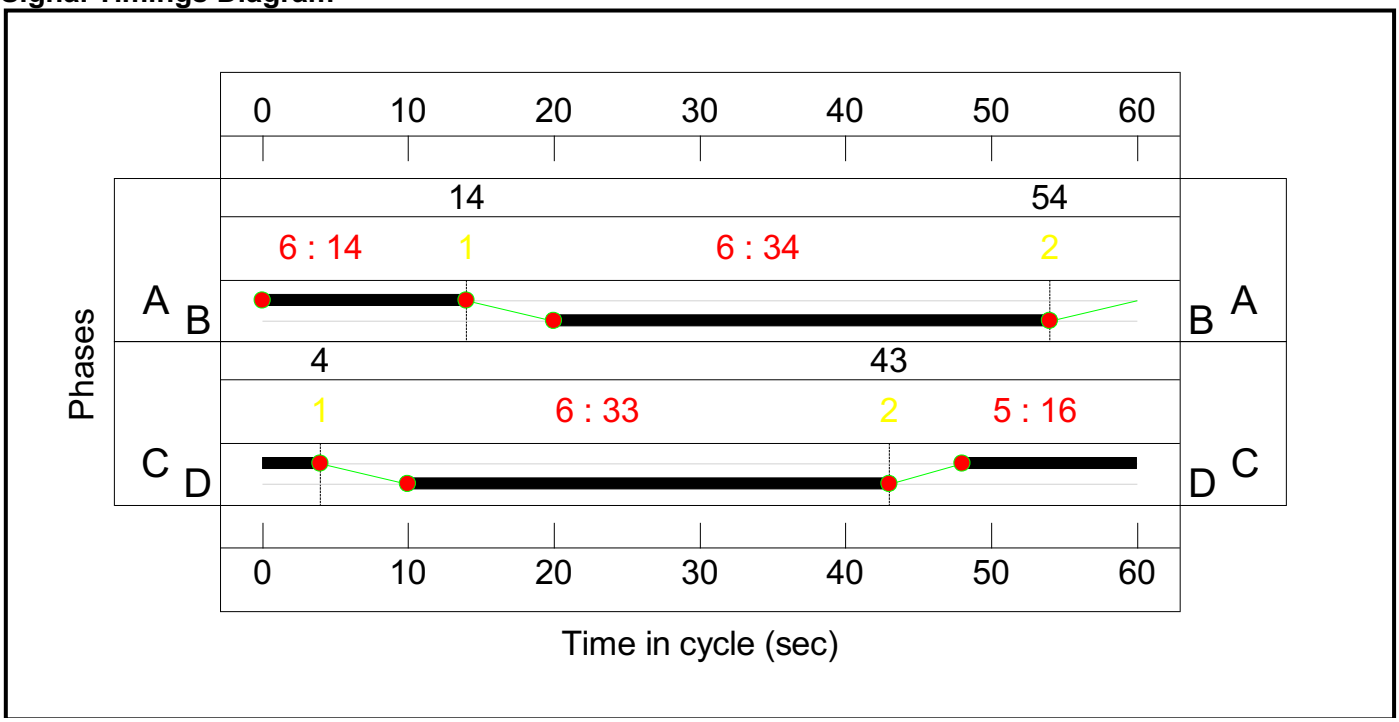
Stage Stream: 2

Stage	1	2
Duration	33	16
Change Point	4	43

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	16	48	4
D	W Circ Right Ahead	Traffic	2	33	10	43

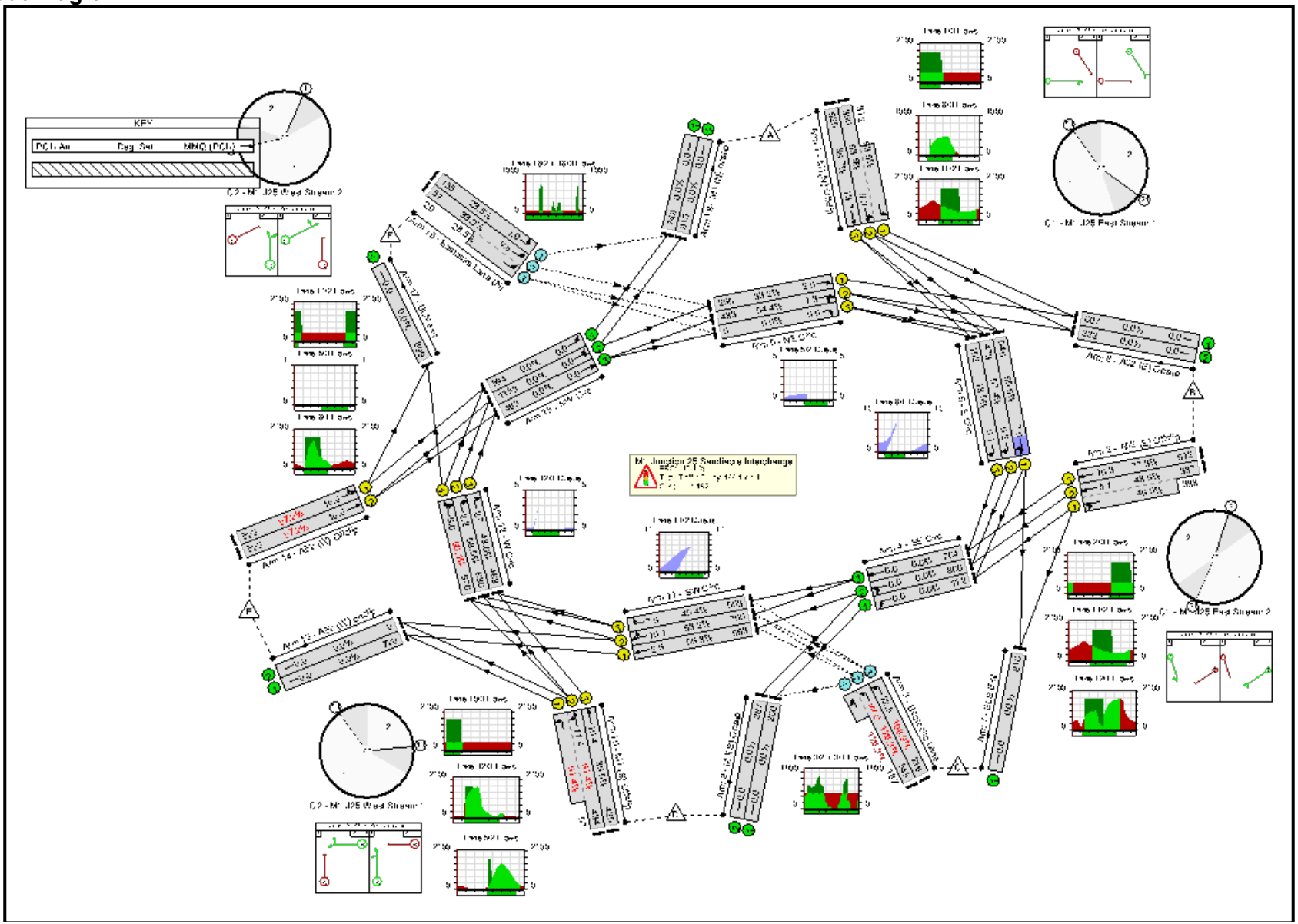
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	3
2/2	A52 (E) Offslip Ahead	U	C	39	3
2/3	A52 (E) Offslip Ahead	U	C	39	3
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	9	34
6/2	E Circ Right	U	D	9	34
6/3	E Circ Right	U	D	9	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	10	43
12/2	W Circ Right	U	D	10	43
12/3	W Circ Right	U	D	10	43
14/1	A52 (W) Offslip Ahead Left	U	C	48	4
14/2	A52 (W) Offslip Ahead	U	C	48	4

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**126.3%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**126.3%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	702	1900:1900	613+490	63.6 : 63.6%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	625	1900	697	89.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	24	-	-	775	1900:1900	792+792	48.9 : 49.0%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	24	-	-	612	1900	792	77.3%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	732	1800:1800	431+148	126.3 : 126.3%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	216	1800	198	108.9%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	112	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	860	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	764	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	306	1900	887	33.2%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	486	1900	887	54.4%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	0	1900	887	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	25	-	-	540	1900	823	65.6%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	473	1900	823	57.4%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	152	1900	823	18.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	816	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	618	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	336	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	299	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	387	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	491	1900:1900	475+62	91.4 : 91.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	425	1900	475	89.5%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	713	1900	1108	59.8%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	764	1900	1108	63.2%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	521	1900	1108	45.4%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	33	-	-	1034	1900	1077	90.1%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	644	1900	1077	58.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	466	1900	1077	43.0%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	770	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	16	-	-	523	1900	538	97.2%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	16	-	-	523	1900	538	97.2%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	643	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1167	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	466	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	658	23.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	77	1800:1800	168+70	33.9 : 28.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	914	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	798	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	918	Inf	Inf	0.0%

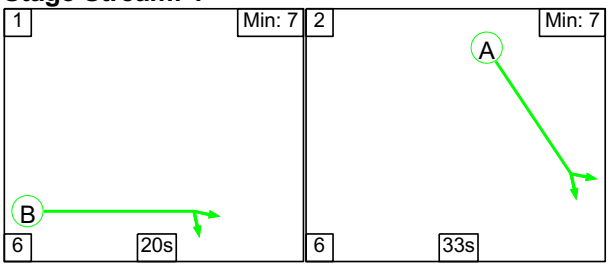
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1666**	**0**	**0**	**39.7**	**126.4**	**0.0**	**166.1**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1666**	**0**	**0**	**39.7**	**126.4**	**0.0**	**166.1**	**-**	**-**	**-**	**-**	
1/2+1/1	702	702	-	-	-	2.9	0.9	-	3.8	19.3	5.1	0.9	6.0	
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	
2/2+2/1	775	775	-	-	-	2.8	0.5	-	3.2	15.0	4.6	0.5	5.1	
2/3	612	612	-	-	-	2.6	1.7	-	4.2	24.9	8.7	1.7	10.3	
3/2+3/1	732	579	1159	0	0	6.2	78.6	-	84.7	416.8	21.2	78.6	99.8	
3/3	216	198	198	0	0	1.2	13.0	-	14.2	236.3	9.5	13.0	22.5	
4/1	112	112	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	860	860	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	764	764	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	295	295	-	-	-	0.6	0.2	-	0.8	9.9	1.7	0.2	2.0	
5/2	483	483	-	-	-	0.3	0.6	-	0.9	6.5	0.8	0.6	1.3	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	540	540	-	-	-	1.1	0.0	-	1.1	7.4	7.0	0.0	7.0	
6/2	473	473	-	-	-	0.1	0.0	-	0.1	1.0	0.2	0.0	0.2	
6/3	152	152	-	-	-	0.0	0.0	-	0.0	1.0	0.1	0.0	0.1	
7/1	816	816	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	333	333	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	260	260	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

10/2+10/1	491	491	-	-	-	2.9	4.4	-	7.4	53.9	7.0	4.4	11.4
10/3	425	425	-	-	-	2.6	3.7	-	6.3	53.1	6.7	3.7	10.4
11/1	663	663	-	-	-	0.4	0.7	-	1.2	6.5	2.1	0.7	2.9
11/2	700	700	-	-	-	2.1	0.9	-	3.0	15.4	9.3	0.9	10.1
11/3	503	503	-	-	-	1.7	0.4	-	2.2	15.5	7.5	0.4	7.9
12/1	970	970	-	-	-	2.1	0.0	-	2.1	7.9	9.0	0.0	9.0
12/2	630	630	-	-	-	0.4	0.0	-	0.4	2.6	2.2	0.0	2.2
12/3	463	463	-	-	-	0.1	0.0	-	0.1	0.7	2.7	0.0	2.7
13/1	720	720	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	523	523	-	-	-	3.1	8.2	-	11.3	77.9	8.6	8.2	16.8
14/2	523	523	-	-	-	3.1	8.2	-	11.3	77.9	8.6	8.2	16.8
15/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1153	1153	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	155	155	155	0	0	0.1	0.2	-	0.3	5.8	0.8	0.2	1.0
16/2+16/3	77	77	154	0	0	0.1	0.2	-	0.4	17.5	0.3	0.2	0.6
17/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	915	915	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

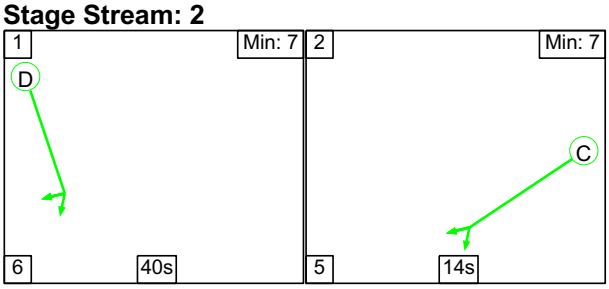
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	12.48	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	16.4	Total Delay for Signalled Lanes (pcuHr):	8.76	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-1.5	Total Delay for Signalled Lanes (pcuHr):	19.96	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-7.9	Total Delay for Signalled Lanes (pcuHr):	25.31	Cycle Time (s):	60
	PRC Over All Lanes (%):	-40.4	Total Delay Over All Lanes(pcuHr):	166.06		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	33
Change Point	58	19

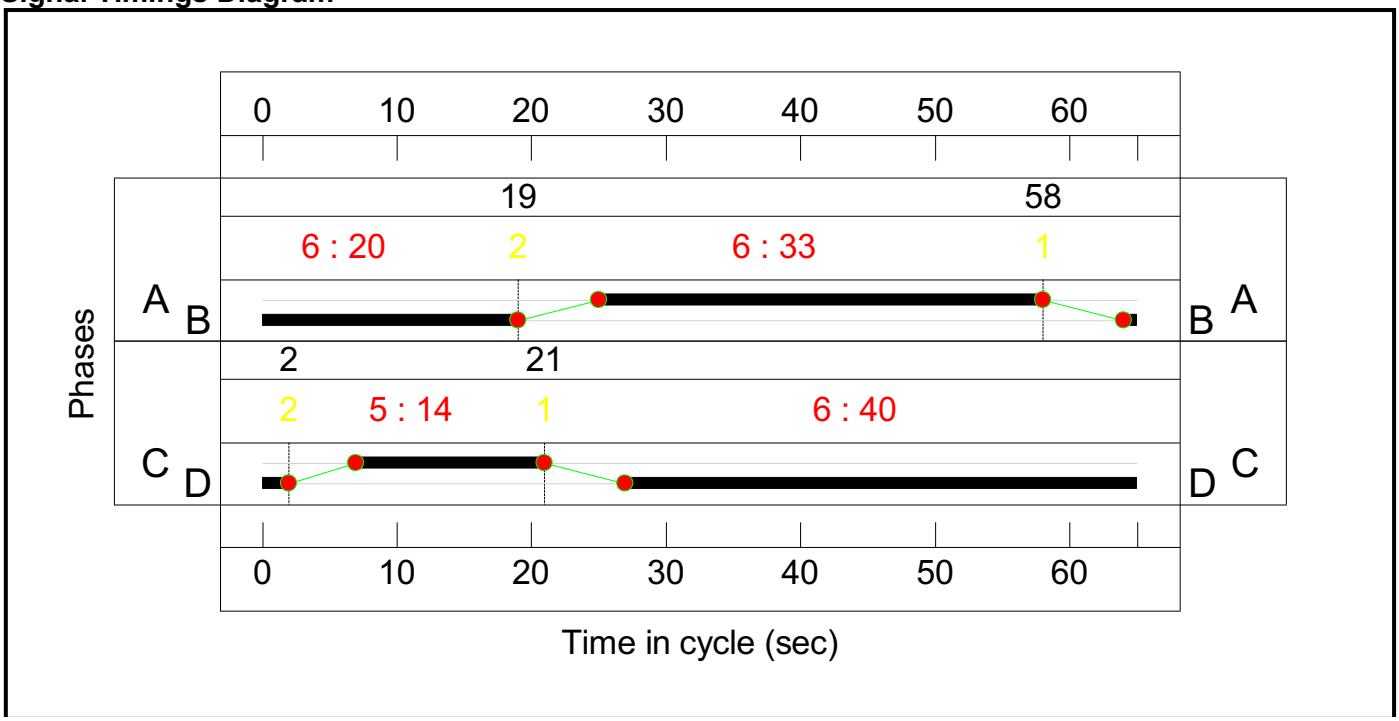
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	33	25	58
B	NE Circ Right Ahead	Traffic	1	20	64	19
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

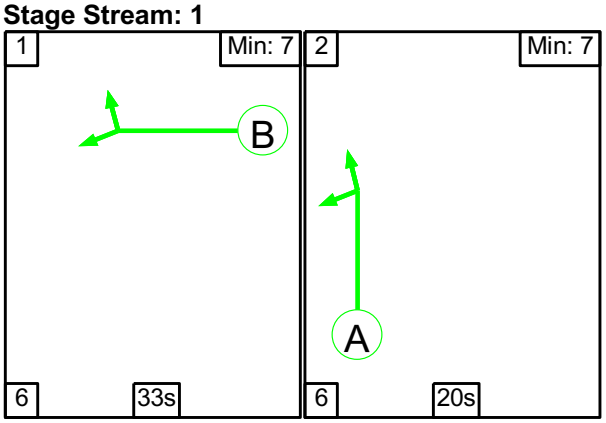
Signal Timings Diagram



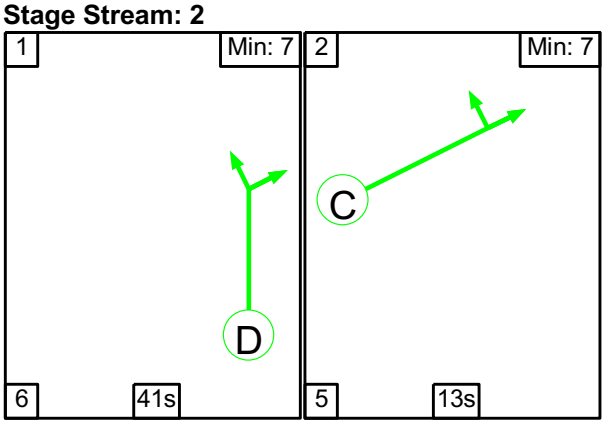
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

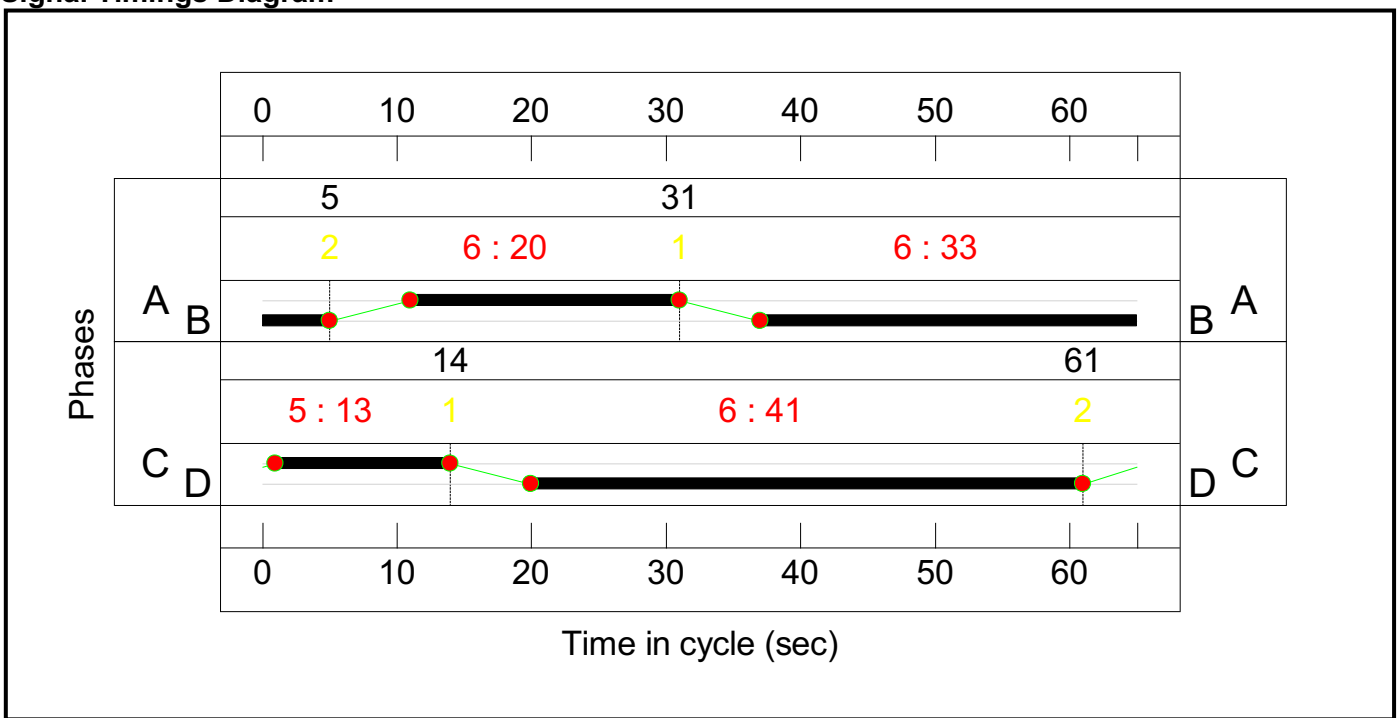
Stage Stream: 2

Stage	1	2
Duration	41	13
Change Point	14	61

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	13	1	14
D	W Circ Right Ahead	Traffic	2	41	20	61

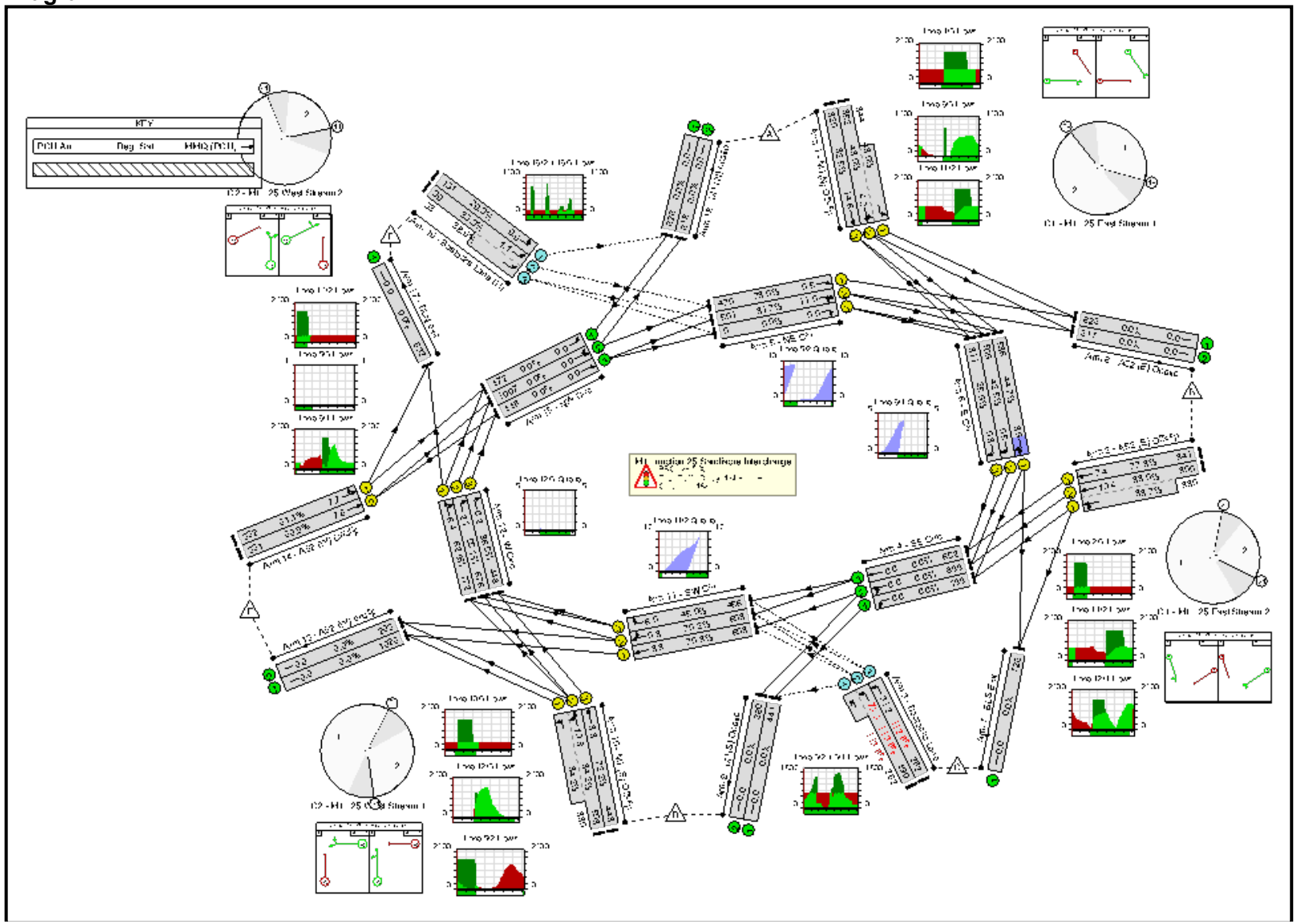
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	25	58
1/2	M1(N) Offslip Ahead Left	U	A	25	58
1/3	M1(N) Offslip Ahead	U	A	25	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	19
5/2	NE Circ Right Ahead	U	B	64	19
5/3	NE Circ Right	U	B	64	19
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	61
12/2	W Circ Right	U	D	20	61
12/3	W Circ Right	U	D	20	61
14/1	A52 (W) Offslip Ahead Left	U	C	1	14
14/2	A52 (W) Offslip Ahead	U	C	1	14

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**113.8%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**113.8%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	33	-	-	696	1900:1900	733+717	48.0 : 48.0%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	33	-	-	820	1900	994	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	779	1900:1900	438+438	88.9 : 88.7%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	341	1900	438	77.8%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	752	1800:1800	430+230	113.8 : 113.8%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	282	1800	250	112.8%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	199	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	899	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	20	-	-	499	1900	614	78.0%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	20	-	-	502	1900	614	81.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	20	-	-	0	1900	614	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	536	1900	1198	44.7%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	509	1900	1198	42.5%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	311	1900	1198	25.9%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	726	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	843	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	318	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	461	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	380	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	833	1900:1900	598+392	84.2 : 84.2%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	443	1900	614	72.2%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	723	1900	994	70.3%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	738	1900	994	70.2%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	482	1900	994	45.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	41	-	-	810	1900	1228	62.9%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	702	1900	1228	55.1%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	449	1900	1228	36.5%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	1053	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	205	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	13	-	-	332	1900	409	81.1%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	13	-	-	331	1900	409	80.9%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	505	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1033	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	449	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	154	1800	737	20.9%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800:1800	251+137	35.9 : 38.6%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	659	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	624	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2034**	**0**	**0**	**42.4**	**92.2**	**0.0**	**134.6**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2034**	**0**	**0**	**42.4**	**92.2**	**0.0**	**134.6**	**-**	**-**	**-**	**-**	
1/2+1/1	696	696	-	-	-	1.8	0.5	-	2.2	11.4	3.7	0.5	4.2	
1/3	820	820	-	-	-	3.0	2.3	-	5.3	23.1	12.3	2.3	14.6	
2/2+2/1	779	779	-	-	-	5.2	3.7	-	8.9	41.3	6.7	3.7	10.4	
2/3	341	341	-	-	-	2.2	1.7	-	3.9	41.3	5.7	1.7	7.4	
3/2+3/1	752	672	1344	0	0	3.2	49.5	-	52.8	252.6	23.8	49.5	73.3	
3/3	282	250	250	0	0	2.2	19.6	-	21.8	278.1	11.7	19.6	31.2	
4/1	199	199	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	479	479	-	-	-	2.3	1.7	-	4.0	30.1	7.7	1.7	9.5	
5/2	501	501	-	-	-	2.7	2.1	-	4.9	35.1	8.9	2.1	11.0	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	536	536	-	-	-	0.7	0.0	-	0.7	5.0	3.9	0.0	3.9	
6/2	509	509	-	-	-	0.2	0.0	-	0.2	1.1	0.5	0.0	0.5	
6/3	311	311	-	-	-	0.1	0.0	-	0.1	1.1	0.3	0.0	0.3	
7/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	823	823	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	317	317	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	441	441	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

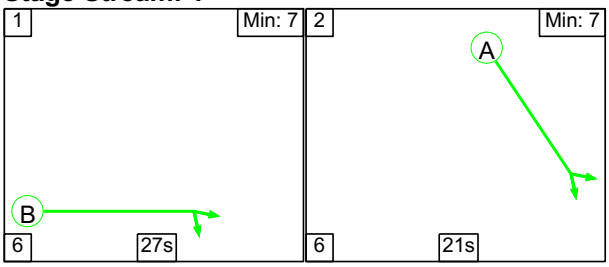
10/2+10/1	833	833	-	-	-	4.5	2.6	-	7.1	30.5	8.2	2.6	10.8
10/3	443	443	-	-	-	2.4	1.3	-	3.7	29.8	7.0	1.3	8.3
11/1	698	698	-	-	-	2.5	1.2	-	3.6	18.8	7.1	1.2	8.3
11/2	698	698	-	-	-	2.2	1.2	-	3.4	17.4	8.6	1.2	9.8
11/3	456	456	-	-	-	0.9	0.4	-	1.3	10.4	6.5	0.4	6.9
12/1	772	772	-	-	-	1.1	0.0	-	1.1	5.2	6.4	0.0	6.4
12/2	676	676	-	-	-	0.5	0.0	-	0.5	2.4	2.1	0.0	2.1
12/3	448	448	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
13/1	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	332	332	-	-	-	2.2	2.0	-	4.3	46.4	5.6	2.0	7.7
14/2	331	331	-	-	-	2.2	2.0	-	4.2	46.1	5.6	2.0	7.6
15/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1007	1007	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	448	448	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	154	154	154	0	0	0.0	0.1	-	0.2	3.6	0.4	0.1	0.6
16/2+16/3	143	143	286	0	0	0.2	0.3	-	0.5	13.2	0.8	0.3	1.1
17/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	626	626	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	618	618	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	16.37	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	1.2	Total Delay for Signalled Lanes (pcuHr):	13.83	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	6.9	Total Delay for Signalled Lanes (pcuHr):	19.06	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	10.9	Total Delay for Signalled Lanes (pcuHr):	10.10	Cycle Time (s):	65
	PRC Over All Lanes (%):	-26.5	Total Delay Over All Lanes(pcuHr):	134.61		

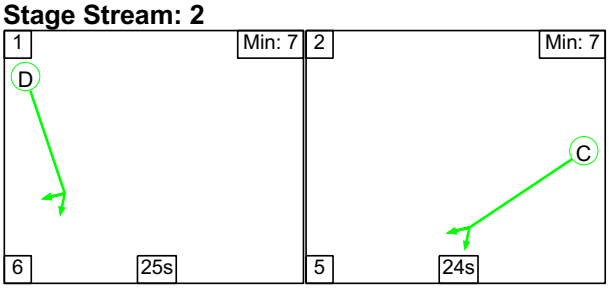
Scenario 8: '8' (FG8: '2028 PM Base + Dev', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

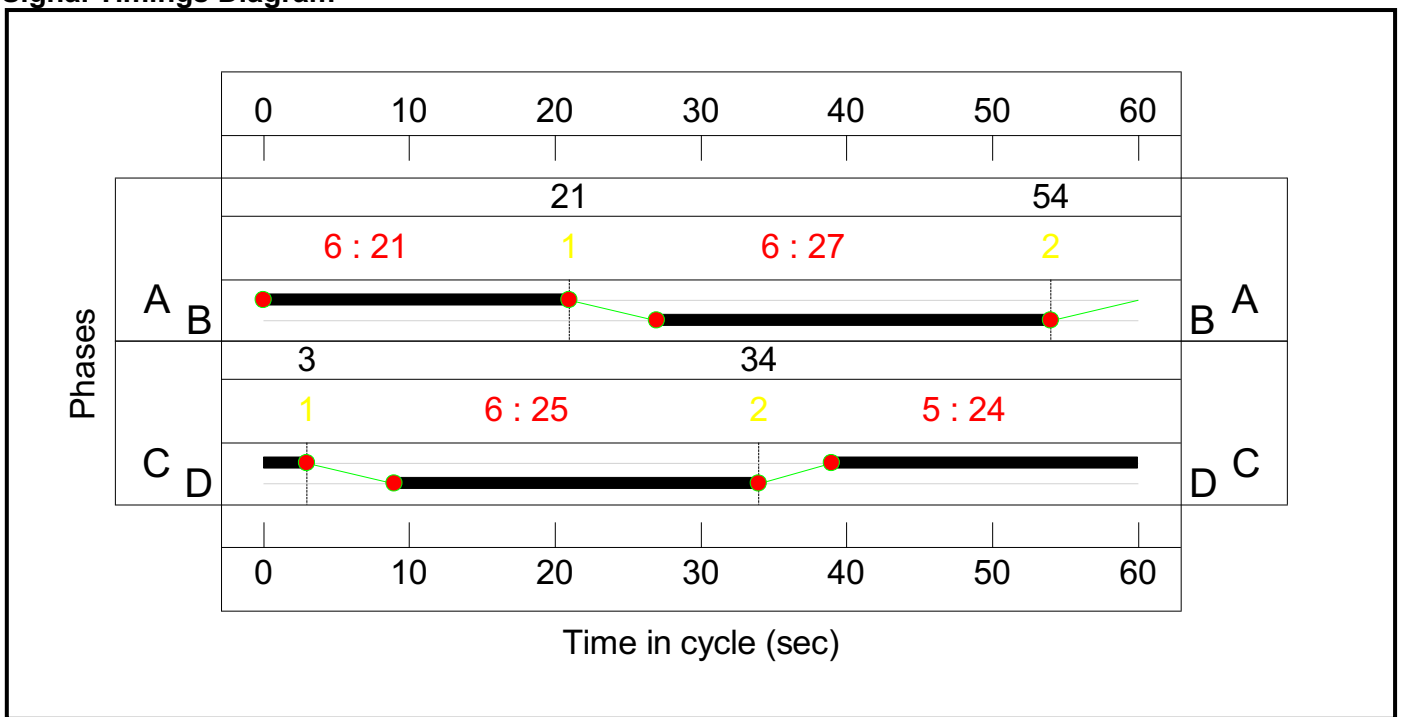
Stage Stream: 2

Stage	1	2
Duration	25	24
Change Point	3	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	24	39	3
D	E Circ Right Ahead	Traffic	2	25	9	34

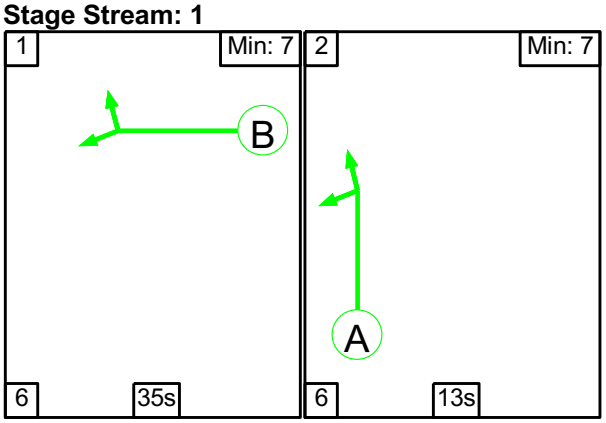
Signal Timings Diagram



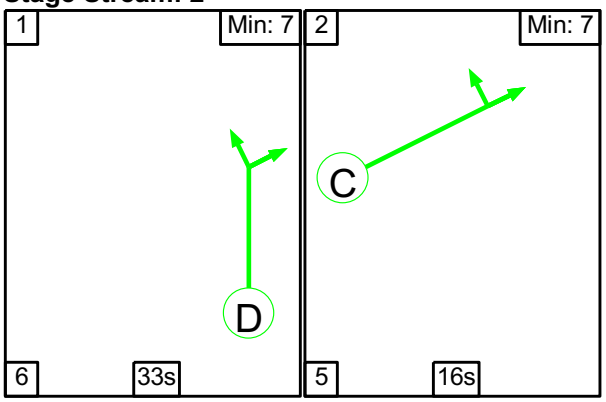
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	13
Change Point	13	54

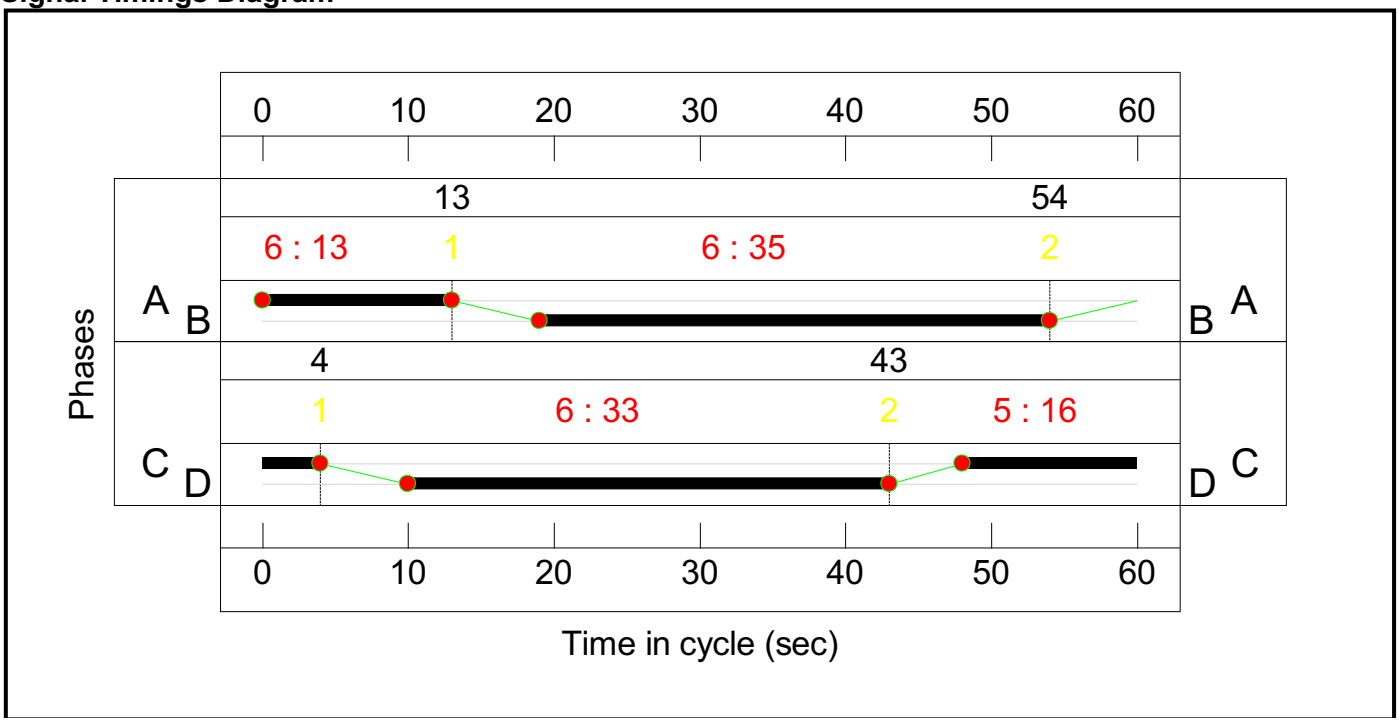
Stage Stream: 2

Stage	1	2
Duration	33	16
Change Point	4	43

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	16	48	4
D	W Circ Right Ahead	Traffic	2	33	10	43

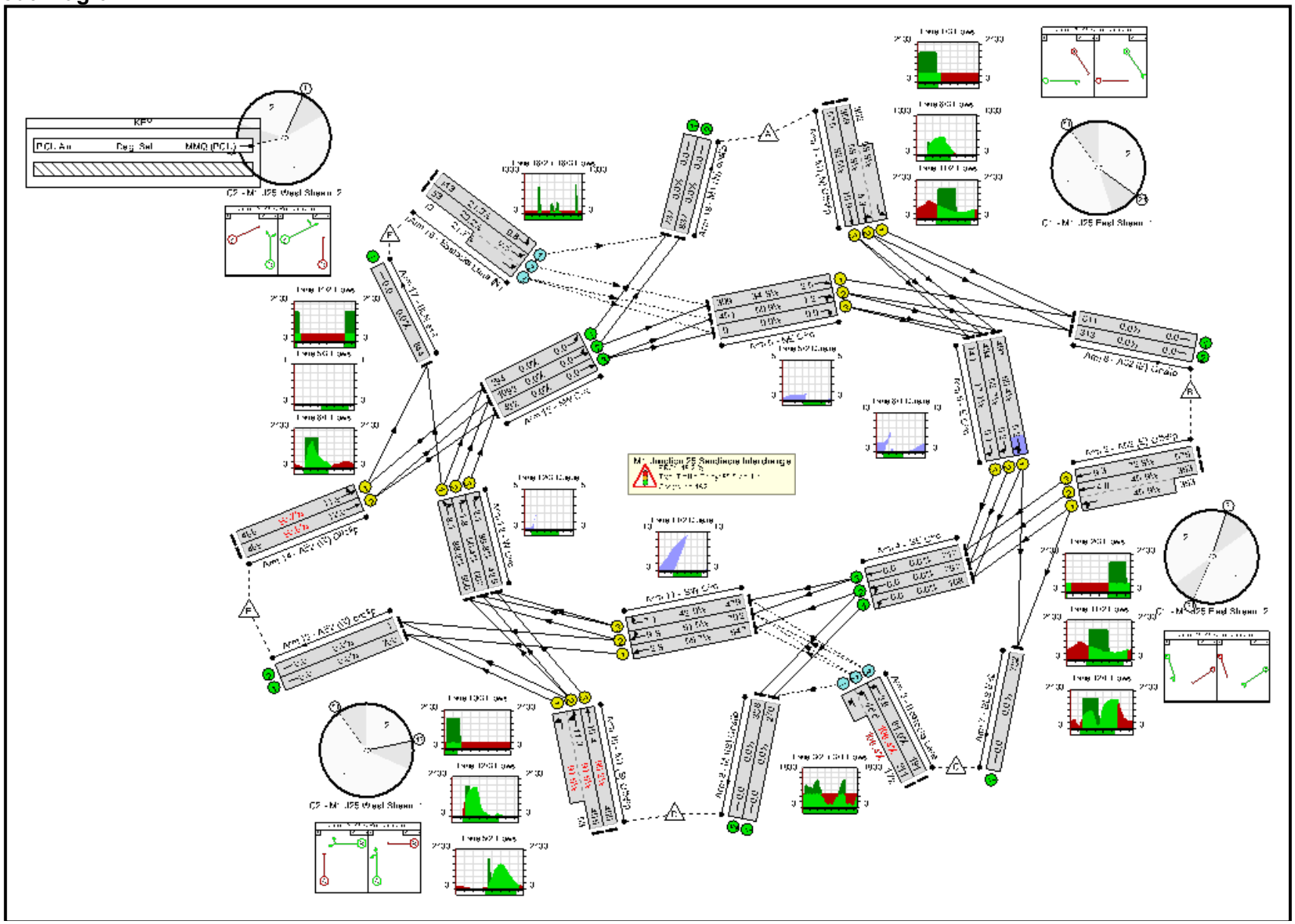
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	3
2/2	A52 (E) Offslip Ahead	U	C	39	3
2/3	A52 (E) Offslip Ahead	U	C	39	3
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	9	34
6/2	E Circ Right	U	D	9	34
6/3	E Circ Right	U	D	9	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	10	43
12/2	W Circ Right	U	D	10	43
12/3	W Circ Right	U	D	10	43
14/1	A52 (W) Offslip Ahead Left	U	C	48	4
14/2	A52 (W) Offslip Ahead	U	C	48	4

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**106.4%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**106.4%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	661	1900:1900	610+513	58.8 : 58.8%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	575	1900	697	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	24	-	-	726	1900:1900	792+792	45.9 : 45.9%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	24	-	-	576	1900	792	72.8%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	683	1800:1800	480+162	106.4 : 106.4%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	191	1800	236	81.0%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	108	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	797	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	717	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	309	1900	887	34.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	451	1900	887	50.9%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	0	1900	887	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	25	-	-	497	1900	823	60.4%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	434	1900	823	52.7%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	141	1900	823	17.1%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	752	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	611	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	313	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	280	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	358	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	459	1900:1900	443+58	91.6 : 91.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	400	1900	443	90.2%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	660	1900	1140	56.7%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	719	1900	1140	61.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	479	1900	1140	42.0%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	33	-	-	967	1900	1077	88.2%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	607	1900	1077	56.4%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	429	1900	1077	39.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	713	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	16	-	-	488	1900	538	90.7%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	16	-	-	489	1900	538	90.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	607	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1093	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	432	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	654	21.9%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	72	1800:1800	182+88	29.2 : 21.7%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	848	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	750	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	837	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1762**	**0**	**0**	**32.3**	**53.2**	**0.0**	**85.5**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1762**	**0**	**0**	**32.3**	**53.2**	**0.0**	**85.5**	**-**	**-**	**-**	**-**	
1/2+1/1	661	661	-	-	-	2.7	0.7	-	3.4	18.5	4.6	0.7	5.3	
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	
2/2+2/1	726	726	-	-	-	2.5	0.4	-	3.0	14.7	4.3	0.4	4.8	
2/3	576	576	-	-	-	2.3	1.3	-	3.7	22.9	8.0	1.3	9.3	
3/2+3/1	683	642	1284	0	0	2.3	26.8	-	29.1	153.6	21.9	26.8	48.8	
3/3	191	191	191	0	0	0.5	2.0	-	2.5	46.5	1.6	2.0	3.6	
4/1	108	108	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	717	717	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	309	309	-	-	-	0.7	0.3	-	0.9	11.0	2.2	0.3	2.5	
5/2	451	451	-	-	-	0.3	0.5	-	0.8	6.1	0.7	0.5	1.2	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	497	497	-	-	-	1.0	0.0	-	1.0	7.2	5.2	0.0	5.2	
6/2	434	434	-	-	-	0.1	0.0	-	0.1	0.8	0.2	0.0	0.2	
6/3	141	141	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	
7/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	611	611	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	270	270	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

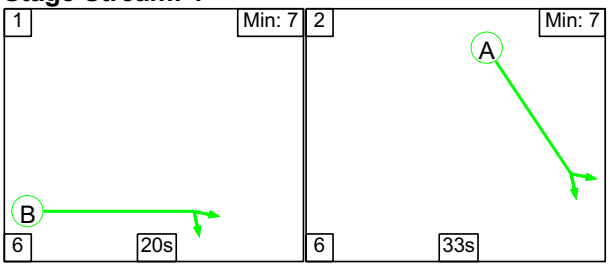
10/2+10/1	459	459	-	-	-	2.8	4.5	-	7.3	57.1	6.5	4.5	11.0
10/3	400	400	-	-	-	2.5	3.9	-	6.4	57.5	6.4	3.9	10.4
11/1	647	647	-	-	-	0.4	0.7	-	1.1	6.0	2.1	0.7	2.8
11/2	702	702	-	-	-	2.0	0.8	-	2.8	14.2	9.0	0.8	9.8
11/3	479	479	-	-	-	1.4	0.4	-	1.8	13.5	6.8	0.4	7.1
12/1	950	950	-	-	-	1.8	0.0	-	1.8	6.7	8.1	0.0	8.1
12/2	607	607	-	-	-	0.3	0.0	-	0.3	2.0	1.8	0.0	1.8
12/3	429	429	-	-	-	0.1	0.0	-	0.1	0.5	2.1	0.0	2.1
13/1	700	700	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	488	488	-	-	-	2.8	4.2	-	7.0	51.4	7.7	4.2	11.9
14/2	489	489	-	-	-	2.8	4.2	-	7.0	51.9	7.7	4.2	12.0
15/1	594	594	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	432	432	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	143	143	143	0	0	0.1	0.1	-	0.2	5.4	0.7	0.1	0.8
16/2+16/3	72	72	144	0	0	0.1	0.2	-	0.3	15.3	0.3	0.2	0.5
17/1	844	844	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	737	737	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	10.14	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	23.7	Total Delay for Signalled Lanes (pcuHr):	7.76	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	19.30	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-0.9	Total Delay for Signalled Lanes (pcuHr):	16.18	Cycle Time (s):	60
	PRC Over All Lanes (%):	-18.2	Total Delay Over All Lanes(pcuHr):	85.52		

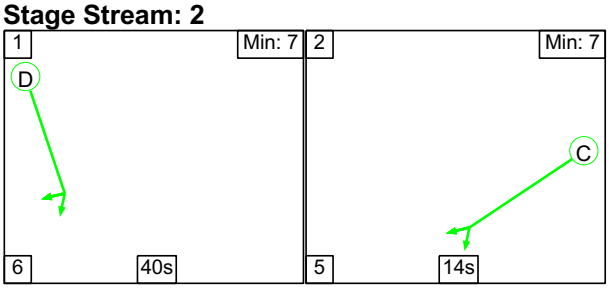
Scenario 9: '9' (FG9: '2041 AM Base + Dev', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	33
Change Point	58	19

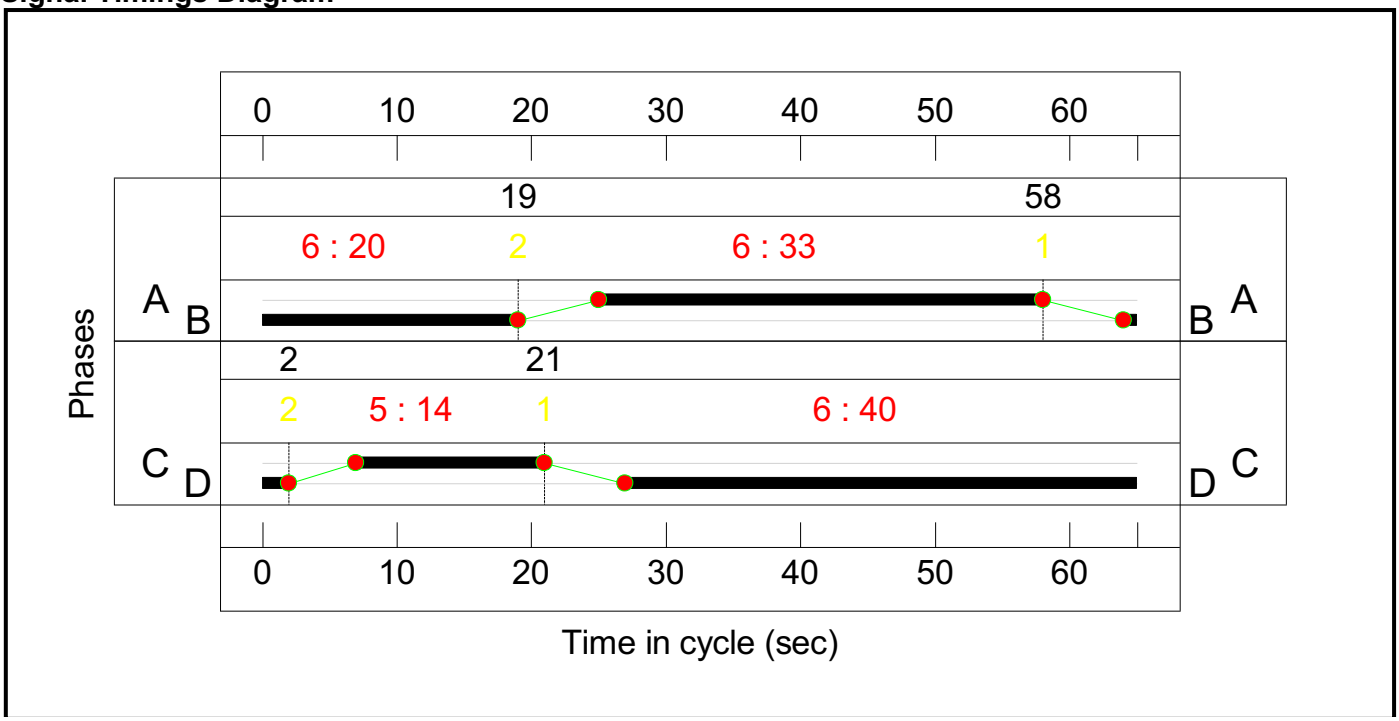
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	33	25	58
B	NE Circ Right Ahead	Traffic	1	20	64	19
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

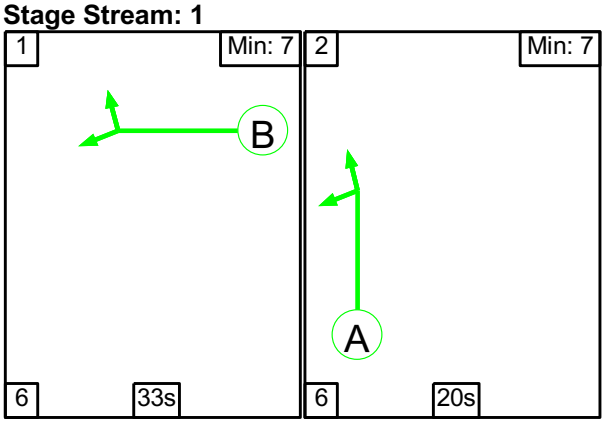
Signal Timings Diagram



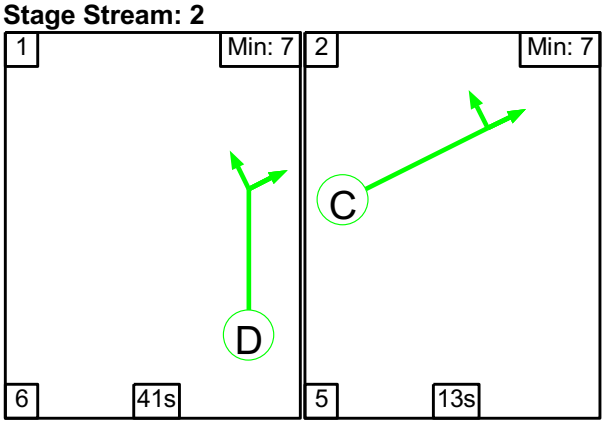
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

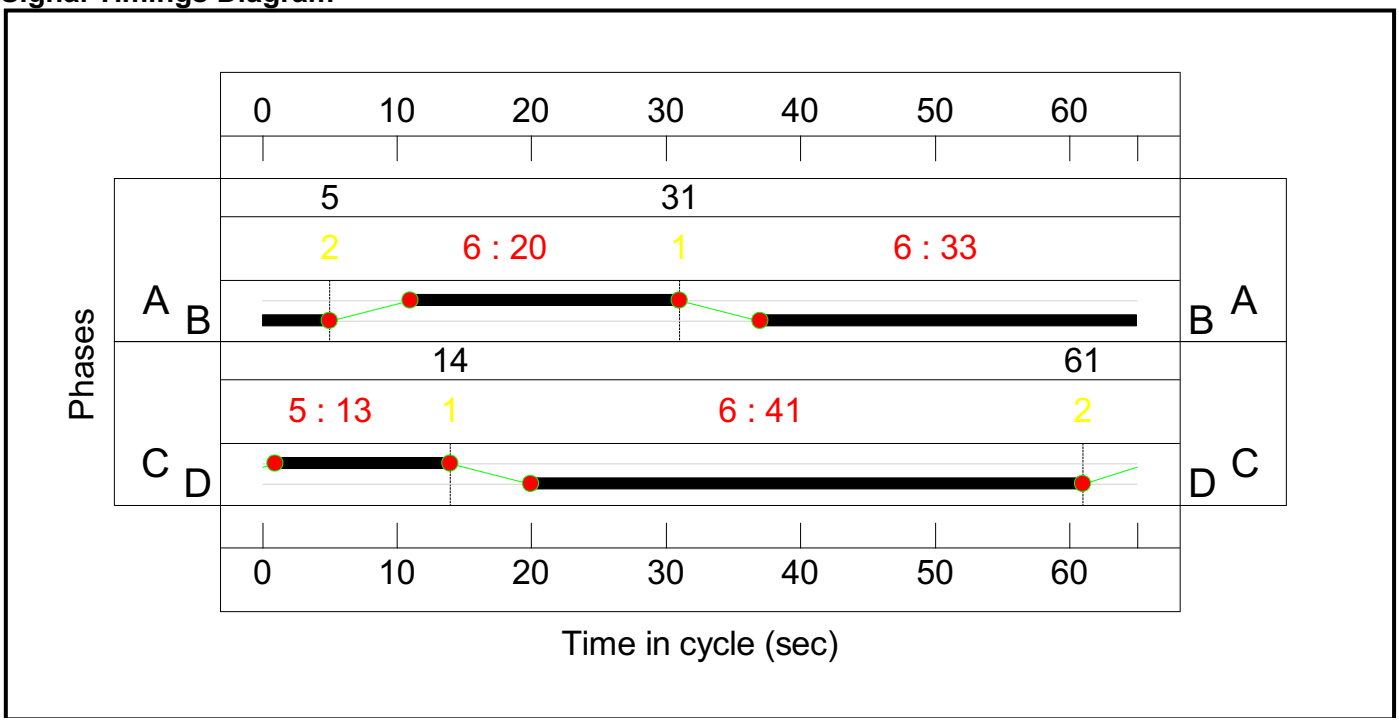
Stage Stream: 2

Stage	1	2
Duration	41	13
Change Point	14	61

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	13	1	14
D	W Circ Right Ahead	Traffic	2	41	20	61

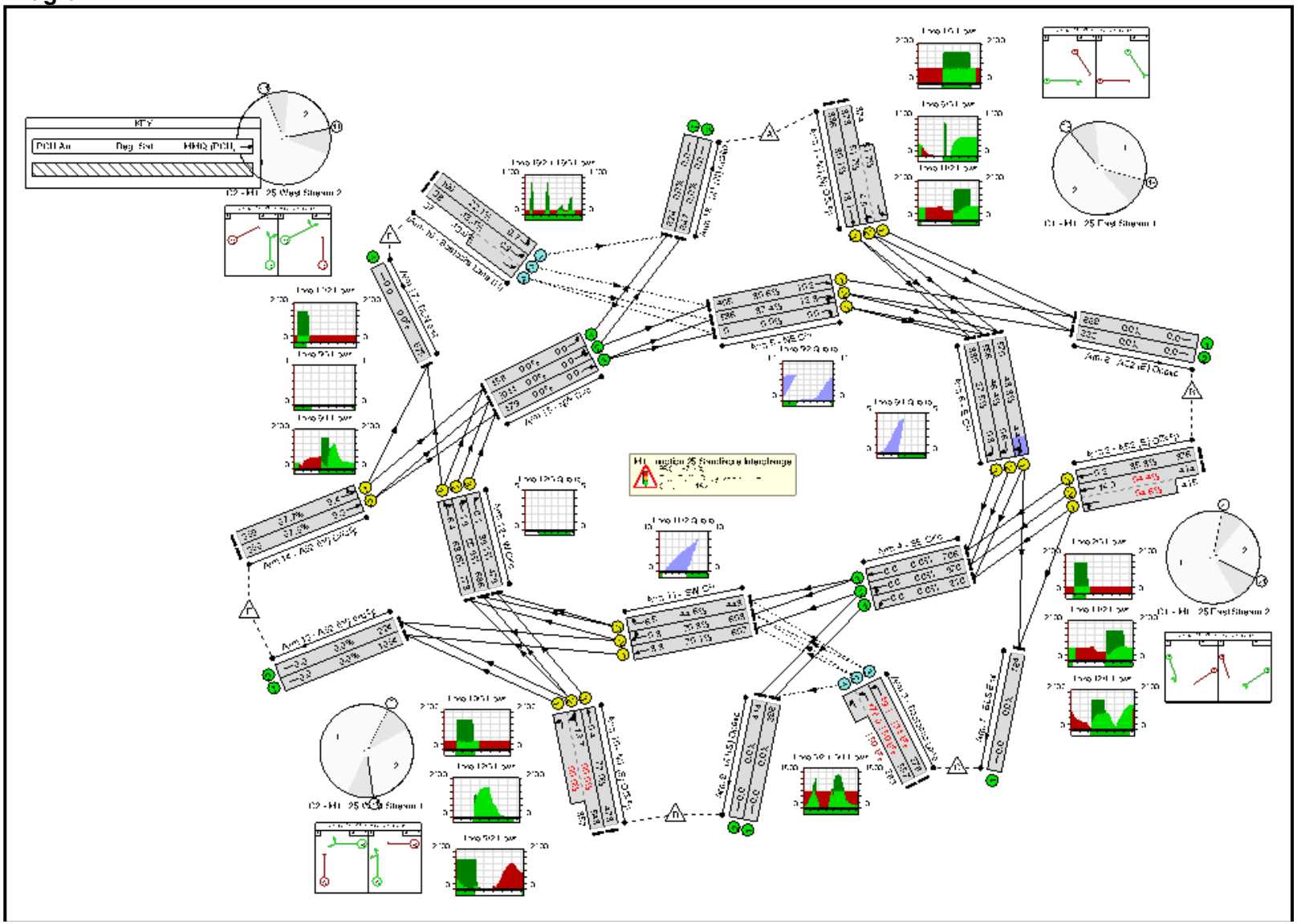
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	25	58
1/2	M1(N) Offslip Ahead Left	U	A	25	58
1/3	M1(N) Offslip Ahead	U	A	25	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	19
5/2	NE Circ Right Ahead	U	B	64	19
5/3	NE Circ Right	U	B	64	19
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	61
12/2	W Circ Right	U	D	20	61
12/3	W Circ Right	U	D	20	61
14/1	A52 (W) Offslip Ahead Left	U	C	1	14
14/2	A52 (W) Offslip Ahead	U	C	1	14

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**150.6%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**150.6%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	33	-	-	752	1900:1900	732+724	51.7 : 51.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	33	-	-	886	1900	994	89.1%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	829	1900:1900	438+438	94.4 : 94.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	376	1900	438	85.8%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	840	1800:1800	370+188	150.6 : 150.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	278	1800	207	134.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	210	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	970	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	706	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	20	-	-	545	1900	614	80.6%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	20	-	-	537	1900	614	87.4%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	20	-	-	0	1900	614	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	579	1900	1198	48.3%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	556	1900	1198	46.4%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	330	1900	1198	27.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	784	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	919	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	336	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	493	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	414	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	900	1900:1900	597+393	90.9 : 90.9%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	478	1900	614	77.9%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	768	1900	994	70.1%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	825	1900	994	70.3%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	504	1900	994	44.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	41	-	-	891	1900	1228	63.0%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	746	1900	1228	55.9%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	480	1900	1228	39.1%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	1125	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	233	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	13	-	-	359	1900	409	87.7%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	13	-	-	358	1900	409	87.5%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	561	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1104	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	752	22.1%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800:1800	226+115	43.4 : 49.6%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	727	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	657	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1798**	**0**	**0**	**54.2**	**215.0**	**0.0**	**269.3**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1798**	**0**	**0**	**54.2**	**215.0**	**0.0**	**269.3**	**-**	**-**	**-**	**-**	
1/2+1/1	752	752	-	-	-	1.9	0.5	-	2.5	11.8	4.0	0.5	4.5	
1/3	886	886	-	-	-	3.4	3.8	-	7.2	29.4	14.3	3.8	18.1	
2/2+2/1	829	829	-	-	-	5.7	6.7	-	12.4	53.9	7.3	6.7	14.0	
2/3	376	376	-	-	-	2.5	2.8	-	5.3	50.5	6.5	2.8	9.2	
3/2+3/1	840	558	1116	0	0	10.9	142.5	-	153.5	657.7	33.4	142.5	176.0	
3/3	278	207	207	0	0	3.4	37.6	-	41.0	530.5	11.5	37.6	49.1	
4/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	706	706	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	495	495	-	-	-	2.4	2.0	-	4.4	32.2	8.2	2.0	10.2	
5/2	536	536	-	-	-	3.0	3.2	-	6.2	41.3	9.6	3.2	12.8	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	579	579	-	-	-	0.8	0.0	-	0.8	4.9	4.4	0.0	4.4	
6/2	556	556	-	-	-	0.2	0.0	-	0.2	1.2	0.6	0.0	0.6	
6/3	330	330	-	-	-	0.1	0.0	-	0.1	1.2	0.3	0.0	0.3	
7/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	398	398	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

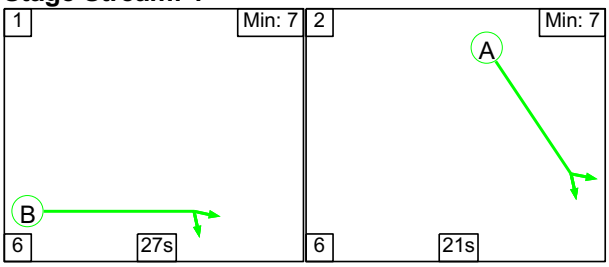
10/2+10/1	900	900	-	-	-	5.0	4.5	-	9.5	38.0	9.2	4.5	13.7
10/3	478	478	-	-	-	2.6	1.7	-	4.4	32.8	7.7	1.7	9.4
11/1	697	697	-	-	-	2.6	1.2	-	3.8	19.4	7.1	1.2	8.3
11/2	698	698	-	-	-	2.2	1.2	-	3.4	17.4	8.7	1.2	9.8
11/3	443	443	-	-	-	0.8	0.4	-	1.2	9.7	6.1	0.4	6.5
12/1	773	773	-	-	-	1.1	0.0	-	1.1	5.1	6.4	0.0	6.4
12/2	686	686	-	-	-	0.4	0.0	-	0.4	2.3	1.9	0.0	1.9
12/3	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1
13/1	1054	1054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	224	224	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	359	359	-	-	-	2.5	3.2	-	5.6	56.5	6.2	3.2	9.4
14/2	358	358	-	-	-	2.5	3.1	-	5.6	56.0	6.2	3.1	9.3
15/1	458	458	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	166	166	166	0	0	0.0	0.1	-	0.2	3.8	0.6	0.1	0.7
16/2+16/3	155	155	310	0	0	0.3	0.4	-	0.7	15.8	0.5	0.4	0.9
17/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	624	624	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	647	647	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	20.28	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-5.2	Total Delay for Signalled Lanes (pcuHr):	18.76	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-1.0	Total Delay for Signalled Lanes (pcuHr):	22.18	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	12.75	Cycle Time (s):	65
	PRC Over All Lanes (%):	-67.3	Total Delay Over All Lanes(pcuHr):	269.25		

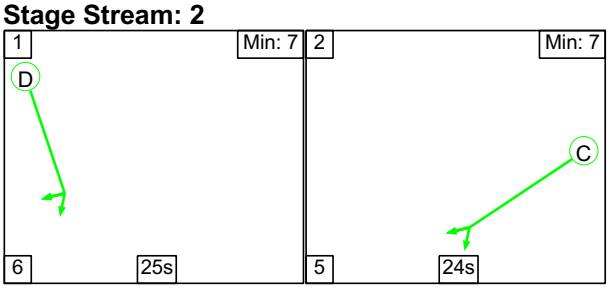
Scenario 10: '10' (FG10: '2041 PM Base + Dev', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

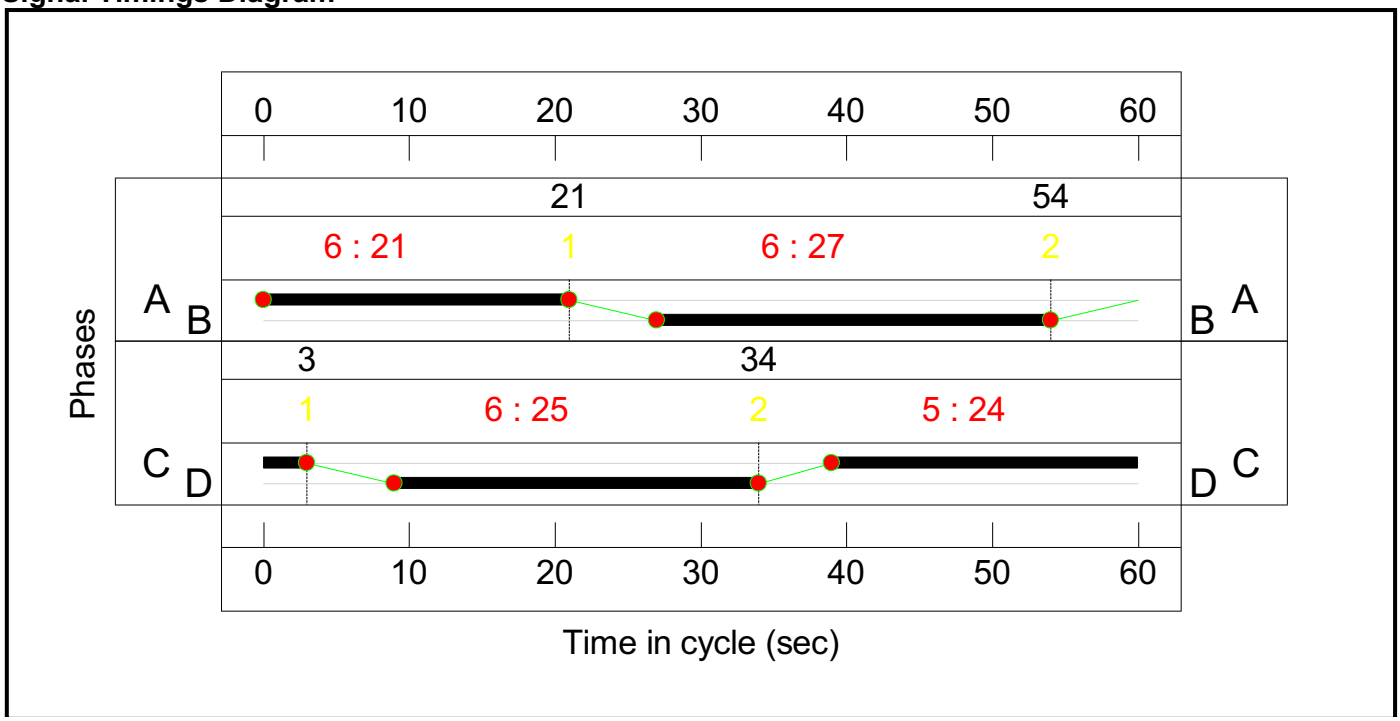
Stage Stream: 2

Stage	1	2
Duration	25	24
Change Point	3	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	24	39	3
D	E Circ Right Ahead	Traffic	2	25	9	34

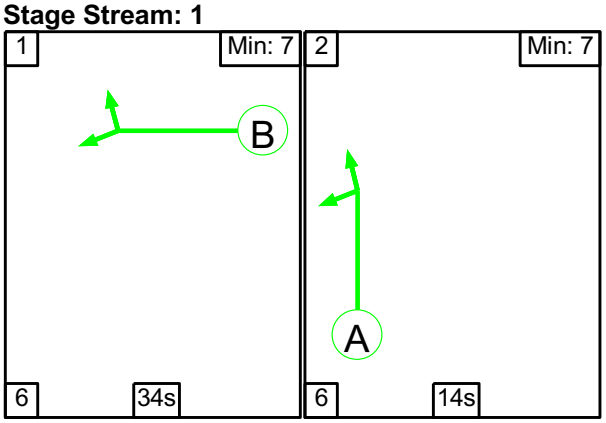
Signal Timings Diagram



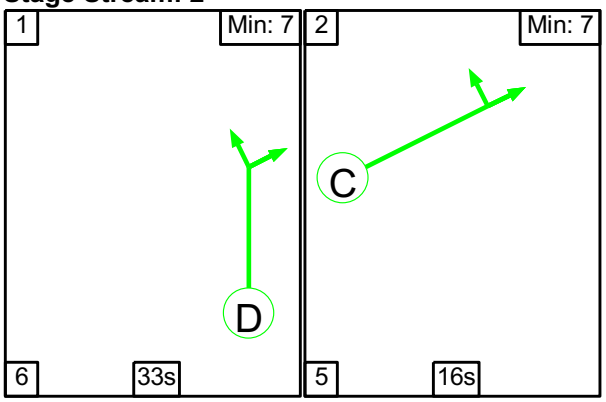
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

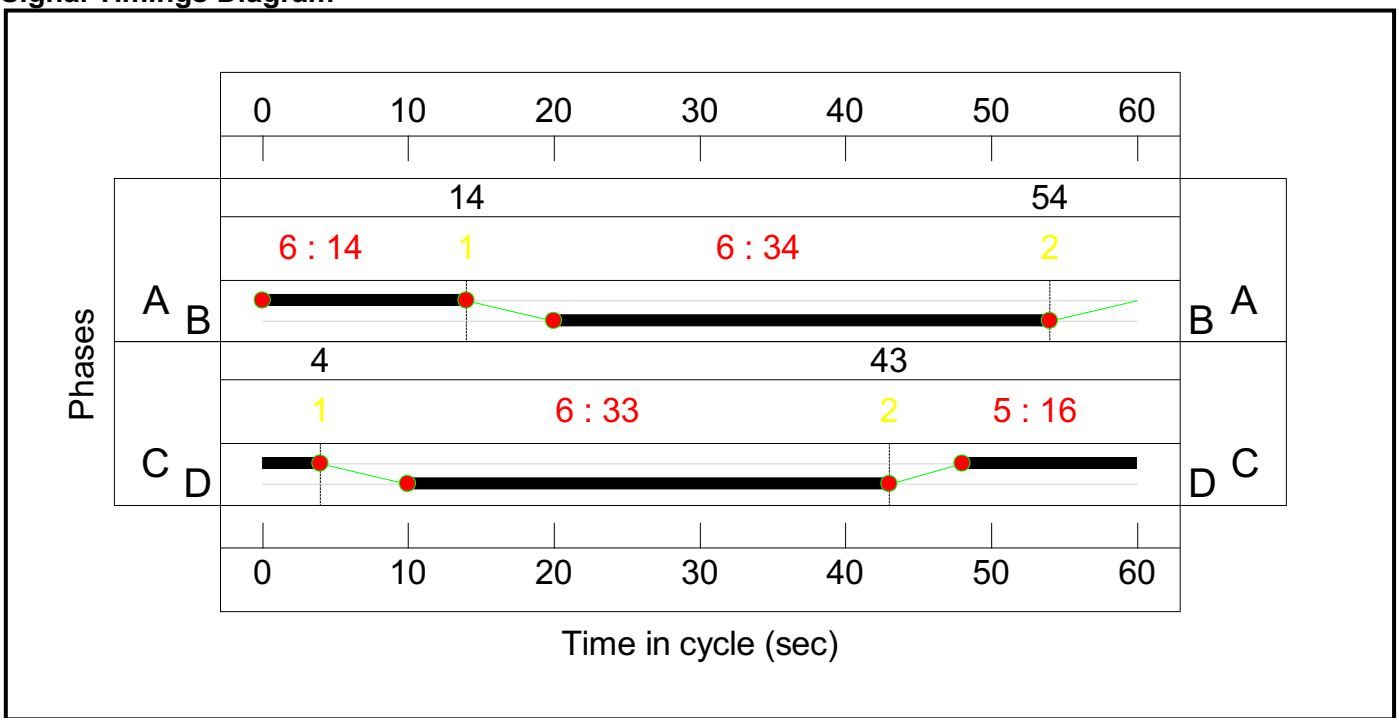
Stage Stream: 2

Stage	1	2
Duration	33	16
Change Point	4	43

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	16	48	4
D	W Circ Right Ahead	Traffic	2	33	10	43

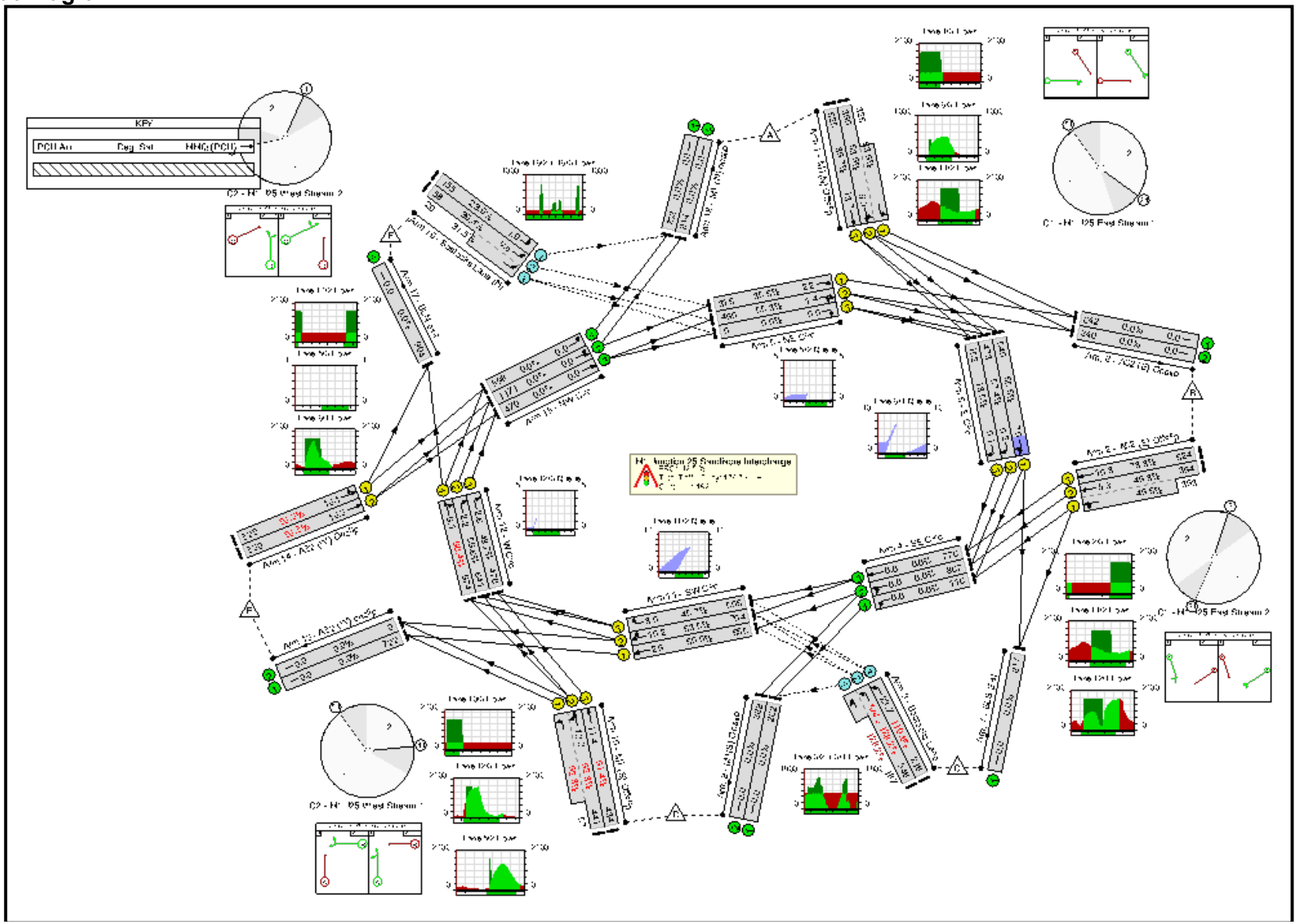
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	3
2/2	A52 (E) Offslip Ahead	U	C	39	3
2/3	A52 (E) Offslip Ahead	U	C	39	3
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	9	34
6/2	E Circ Right	U	D	9	34
6/3	E Circ Right	U	D	9	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	10	43
12/2	W Circ Right	U	D	10	43
12/3	W Circ Right	U	D	10	43
14/1	A52 (W) Offslip Ahead Left	U	C	48	4
14/2	A52 (W) Offslip Ahead	U	C	48	4

Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**128.2%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**128.2%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	716	1900:1900	611+510	63.9 : 63.9%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	625	1900	697	89.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	24	-	-	787	1900:1900	792+792	49.8 : 49.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	24	-	-	624	1900	792	78.8%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	733	1800:1800	426+146	128.2 : 128.2%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	216	1800	195	110.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	116	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	867	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	776	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	329	1900	887	35.6%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	494	1900	887	55.3%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	0	1900	887	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	25	-	-	540	1900	823	65.6%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	473	1900	823	57.4%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	152	1900	823	18.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	655	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	344	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	303	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	389	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	498	1900:1900	475+61	92.8 : 92.8%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	434	1900	475	91.4%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	718	1900	1108	60.0%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	771	1900	1108	63.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	527	1900	1108	45.7%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	33	-	-	1041	1900	1077	90.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	658	1900	1077	59.6%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	474	1900	1077	43.7%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	775	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	16	-	-	529	1900	538	98.3%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	16	-	-	530	1900	538	98.5%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	650	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1188	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	474	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	657	23.6%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	78	1800:1800	159+64	36.4 : 31.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	920	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	805	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	917	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1649**	**0**	**0**	**40.6**	**136.0**	**0.0**	**176.7**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1649**	**0**	**0**	**40.6**	**136.0**	**0.0**	**176.7**	**-**	**-**	**-**	**-**	
1/2+1/1	716	716	-	-	-	3.0	0.9	-	3.8	19.3	5.1	0.9	6.0	
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	
2/2+2/1	787	787	-	-	-	2.8	0.5	-	3.3	15.1	4.8	0.5	5.3	
2/3	624	624	-	-	-	2.6	1.8	-	4.5	25.7	9.0	1.8	10.8	
3/2+3/1	733	572	1143	0	0	6.5	82.9	-	89.4	438.9	21.4	82.9	104.3	
3/3	216	195	195	0	0	1.3	14.1	-	15.4	257.4	9.5	14.1	23.7	
4/1	116	116	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	867	867	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	776	776	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	316	316	-	-	-	0.6	0.3	-	0.9	9.9	1.9	0.3	2.2	
5/2	490	490	-	-	-	0.3	0.6	-	0.9	6.6	0.8	0.6	1.4	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	540	540	-	-	-	1.1	0.0	-	1.1	7.4	7.0	0.0	7.0	
6/2	473	473	-	-	-	0.1	0.0	-	0.1	1.0	0.2	0.0	0.2	
6/3	152	152	-	-	-	0.0	0.0	-	0.0	1.0	0.1	0.0	0.1	
7/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	262	262	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

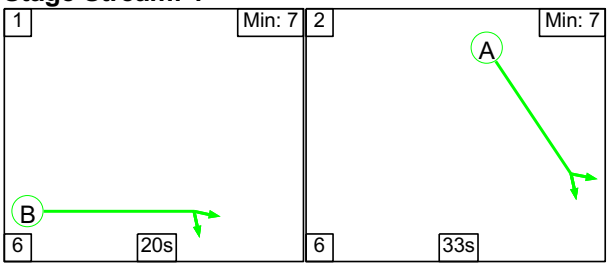
10/2+10/1	498	498	-	-	-	3.0	5.1	-	8.1	58.5	7.1	5.1	12.2
10/3	434	434	-	-	-	2.6	4.4	-	7.0	58.1	7.0	4.4	11.4
11/1	665	665	-	-	-	0.5	0.7	-	1.2	6.5	2.2	0.7	2.9
11/2	704	704	-	-	-	2.1	0.9	-	3.0	15.4	9.3	0.9	10.2
11/3	506	506	-	-	-	1.8	0.4	-	2.2	15.5	7.5	0.4	8.0
12/1	974	974	-	-	-	2.2	0.0	-	2.2	8.0	9.1	0.0	9.1
12/2	641	641	-	-	-	0.5	0.0	-	0.5	2.6	2.2	0.0	2.2
12/3	470	470	-	-	-	0.1	0.0	-	0.1	0.7	2.6	0.0	2.6
13/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	529	529	-	-	-	3.1	9.4	-	12.5	85.3	8.7	9.4	18.1
14/2	530	530	-	-	-	3.1	9.6	-	12.8	86.7	8.7	9.6	18.3
15/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1171	1171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	470	470	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	155	155	155	0	0	0.1	0.2	-	0.3	5.9	0.8	0.2	1.0
16/2+16/3	78	78	156	0	0	0.1	0.3	-	0.4	19.0	0.3	0.3	0.6
17/1	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	12.64	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	14.2	Total Delay for Signalled Lanes (pcuHr):	9.05	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-3.2	Total Delay for Signalled Lanes (pcuHr):	21.50	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-9.4	Total Delay for Signalled Lanes (pcuHr):	28.02	Cycle Time (s):	60
	PRC Over All Lanes (%):	-42.5	Total Delay Over All Lanes(pcuHr):	176.69		

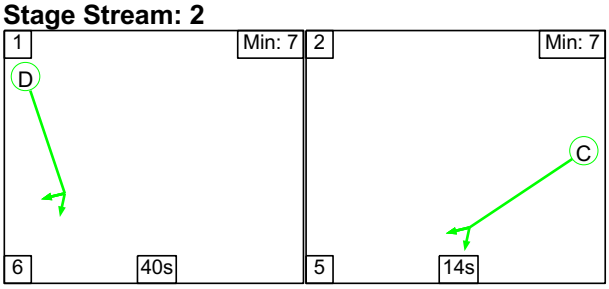
Scenario 11: '11' (FG11: '2028 AM Base SENS', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	33
Change Point	58	19

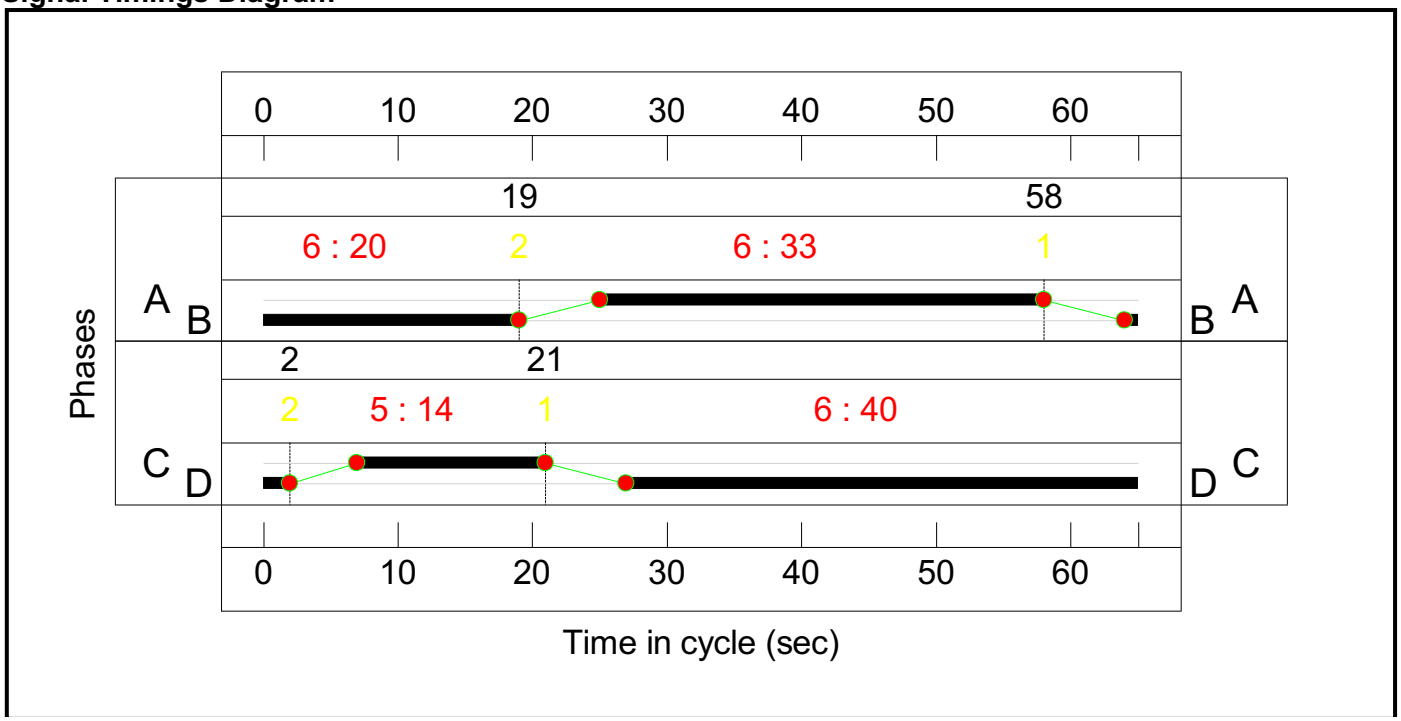
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	33	25	58
B	NE Circ Right Ahead	Traffic	1	20	64	19
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

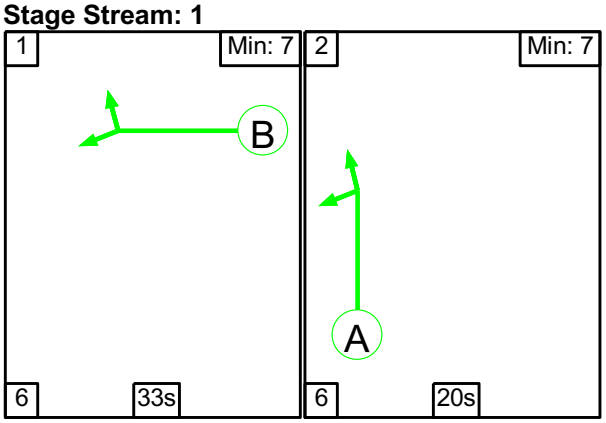
Signal Timings Diagram



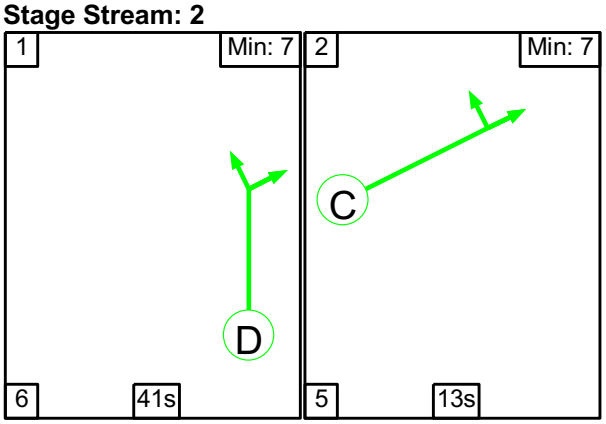
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

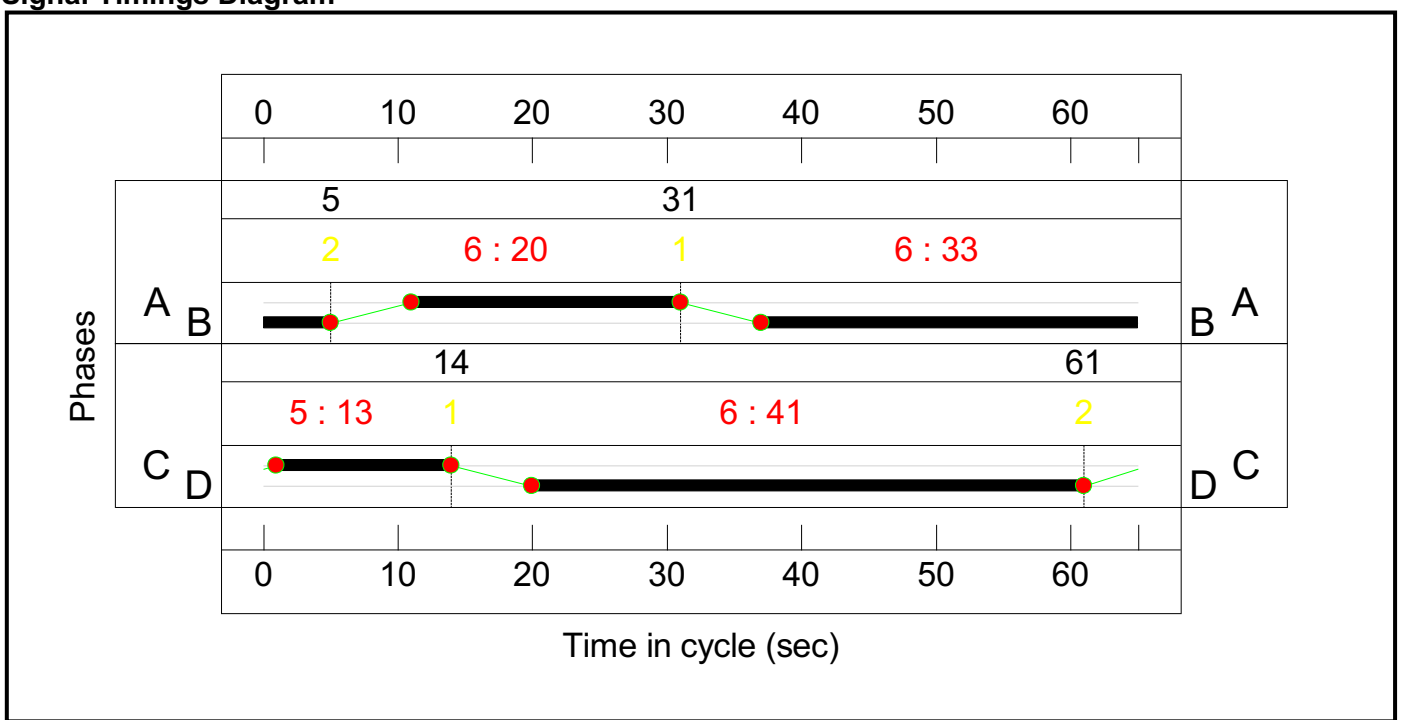
Stage Stream: 2

Stage	1	2
Duration	41	13
Change Point	14	61

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	13	1	14
D	W Circ Right Ahead	Traffic	2	41	20	61

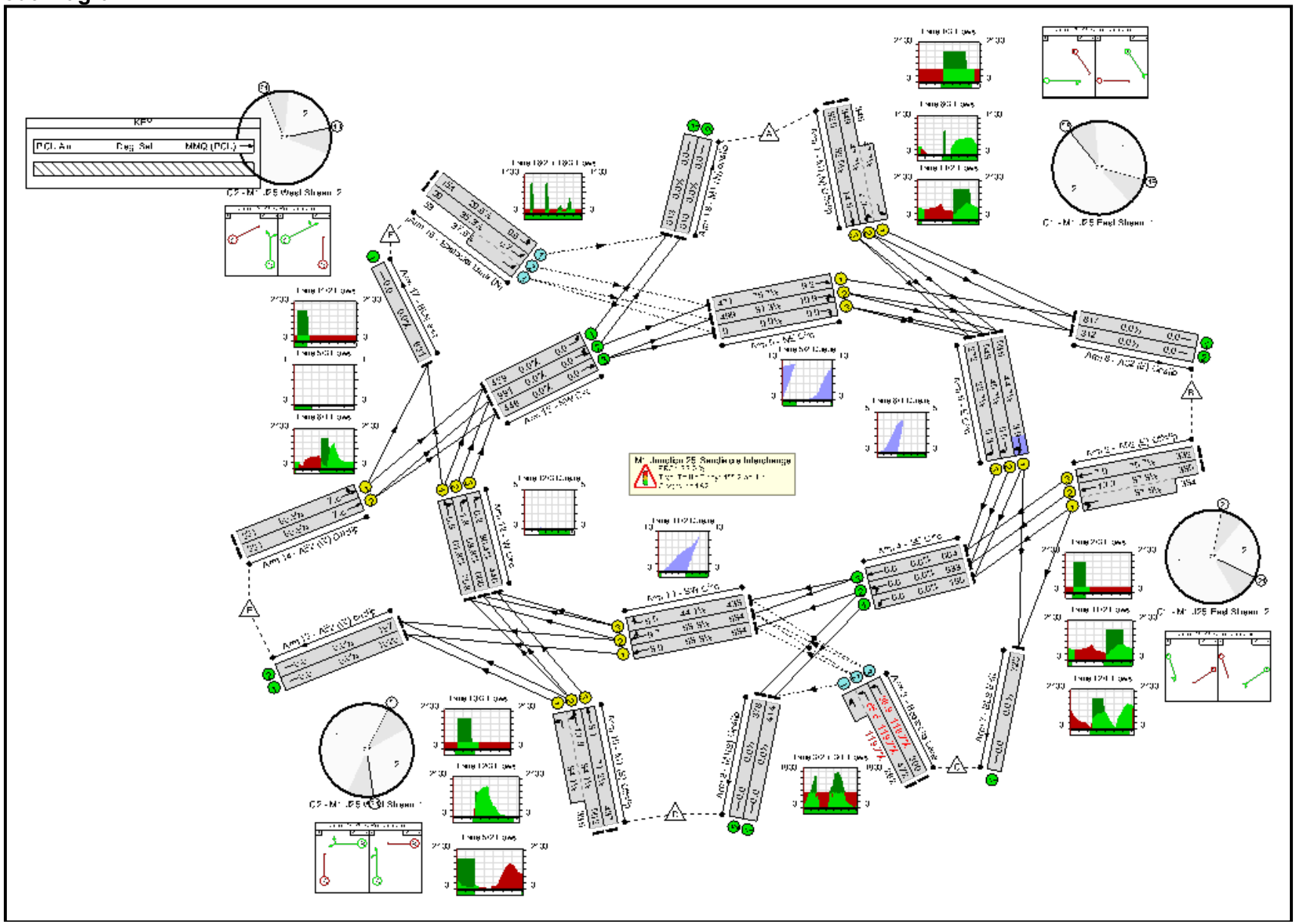
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	25	58
1/2	M1(N) Offslip Ahead Left	U	A	25	58
1/3	M1(N) Offslip Ahead	U	A	25	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	19
5/2	NE Circ Right Ahead	U	B	64	19
5/3	NE Circ Right	U	B	64	19
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	61
12/2	W Circ Right	U	D	20	61
12/3	W Circ Right	U	D	20	61
14/1	A52 (W) Offslip Ahead Left	U	C	1	14
14/2	A52 (W) Offslip Ahead	U	C	1	14

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**119.7%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**119.7%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	33	-	-	695	1900:1900	731+725	47.7 : 47.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	33	-	-	820	1900	994	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	769	1900:1900	438+438	87.8 : 87.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	332	1900	438	75.7%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	734	1800:1800	394+219	119.7 : 119.7%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	300	1800	253	118.7%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	195	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	933	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	604	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	20	-	-	498	1900	614	76.7%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	20	-	-	501	1900	614	81.3%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	20	-	-	0	1900	614	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	536	1900	1198	44.7%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	548	1900	1198	45.7%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	272	1900	1198	22.7%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	725	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	844	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	314	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	457	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	378	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	838	1900:1900	597+400	84.1 : 84.1%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	437	1900	614	71.2%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	709	1900	994	68.8%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	747	1900	994	68.8%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	475	1900	994	44.1%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	41	-	-	810	1900	1228	61.8%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	695	1900	1228	53.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	448	1900	1228	36.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	1045	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	208	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	13	-	-	331	1900	409	80.9%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	13	-	-	331	1900	409	80.9%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	504	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1026	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	448	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	154	1800	749	20.6%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800:1800	255+141	35.3 : 37.6%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	658	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	618	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1919**	**0**	**0**	**43.2**	**112.0**	**0.0**	**155.2**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1919**	**0**	**0**	**43.2**	**112.0**	**0.0**	**155.2**	**-**	**-**	**-**	**-**	
1/2+1/1	695	695	-	-	-	1.7	0.5	-	2.2	11.4	3.6	0.5	4.0	
1/3	820	820	-	-	-	3.0	2.3	-	5.3	23.1	12.3	2.3	14.6	
2/2+2/1	769	769	-	-	-	5.2	3.4	-	8.5	39.8	6.6	3.4	10.0	
2/3	332	332	-	-	-	2.1	1.5	-	3.7	39.8	5.5	1.5	7.0	
3/2+3/1	734	613	1226	0	0	4.1	63.4	-	67.6	331.3	22.1	63.4	85.6	
3/3	300	253	253	0	0	2.7	26.5	-	29.2	350.3	12.4	26.5	38.9	
4/1	195	195	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	933	933	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	604	604	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	471	471	-	-	-	2.2	1.6	-	3.8	29.4	7.6	1.6	9.2	
5/2	499	499	-	-	-	2.7	2.1	-	4.8	34.8	8.8	2.1	10.9	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	536	536	-	-	-	0.7	0.0	-	0.7	5.0	3.9	0.0	3.9	
6/2	548	548	-	-	-	0.2	0.0	-	0.2	1.1	0.5	0.0	0.5	
6/3	272	272	-	-	-	0.1	0.0	-	0.1	1.1	0.3	0.0	0.3	
7/1	725	725	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	312	312	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	414	414	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	378	378	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

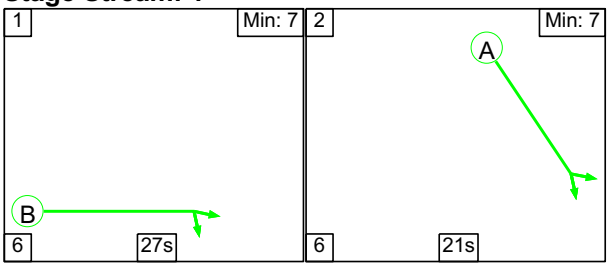
10/2+10/1	838	838	-	-	-	4.5	2.6	-	7.1	30.4	8.2	2.6	10.8
10/3	437	437	-	-	-	2.3	1.2	-	3.6	29.4	6.9	1.2	8.1
11/1	684	684	-	-	-	2.5	1.1	-	3.6	18.8	6.9	1.1	8.0
11/2	684	684	-	-	-	2.0	1.1	-	3.1	16.5	8.6	1.1	9.7
11/3	438	438	-	-	-	0.8	0.4	-	1.2	10.2	6.1	0.4	6.5
12/1	758	758	-	-	-	1.0	0.0	-	1.0	4.9	5.9	0.0	5.9
12/2	660	660	-	-	-	0.4	0.0	-	0.4	2.2	1.8	0.0	1.8
12/3	446	446	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
13/1	1020	1020	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	197	197	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	331	331	-	-	-	2.2	2.0	-	4.2	46.1	5.6	2.0	7.6
14/2	331	331	-	-	-	2.2	2.0	-	4.2	46.1	5.6	2.0	7.6
15/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	991	991	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	446	446	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	154	154	154	0	0	0.0	0.1	-	0.2	3.5	0.4	0.1	0.6
16/2+16/3	143	143	286	0	0	0.2	0.3	-	0.5	12.8	0.4	0.3	0.7
17/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	610	610	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	16.13	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	2.5	Total Delay for Signalled Lanes (pcuHr):	13.16	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	7.0	Total Delay for Signalled Lanes (pcuHr):	18.57	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	11.3	Total Delay for Signalled Lanes (pcuHr):	9.95	Cycle Time (s):	65
	PRC Over All Lanes (%):	-33.0	Total Delay Over All Lanes(pcuHr):	155.22		

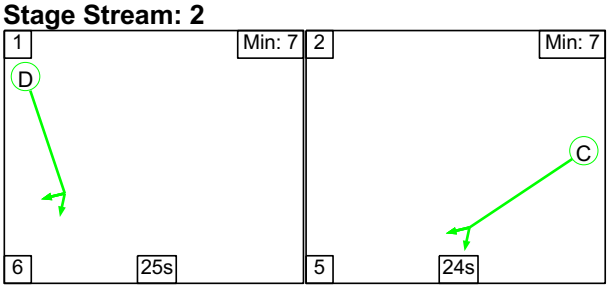
Scenario 12: '12' (FG12: '2028 PM Base SENS', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

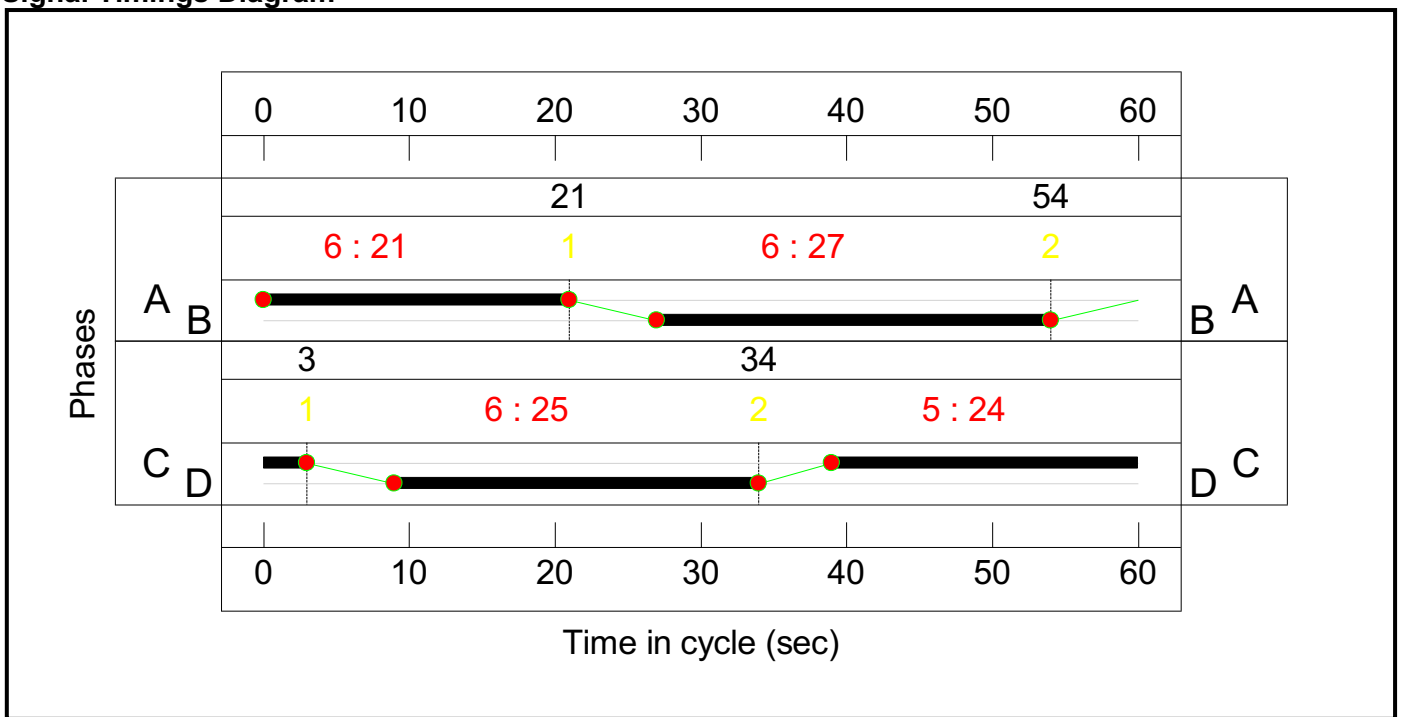
Stage Stream: 2

Stage	1	2
Duration	25	24
Change Point	3	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	24	39	3
D	E Circ Right Ahead	Traffic	2	25	9	34

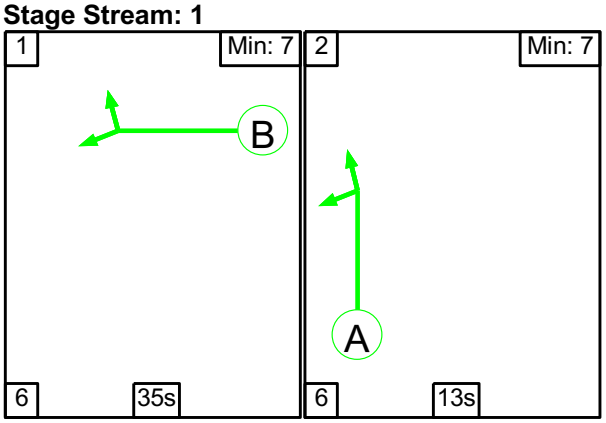
Signal Timings Diagram



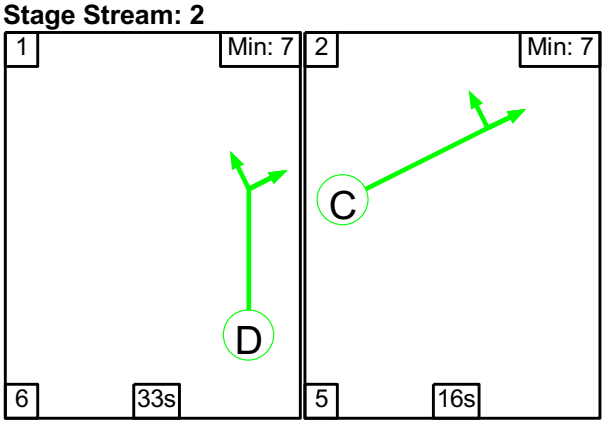
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	13
Change Point	13	54

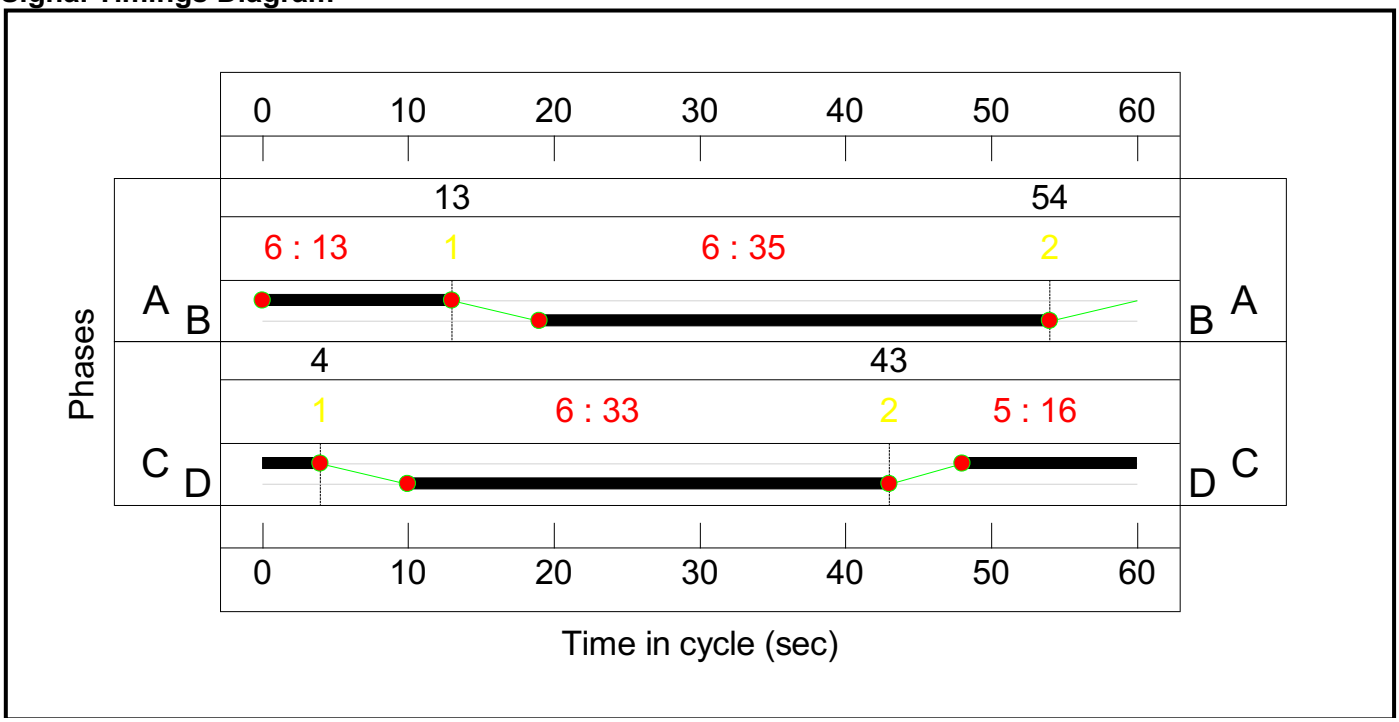
Stage Stream: 2

Stage	1	2
Duration	33	16
Change Point	4	43

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	16	48	4
D	W Circ Right Ahead	Traffic	2	33	10	43

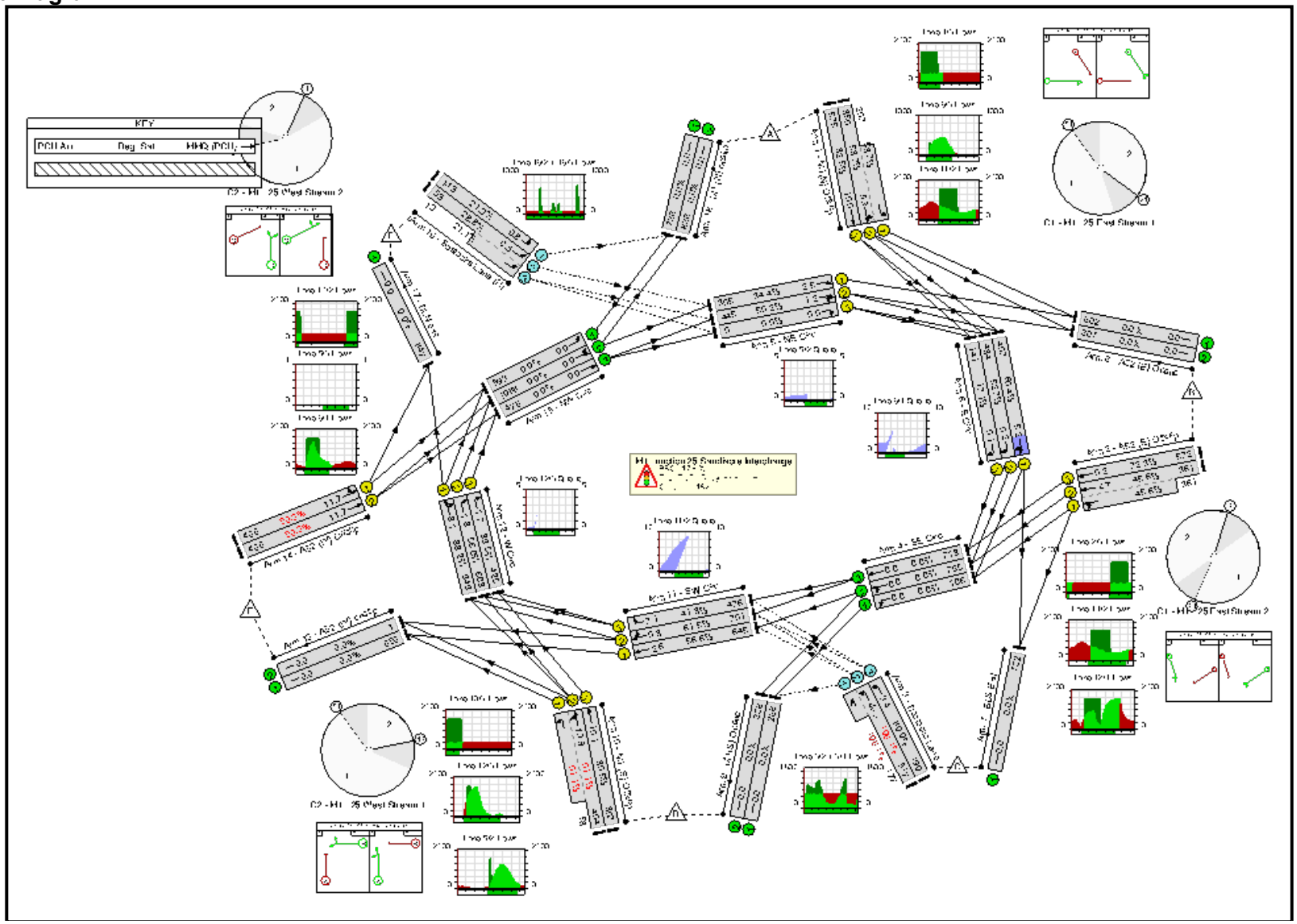
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	3
2/2	A52 (E) Offslip Ahead	U	C	39	3
2/3	A52 (E) Offslip Ahead	U	C	39	3
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	9	34
6/2	E Circ Right	U	D	9	34
6/3	E Circ Right	U	D	9	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	10	43
12/2	W Circ Right	U	D	10	43
12/3	W Circ Right	U	D	10	43
14/1	A52 (W) Offslip Ahead Left	U	C	48	4
14/2	A52 (W) Offslip Ahead	U	C	48	4

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**106.1%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**106.1%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	656	1900:1900	611+506	58.7 : 58.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	575	1900	697	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	24	-	-	722	1900:1900	792+792	45.6 : 45.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	24	-	-	572	1900	792	72.3%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	684	1800:1800	482+162	106.1 : 106.1%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	190	1800	238	80.0%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	106	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	795	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	713	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	305	1900	887	34.4%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	445	1900	887	50.2%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	0	1900	887	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	25	-	-	497	1900	823	60.4%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	434	1900	823	52.7%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	141	1900	823	17.1%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	752	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	602	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	307	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	278	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	358	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	457	1900:1900	443+58	91.1 : 91.1%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	397	1900	443	89.5%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	658	1900	1140	56.6%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	718	1900	1140	61.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	476	1900	1140	41.8%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	33	-	-	966	1900	1077	88.2%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	603	1900	1077	56.0%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	425	1900	1077	39.5%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	711	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	1	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	16	-	-	486	1900	538	90.3%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	16	-	-	486	1900	538	90.3%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	606	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1088	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	426	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	654	21.9%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	72	1800:1800	184+90	28.8 : 21.1%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	846	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	749	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	836	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1766**	**0**	**0**	**32.1**	**51.7**	**0.0**	**83.8**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1766**	**0**	**0**	**32.1**	**51.7**	**0.0**	**83.8**	**-**	**-**	**-**	**-**	
1/2+1/1	656	656	-	-	-	2.7	0.7	-	3.4	18.5	4.6	0.7	5.3	
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	
2/2+2/1	722	722	-	-	-	2.5	0.4	-	2.9	14.7	4.3	0.4	4.7	
2/3	572	572	-	-	-	2.3	1.3	-	3.6	22.7	7.9	1.3	9.2	
3/2+3/1	684	645	1289	0	0	2.3	26.3	-	28.5	150.1	22.0	26.3	48.3	
3/3	190	190	190	0	0	0.5	1.9	-	2.4	44.6	1.6	1.9	3.4	
4/1	106	106	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	795	795	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	713	713	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	305	305	-	-	-	0.7	0.3	-	0.9	11.1	2.2	0.3	2.5	
5/2	445	445	-	-	-	0.2	0.5	-	0.7	6.0	0.7	0.5	1.2	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	497	497	-	-	-	1.0	0.0	-	1.0	7.2	5.2	0.0	5.2	
6/2	434	434	-	-	-	0.1	0.0	-	0.1	0.8	0.2	0.0	0.2	
6/3	141	141	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	
7/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	602	602	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	307	307	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	268	268	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	358	358	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

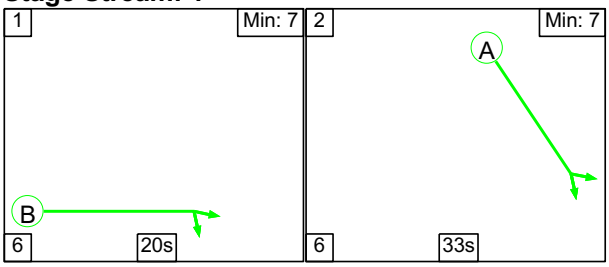
10/2+10/1	457	457	-	-	-	2.8	4.3	-	7.1	55.8	6.5	4.3	10.8
10/3	397	397	-	-	-	2.5	3.7	-	6.2	55.8	6.4	3.7	10.1
11/1	645	645	-	-	-	0.4	0.7	-	1.1	5.9	2.0	0.7	2.6
11/2	701	701	-	-	-	2.0	0.8	-	2.8	14.2	9.0	0.8	9.8
11/3	476	476	-	-	-	1.4	0.4	-	1.8	13.5	6.7	0.4	7.1
12/1	949	949	-	-	-	1.8	0.0	-	1.8	6.7	8.1	0.0	8.1
12/2	603	603	-	-	-	0.3	0.0	-	0.3	2.0	1.8	0.0	1.8
12/3	425	425	-	-	-	0.1	0.0	-	0.1	0.5	1.7	0.0	1.7
13/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	1	1	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	486	486	-	-	-	2.8	4.0	-	6.8	50.5	7.7	4.0	11.7
14/2	486	486	-	-	-	2.8	4.0	-	6.8	50.5	7.7	4.0	11.7
15/1	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1088	1088	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	426	426	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	143	143	143	0	0	0.1	0.1	-	0.2	5.4	0.7	0.1	0.8
16/2+16/3	72	72	144	0	0	0.1	0.2	-	0.3	15.0	0.3	0.2	0.5
17/1	842	842	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	736	736	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	836	836	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	10.08	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	24.6	Total Delay for Signalled Lanes (pcuHr):	7.68	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-1.3	Total Delay for Signalled Lanes (pcuHr):	18.84	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-0.3	Total Delay for Signalled Lanes (pcuHr):	15.79	Cycle Time (s):	60
	PRC Over All Lanes (%):	-17.9	Total Delay Over All Lanes(pcuHr):	83.79		

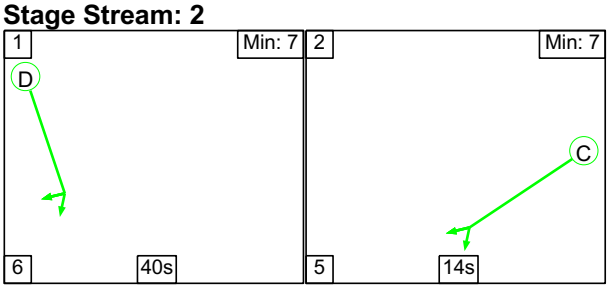
Scenario 13: '13' (FG13: '2041 AM Base SENS', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	33
Change Point	58	19

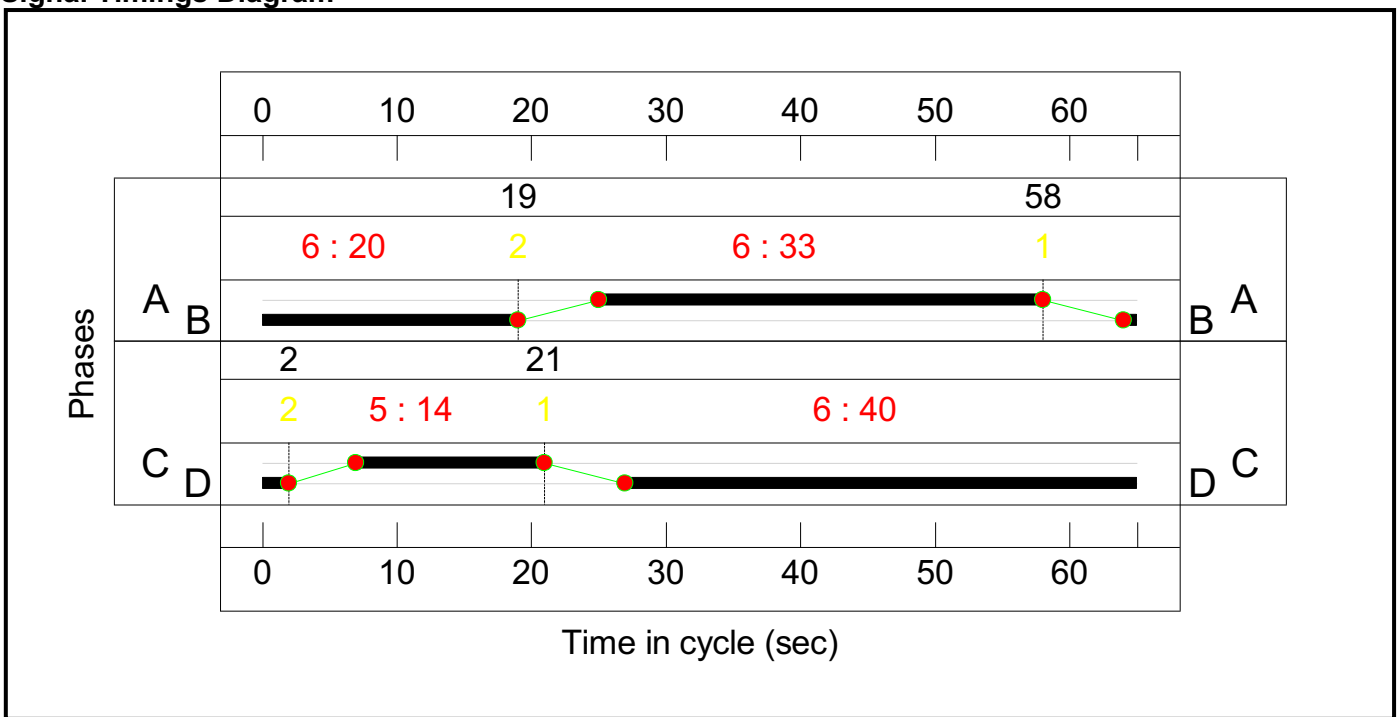
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	33	25	58
B	NE Circ Right Ahead	Traffic	1	20	64	19
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

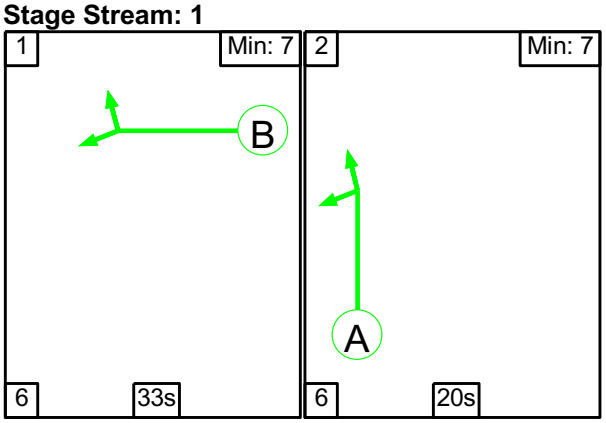
Signal Timings Diagram



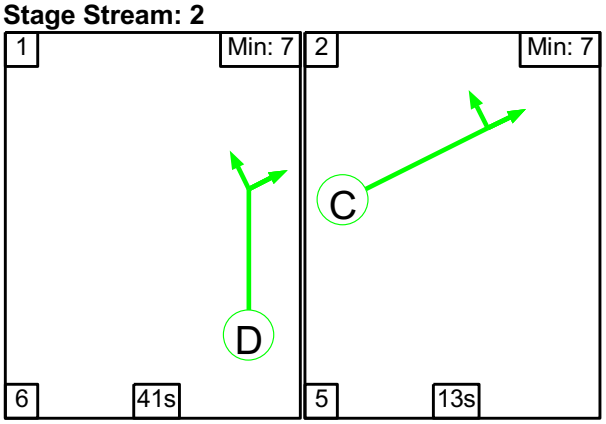
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

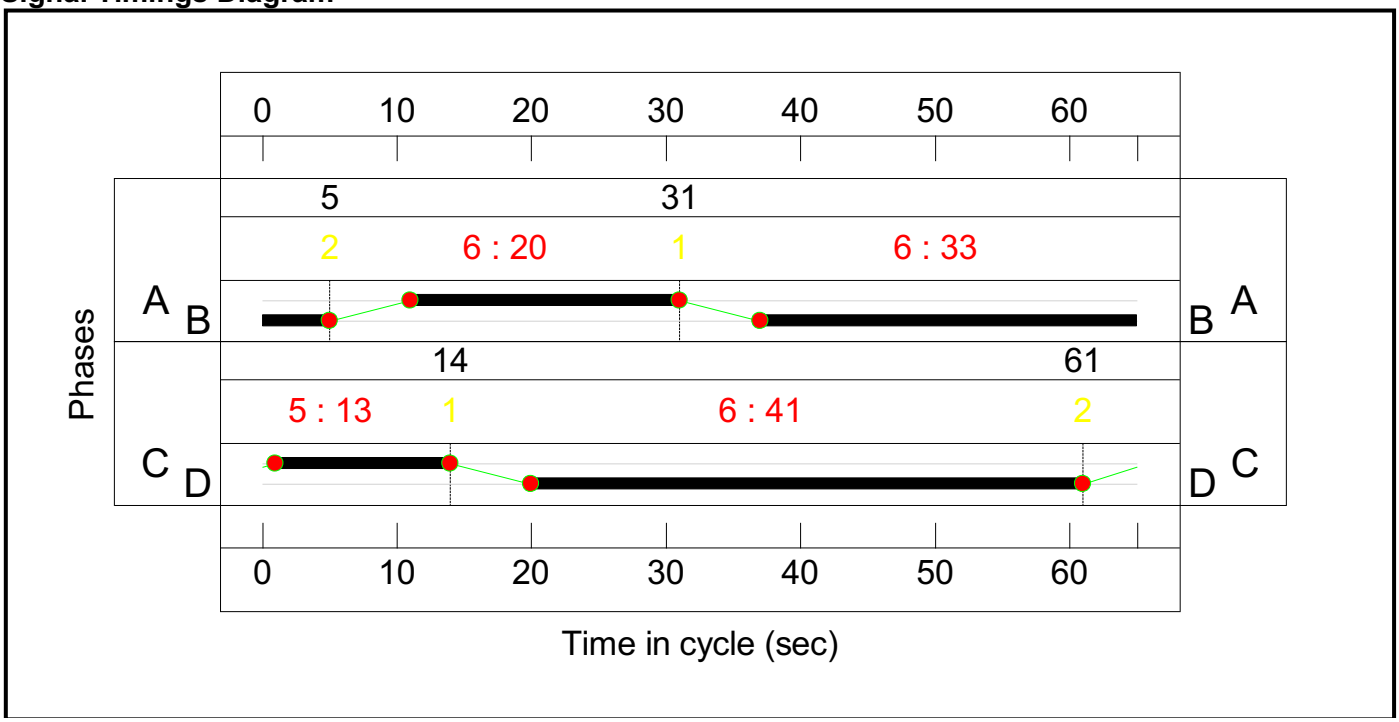
Stage Stream: 2

Stage	1	2
Duration	41	13
Change Point	14	61

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	13	1	14
D	W Circ Right Ahead	Traffic	2	41	20	61

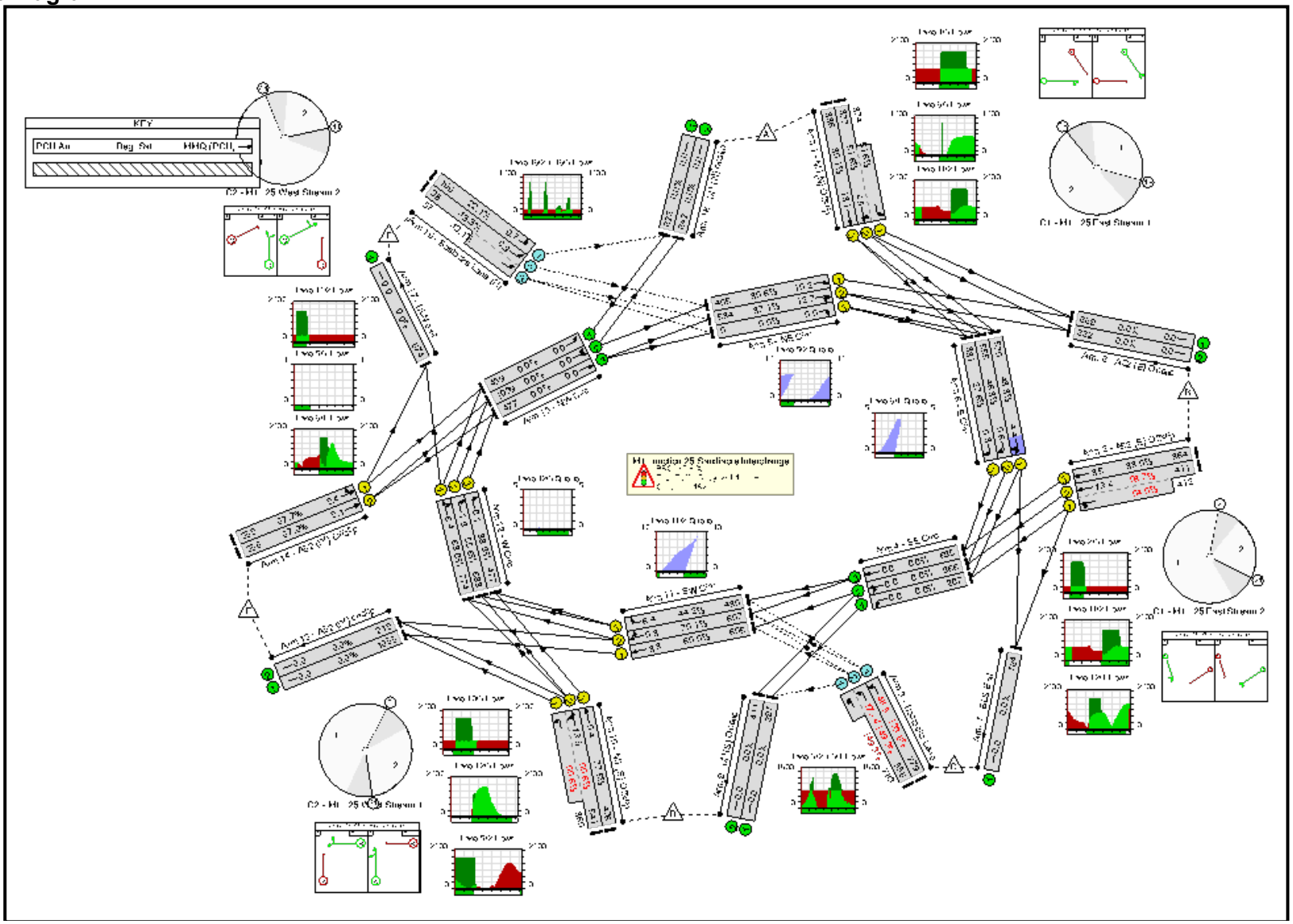
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	25	58
1/2	M1(N) Offslip Ahead Left	U	A	25	58
1/3	M1(N) Offslip Ahead	U	A	25	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	19
5/2	NE Circ Right Ahead	U	B	64	19
5/3	NE Circ Right	U	B	64	19
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	61
12/2	W Circ Right	U	D	20	61
12/3	W Circ Right	U	D	20	61
14/1	A52 (W) Offslip Ahead Left	U	C	1	14
14/2	A52 (W) Offslip Ahead	U	C	1	14

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**149.3%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**149.3%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	33	-	-	751	1900:1900	731+725	51.6 : 51.6%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	33	-	-	886	1900	994	89.1%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	823	1900:1900	438+438	93.7 : 94.0%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	364	1900	438	83.0%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	839	1800:1800	372+190	149.3 : 149.3%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	279	1800	209	133.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	207	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	966	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	695	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	20	-	-	544	1900	614	80.6%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	20	-	-	535	1900	614	87.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	20	-	-	0	1900	614	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	579	1900	1198	48.3%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	555	1900	1198	46.3%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	331	1900	1198	27.6%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	784	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	918	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	333	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	490	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	411	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	901	1900:1900	597+397	90.6 : 90.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	476	1900	614	77.5%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	764	1900	994	69.9%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	822	1900	994	70.1%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	499	1900	994	44.2%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	41	-	-	889	1900	1228	63.0%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	742	1900	1228	55.6%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	478	1900	1228	38.9%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	1124	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	229	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	13	-	-	359	1900	409	87.7%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	13	-	-	356	1900	409	87.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	560	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1098	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	478	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	751	22.1%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800:1800	226+116	43.3 : 49.1%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	726	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	652	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1809**	**0**	**0**	**53.7**	**210.4**	**0.0**	**264.1**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1809**	**0**	**0**	**53.7**	**210.4**	**0.0**	**264.1**	**-**	**-**	**-**	**-**	
1/2+1/1	751	751	-	-	-	1.9	0.5	-	2.5	11.8	4.0	0.5	4.5	
1/3	886	886	-	-	-	3.4	3.8	-	7.2	29.4	14.3	3.8	18.1	
2/2+2/1	823	823	-	-	-	5.6	6.2	-	11.8	51.7	7.2	6.2	13.4	
2/3	364	364	-	-	-	2.4	2.3	-	4.7	46.6	6.2	2.3	8.5	
3/2+3/1	839	562	1124	0	0	10.7	140.0	-	150.7	646.5	33.4	140.0	173.4	
3/3	279	209	209	0	0	3.4	36.9	-	40.3	519.8	11.5	36.9	48.5	
4/1	207	207	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	495	495	-	-	-	2.4	2.0	-	4.4	32.1	8.2	2.0	10.2	
5/2	534	534	-	-	-	2.9	3.1	-	6.1	40.8	9.5	3.1	12.7	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	579	579	-	-	-	0.8	0.0	-	0.8	4.9	4.4	0.0	4.4	
6/2	555	555	-	-	-	0.2	0.0	-	0.2	1.2	0.6	0.0	0.6	
6/3	331	331	-	-	-	0.1	0.0	-	0.1	1.2	0.3	0.0	0.3	
7/1	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	869	869	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	332	332	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	411	411	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

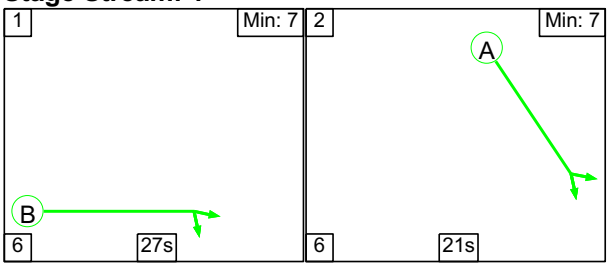
10/2+10/1	901	901	-	-	-	5.0	4.4	-	9.4	37.4	9.2	4.4	13.6
10/3	476	476	-	-	-	2.6	1.7	-	4.3	32.6	7.7	1.7	9.4
11/1	695	695	-	-	-	2.6	1.2	-	3.7	19.4	7.1	1.2	8.3
11/2	697	697	-	-	-	2.2	1.2	-	3.4	17.4	8.6	1.2	9.8
11/3	439	439	-	-	-	0.8	0.4	-	1.2	9.6	6.0	0.4	6.4
12/1	774	774	-	-	-	1.1	0.0	-	1.1	5.1	6.4	0.0	6.4
12/2	683	683	-	-	-	0.4	0.0	-	0.4	2.3	1.9	0.0	1.9
12/3	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1
13/1	1055	1055	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	219	219	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	359	359	-	-	-	2.5	3.2	-	5.6	56.5	6.2	3.2	9.4
14/2	356	356	-	-	-	2.4	3.0	-	5.4	55.0	6.1	3.0	9.1
15/1	459	459	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1039	1039	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	477	477	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	166	166	166	0	0	0.0	0.1	-	0.2	3.8	0.6	0.1	0.7
16/2+16/3	155	155	310	0	0	0.3	0.4	-	0.7	15.7	0.5	0.4	0.9
17/1	674	674	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	20.17	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-4.4	Total Delay for Signalled Lanes (pcuHr):	17.60	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-0.7	Total Delay for Signalled Lanes (pcuHr):	21.96	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	12.61	Cycle Time (s):	65
	PRC Over All Lanes (%):	-65.9	Total Delay Over All Lanes(pcuHr):	264.15		

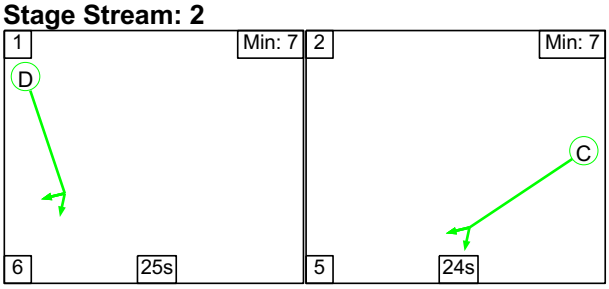
Scenario 14: '14' (FG14: '2041 PM Base SENS', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

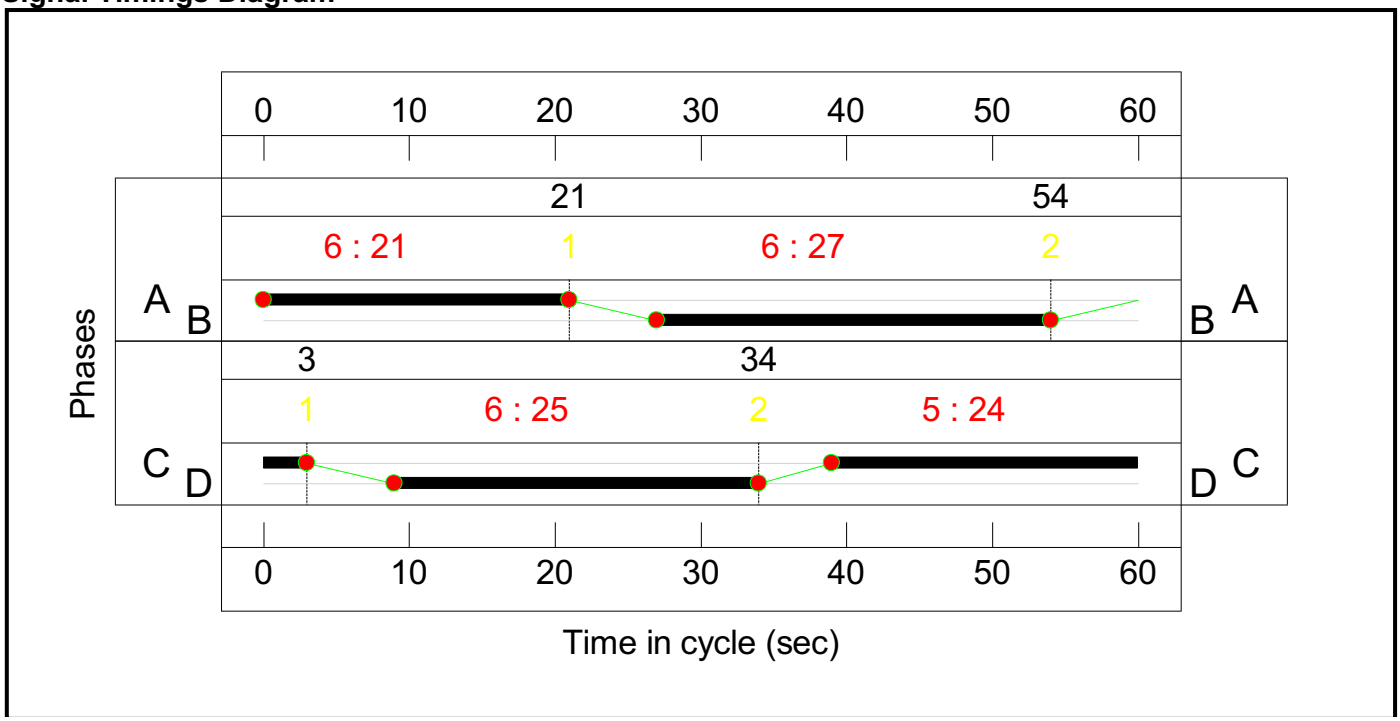
Stage Stream: 2

Stage	1	2
Duration	25	24
Change Point	3	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	24	39	3
D	E Circ Right Ahead	Traffic	2	25	9	34

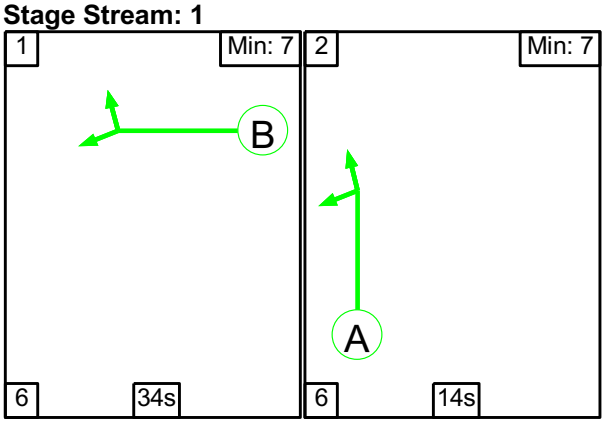
Signal Timings Diagram



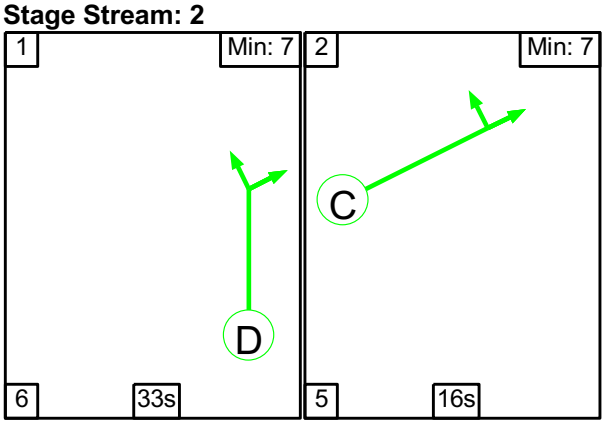
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

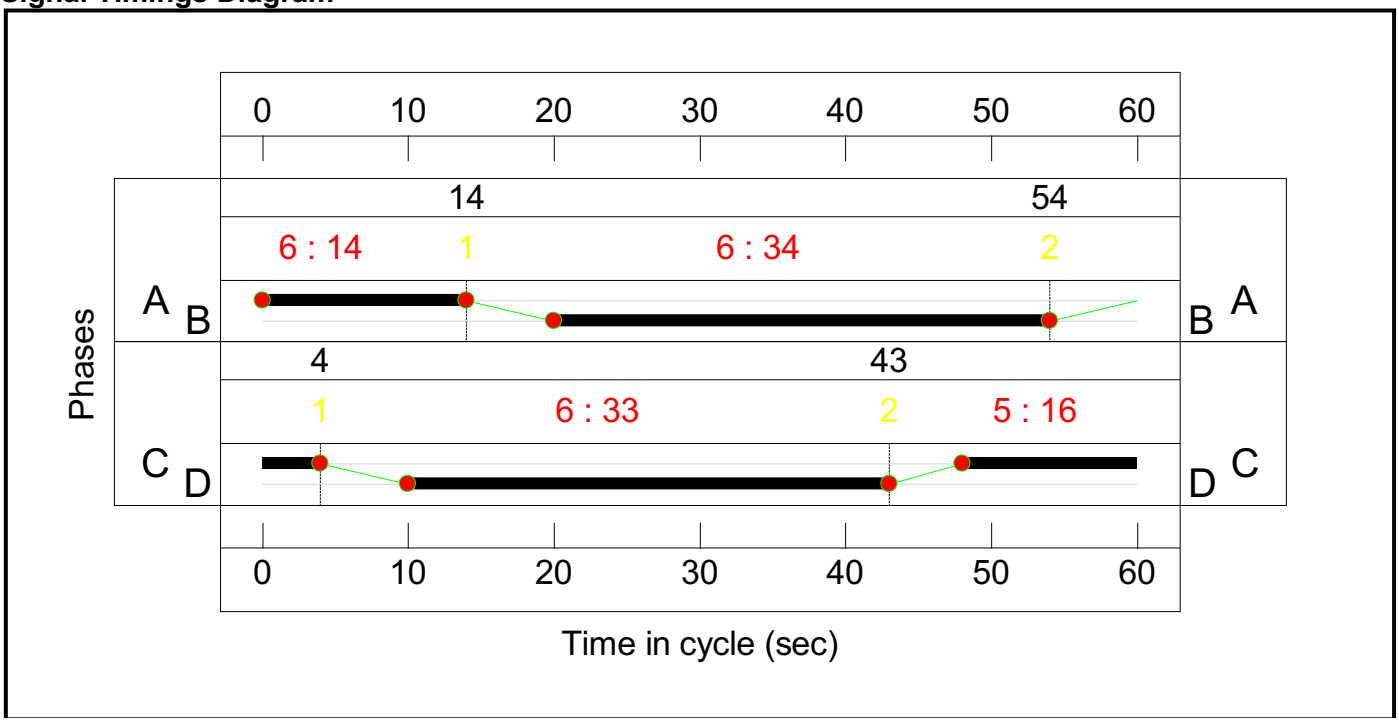
Stage Stream: 2

Stage	1	2
Duration	33	16
Change Point	4	43

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	16	48	4
D	W Circ Right Ahead	Traffic	2	33	10	43

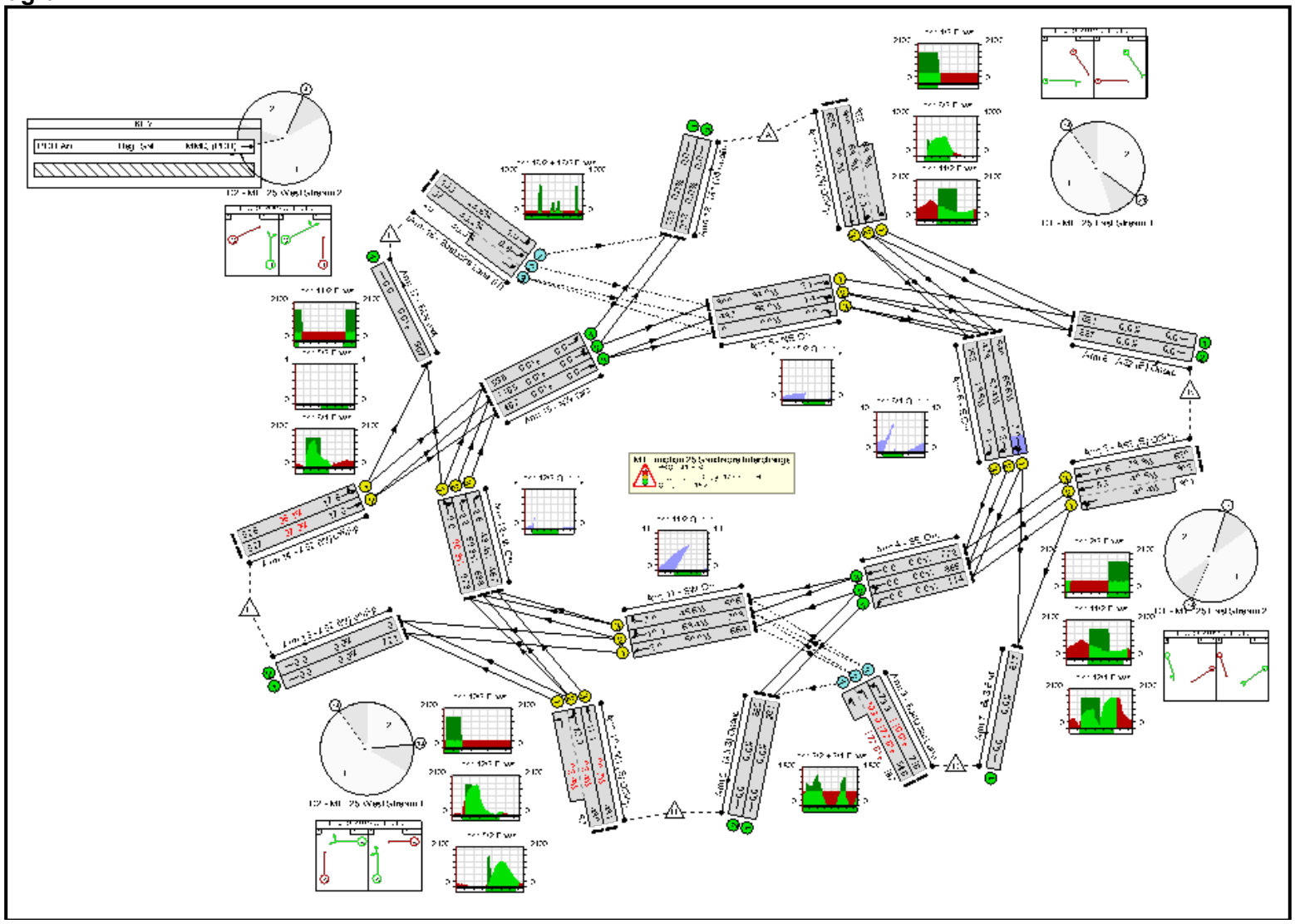
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	3
2/2	A52 (E) Offslip Ahead	U	C	39	3
2/3	A52 (E) Offslip Ahead	U	C	39	3
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	9	34
6/2	E Circ Right	U	D	9	34
6/3	E Circ Right	U	D	9	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	10	43
12/2	W Circ Right	U	D	10	43
12/3	W Circ Right	U	D	10	43
14/1	A52 (W) Offslip Ahead Left	U	C	48	4
14/2	A52 (W) Offslip Ahead	U	C	48	4

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**127.6%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**127.6%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	712	1900:1900	611+505	63.8 : 63.8%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	625	1900	697	89.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	24	-	-	783	1900:1900	792+792	49.5 : 49.4%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	24	-	-	620	1900	792	78.3%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	733	1800:1800	428+147	127.6 : 127.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	216	1800	196	110.0%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	114	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	865	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	772	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	322	1900	887	34.9%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	491	1900	887	55.0%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	0	1900	887	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	25	-	-	540	1900	823	65.6%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	473	1900	823	57.4%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	152	1900	823	18.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	341	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	301	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	389	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	496	1900:1900	475+62	92.4 : 92.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	431	1900	475	90.7%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	716	1900	1108	59.9%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	769	1900	1108	63.4%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	525	1900	1108	45.6%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	33	-	-	1039	1900	1077	90.3%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	654	1900	1077	59.3%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	471	1900	1077	43.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	773	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	16	-	-	528	1900	538	98.1%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	16	-	-	527	1900	538	97.9%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	649	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1181	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	471	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	657	23.6%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	77	1800:1800	162+66	35.2 : 30.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	918	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	804	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	916	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1654**	**0**	**0**	**40.3**	**132.9**	**0.0**	**173.3**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1654**	**0**	**0**	**40.3**	**132.9**	**0.0**	**173.3**	**-**	**-**	**-**	**-**	
1/2+1/1	712	712	-	-	-	2.9	0.9	-	3.8	19.3	5.1	0.9	6.0	
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	
2/2+2/1	783	783	-	-	-	2.8	0.5	-	3.3	15.1	4.8	0.5	5.3	
2/3	620	620	-	-	-	2.6	1.8	-	4.4	25.4	8.8	1.8	10.6	
3/2+3/1	733	574	1149	0	0	6.4	81.6	-	88.0	432.0	21.4	81.6	103.0	
3/3	216	196	196	0	0	1.3	13.7	-	15.0	249.6	9.5	13.7	23.3	
4/1	114	114	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	865	865	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	772	772	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	309	309	-	-	-	0.6	0.3	-	0.9	9.9	1.9	0.3	2.1	
5/2	487	487	-	-	-	0.3	0.6	-	0.9	6.5	0.8	0.6	1.4	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	540	540	-	-	-	1.1	0.0	-	1.1	7.4	7.0	0.0	7.0	
6/2	473	473	-	-	-	0.1	0.0	-	0.1	1.0	0.2	0.0	0.2	
6/3	152	152	-	-	-	0.0	0.0	-	0.0	1.0	0.1	0.0	0.1	
7/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	261	261	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

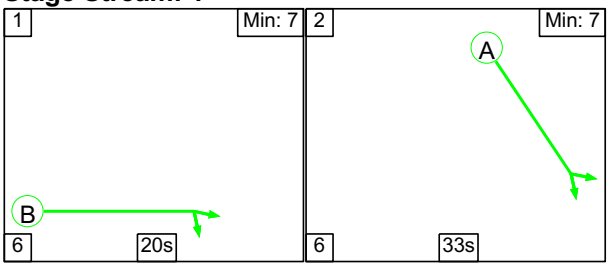
10/2+10/1	496	496	-	-	-	3.0	4.9	-	7.9	57.1	7.1	4.9	12.0
10/3	431	431	-	-	-	2.6	4.1	-	6.7	56.3	6.9	4.1	11.1
11/1	664	664	-	-	-	0.5	0.7	-	1.2	6.5	2.2	0.7	2.9
11/2	703	703	-	-	-	2.1	0.9	-	3.0	15.4	9.3	0.9	10.1
11/3	506	506	-	-	-	1.8	0.4	-	2.2	15.5	7.5	0.4	7.9
12/1	973	973	-	-	-	2.2	0.0	-	2.2	8.0	9.0	0.0	9.0
12/2	638	638	-	-	-	0.5	0.0	-	0.5	2.6	2.2	0.0	2.2
12/3	467	467	-	-	-	0.1	0.0	-	0.1	0.7	2.6	0.0	2.6
13/1	721	721	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	528	528	-	-	-	3.1	9.2	-	12.3	84.0	8.7	9.2	17.8
14/2	527	527	-	-	-	3.1	9.0	-	12.1	82.7	8.6	9.0	17.6
15/1	598	598	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1165	1165	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	467	467	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	155	155	155	0	0	0.1	0.2	-	0.3	5.9	0.8	0.2	1.0
16/2+16/3	77	77	154	0	0	0.1	0.3	-	0.4	18.5	0.3	0.3	0.6
17/1	902	902	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	753	753	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	913	913	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	12.59	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	14.9	Total Delay for Signalled Lanes (pcuHr):	8.95	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-2.7	Total Delay for Signalled Lanes (pcuHr):	20.99	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-9.0	Total Delay for Signalled Lanes (pcuHr):	27.14	Cycle Time (s):	60
	PRC Over All Lanes (%):	-41.8	Total Delay Over All Lanes(pcuHr):	173.25		

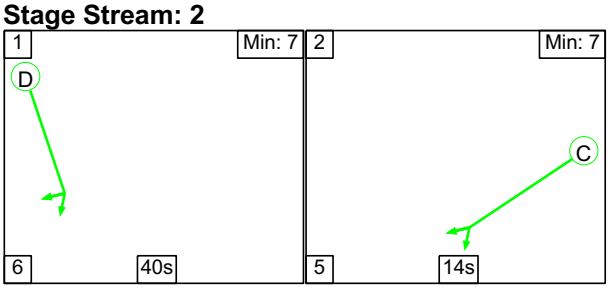
Scenario 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	33
Change Point	58	19

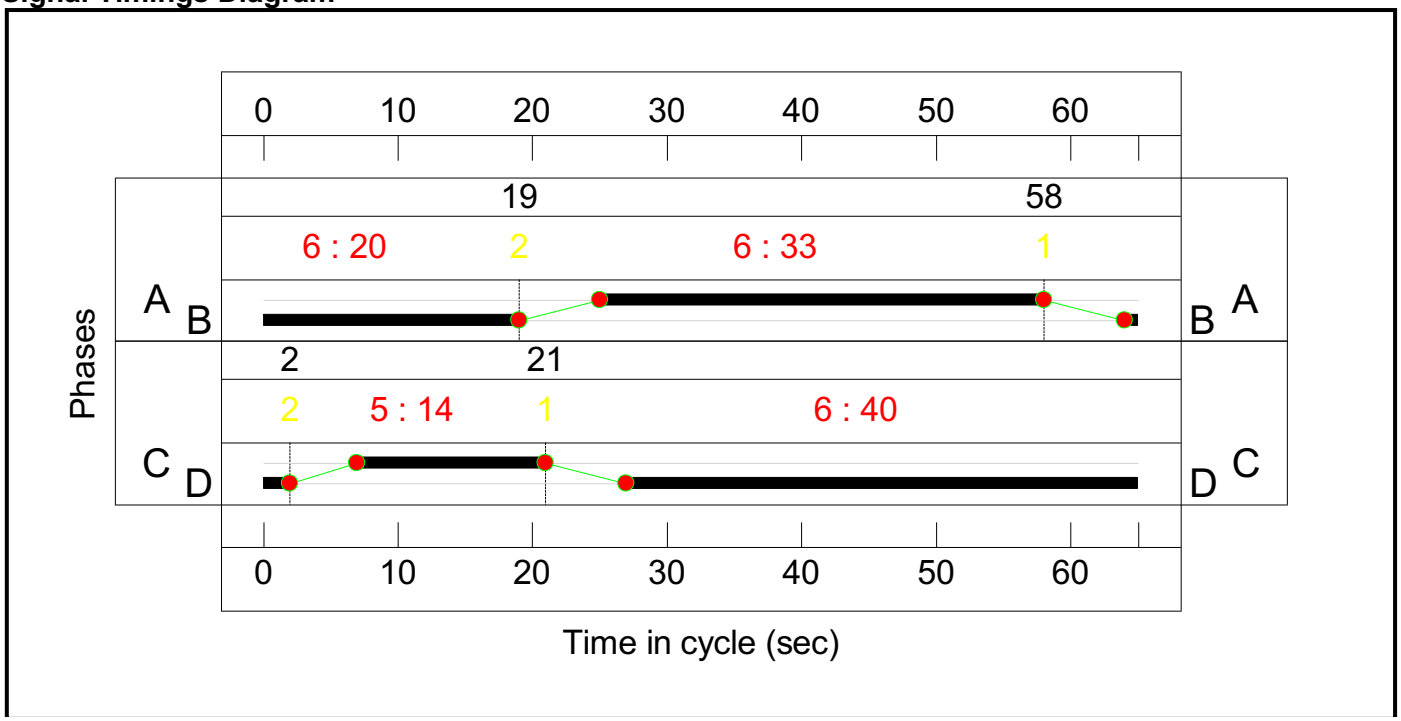
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	33	25	58
B	NE Circ Right Ahead	Traffic	1	20	64	19
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

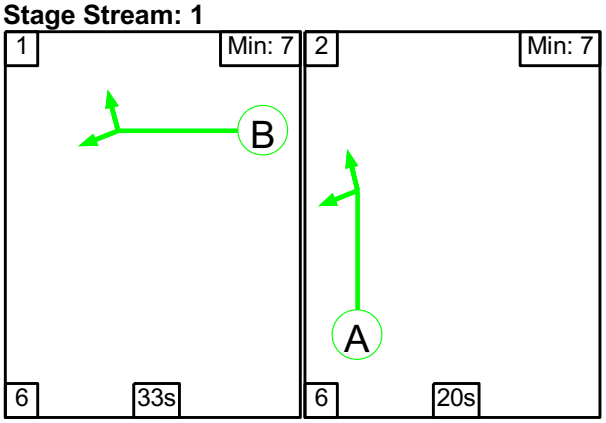
Signal Timings Diagram



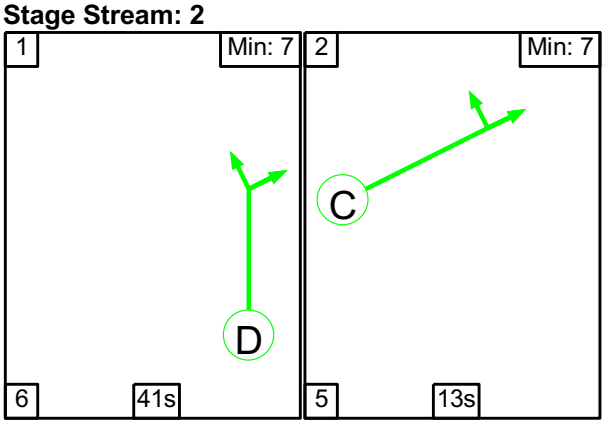
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

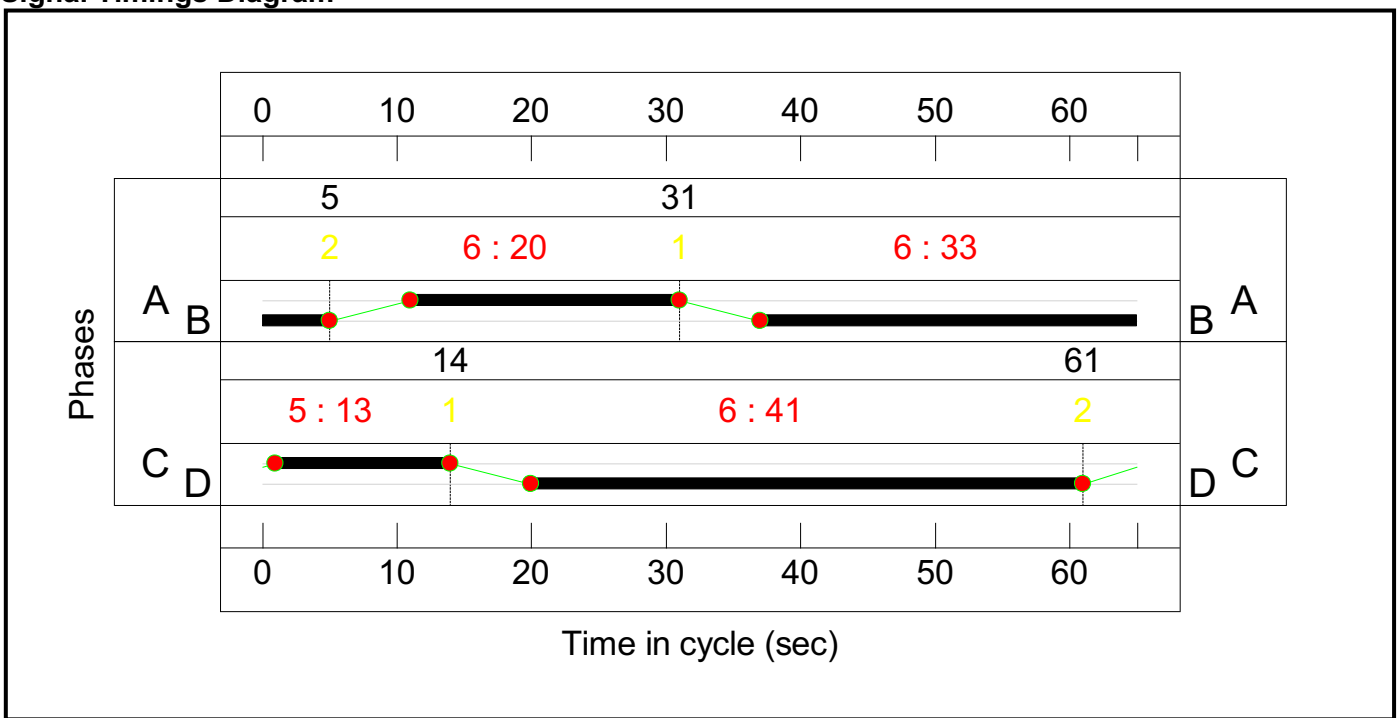
Stage Stream: 2

Stage	1	2
Duration	41	13
Change Point	14	61

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	13	1	14
D	W Circ Right Ahead	Traffic	2	41	20	61

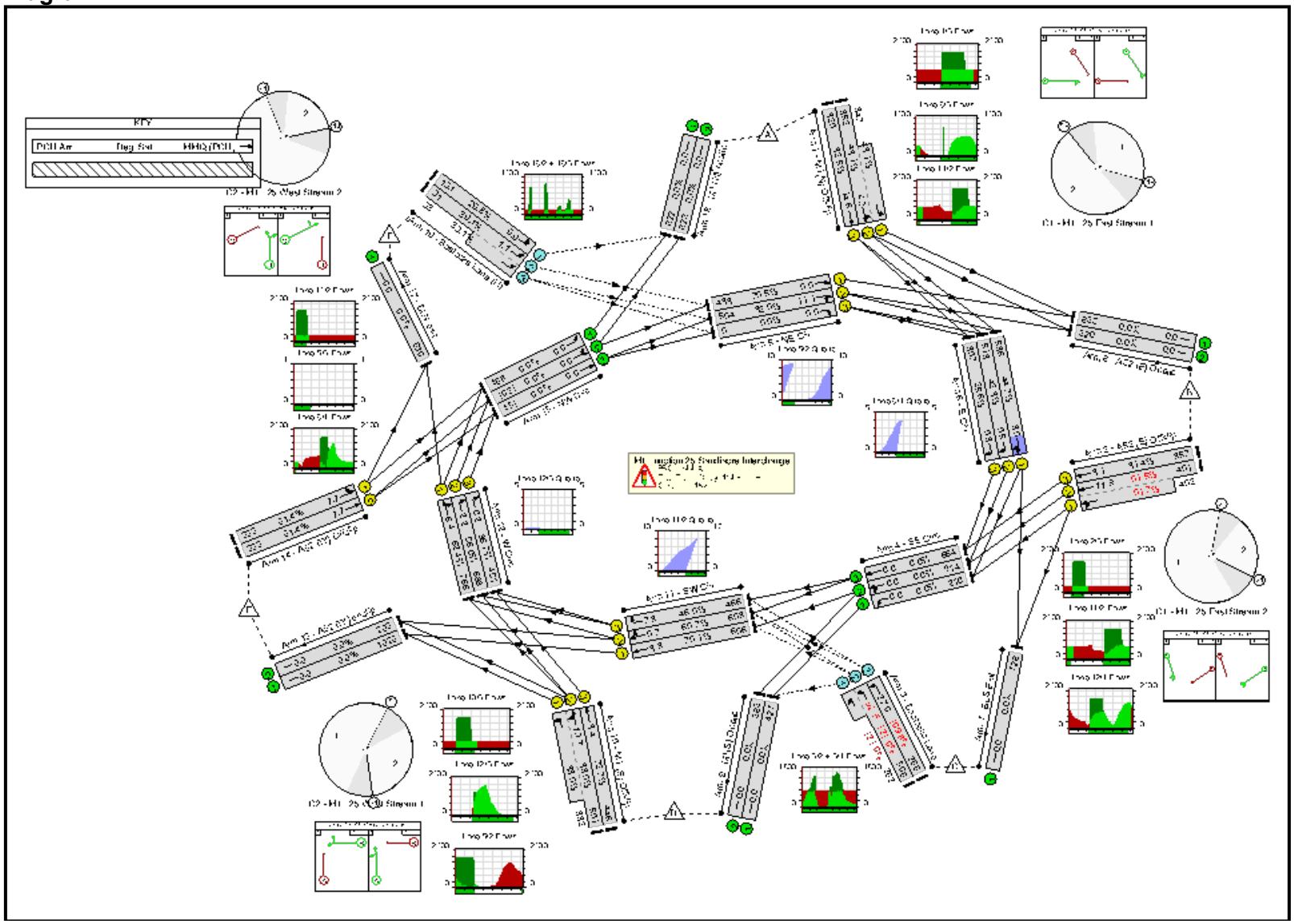
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	25	58
1/2	M1(N) Offslip Ahead Left	U	A	25	58
1/3	M1(N) Offslip Ahead	U	A	25	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	19
5/2	NE Circ Right Ahead	U	B	64	19
5/3	NE Circ Right	U	B	64	19
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	61
12/2	W Circ Right	U	D	20	61
12/3	W Circ Right	U	D	20	61
14/1	A52 (W) Offslip Ahead Left	U	C	1	14
14/2	A52 (W) Offslip Ahead	U	C	1	14

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**121.0%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**121.0%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	33	-	-	699	1900:1900	732+722	48.1 : 48.1%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	33	-	-	820	1900	994	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	803	1900:1900	438+438	91.5 : 91.7%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	357	1900	438	81.4%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	768	1800:1800	418+217	121.0 : 121.0%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	266	1800	242	109.8%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	210	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	914	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	664	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	20	-	-	504	1900	614	79.5%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	20	-	-	504	1900	614	82.0%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	20	-	-	0	1900	614	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	536	1900	1198	44.7%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	513	1900	1198	42.8%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	307	1900	1198	25.6%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	728	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	851	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	320	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	472	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	383	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	833	1900:1900	597+396	83.9 : 83.9%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	446	1900	614	72.7%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	731	1900	994	70.1%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	750	1900	994	69.7%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	486	1900	994	46.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	41	-	-	819	1900	1228	62.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	707	1900	1228	56.0%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	451	1900	1228	36.7%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	1063	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	206	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	13	-	-	333	1900	409	81.4%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	13	-	-	333	1900	409	81.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	515	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1040	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	451	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	154	1800	740	20.8%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	144	1800:1800	250+136	36.4 : 39.1%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	637	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	669	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	627	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1954**	**0**	**0**	**44.3**	**110.3**	**0.0**	**154.6**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1954**	**0**	**0**	**44.3**	**110.3**	**0.0**	**154.6**	**-**	**-**	**-**	**-**	
1/2+1/1	699	699	-	-	-	1.8	0.5	-	2.2	11.4	3.7	0.5	4.2	
1/3	820	820	-	-	-	3.0	2.3	-	5.3	23.1	12.3	2.3	14.6	
2/2+2/1	803	803	-	-	-	5.4	4.8	-	10.2	45.9	7.0	4.8	11.8	
2/3	357	357	-	-	-	2.3	2.1	-	4.4	44.7	6.0	2.1	8.1	
3/2+3/1	768	635	1270	0	0	5.0	69.3	-	74.3	348.4	23.2	69.3	92.5	
3/3	266	242	242	0	0	1.9	16.0	-	17.9	242.5	11.0	16.0	27.0	
4/1	210	210	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	914	914	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	488	488	-	-	-	2.4	1.9	-	4.3	31.4	8.0	1.9	9.9	
5/2	504	504	-	-	-	2.8	2.2	-	4.9	35.4	8.9	2.2	11.1	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	536	536	-	-	-	0.7	0.0	-	0.7	5.0	3.9	0.0	3.9	
6/2	513	513	-	-	-	0.2	0.0	-	0.2	1.1	0.5	0.0	0.5	
6/3	307	307	-	-	-	0.1	0.0	-	0.1	1.1	0.3	0.0	0.3	
7/1	728	728	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	320	320	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	427	427	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	383	383	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

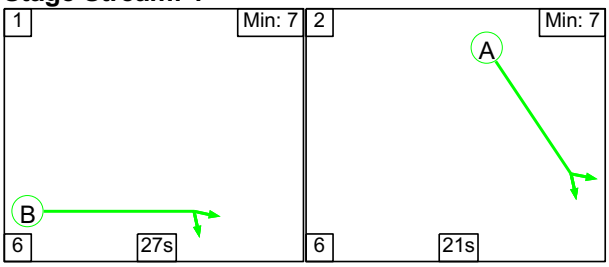
10/2+10/1	833	833	-	-	-	4.5	2.5	-	7.0	30.3	8.2	2.5	10.7
10/3	446	446	-	-	-	2.4	1.3	-	3.7	30.0	7.1	1.3	8.4
11/1	696	696	-	-	-	2.5	1.2	-	3.6	18.8	7.1	1.2	8.3
11/2	693	693	-	-	-	2.2	1.1	-	3.3	17.3	8.6	1.1	9.7
11/3	466	466	-	-	-	0.9	0.4	-	1.4	10.6	6.9	0.4	7.3
12/1	766	766	-	-	-	1.1	0.0	-	1.1	5.1	6.4	0.0	6.4
12/2	688	688	-	-	-	0.5	0.0	-	0.5	2.5	2.2	0.0	2.2
12/3	451	451	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
13/1	1028	1028	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	203	203	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	333	333	-	-	-	2.2	2.1	-	4.3	46.7	5.6	2.1	7.7
14/2	333	333	-	-	-	2.2	2.1	-	4.3	46.7	5.6	2.1	7.7
15/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1021	1021	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	451	451	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	154	154	154	0	0	0.0	0.1	-	0.2	3.6	0.4	0.1	0.6
16/2+16/3	144	144	288	0	0	0.2	0.3	-	0.5	13.4	0.8	0.3	1.1
17/1	630	630	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	623	623	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	9.1	Total Delay for Signalled Lanes (pcuHr):	16.69	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-1.9	Total Delay for Signalled Lanes (pcuHr):	15.67	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	7.3	Total Delay for Signalled Lanes (pcuHr):	19.07	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	10.6	Total Delay for Signalled Lanes (pcuHr):	10.21	Cycle Time (s):	65
	PRC Over All Lanes (%):	-34.4	Total Delay Over All Lanes(pcuHr):	154.57		

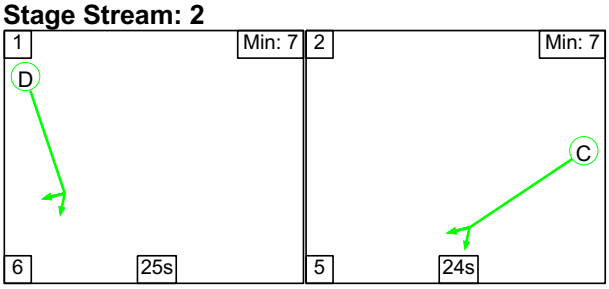
Scenario 16: '16' (FG16: '2028 PM Base SENS + Dev', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

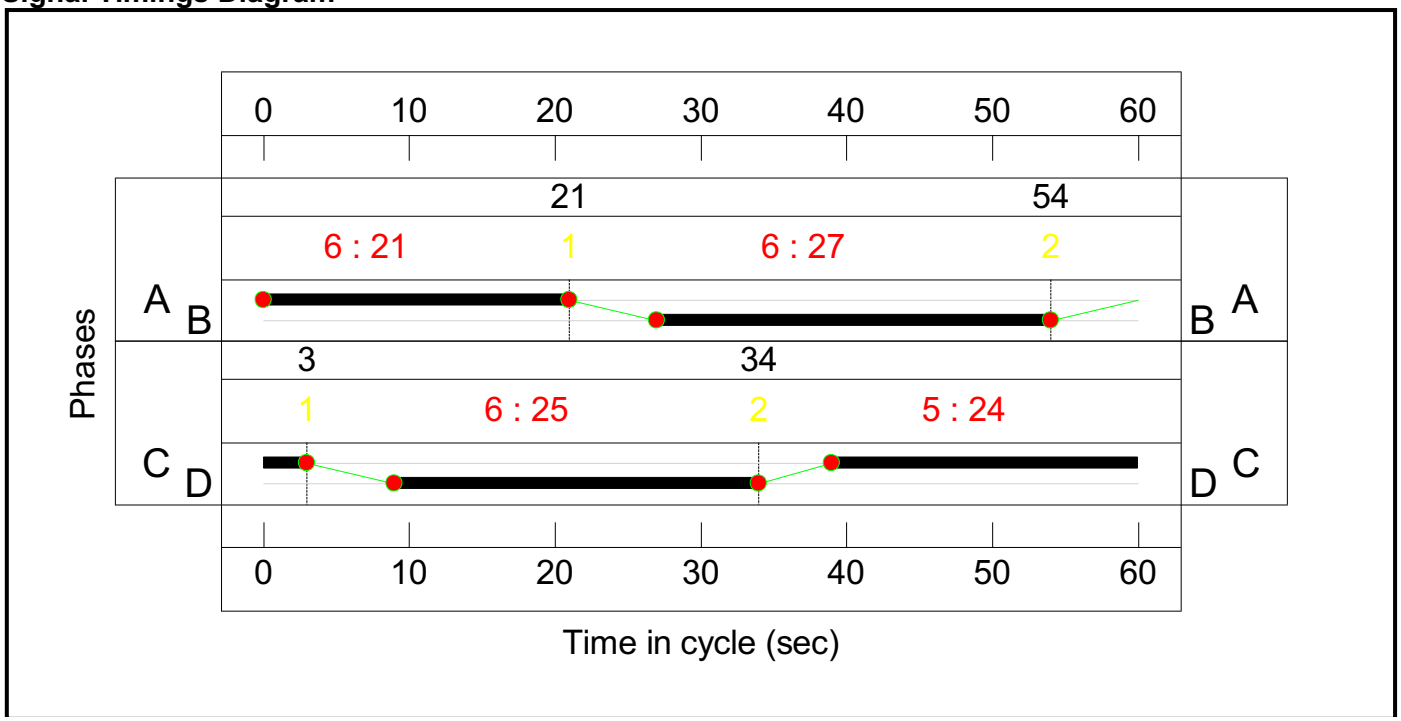
Stage Stream: 2

Stage	1	2
Duration	25	24
Change Point	3	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	24	39	3
D	E Circ Right Ahead	Traffic	2	25	9	34

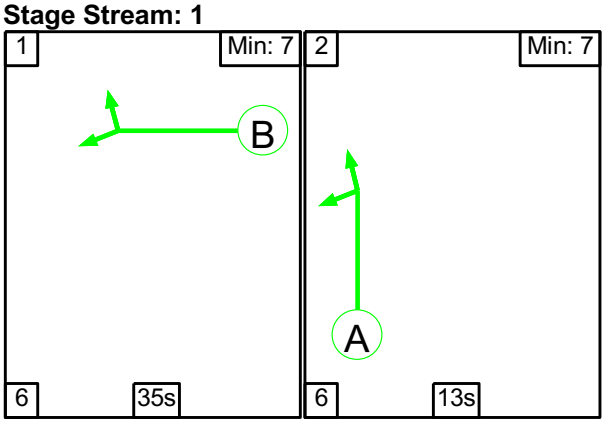
Signal Timings Diagram



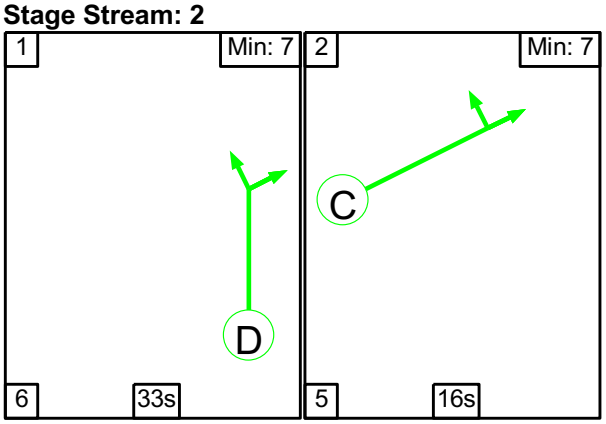
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	13
Change Point	13	54

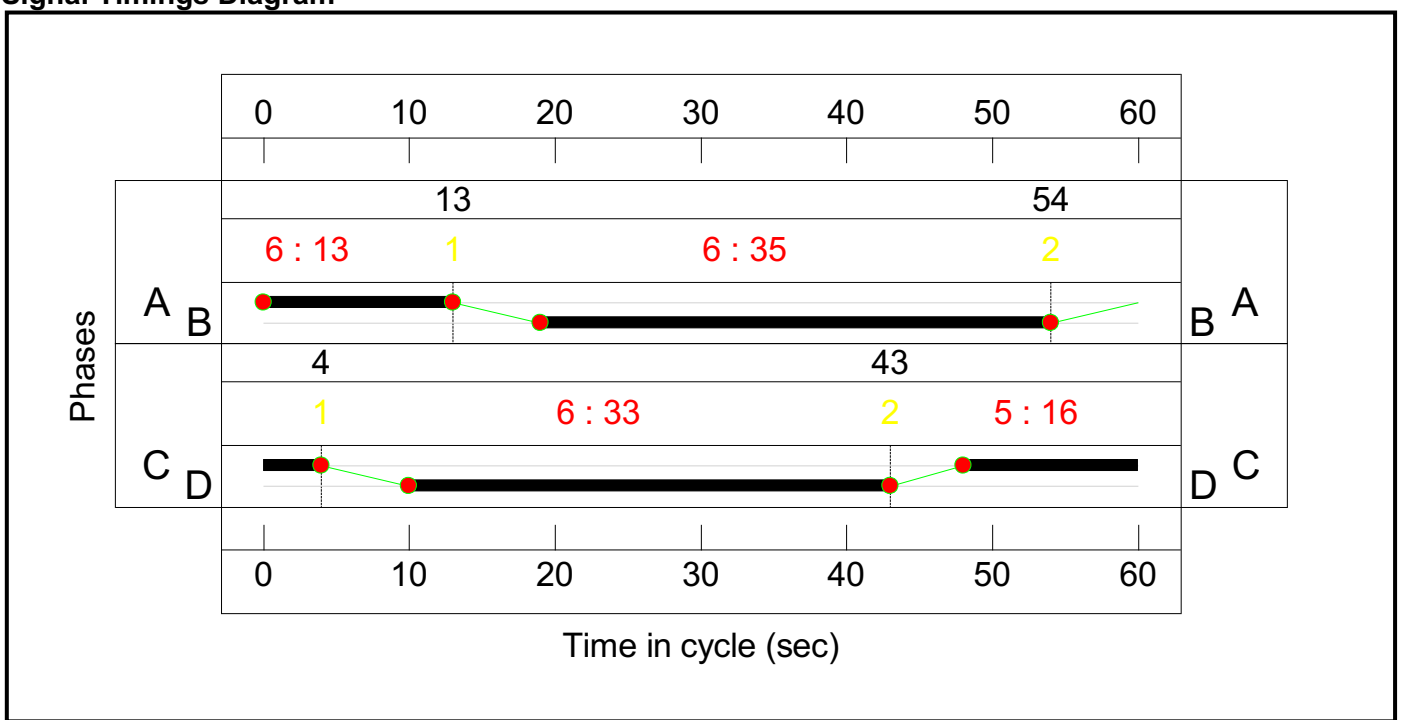
Stage Stream: 2

Stage	1	2
Duration	33	16
Change Point	4	43

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	13	0	13
B	SW Circ Right Ahead	Traffic	1	35	19	54
C	A52 (W) Offslip Ahead Left	Traffic	2	16	48	4
D	W Circ Right Ahead	Traffic	2	33	10	43

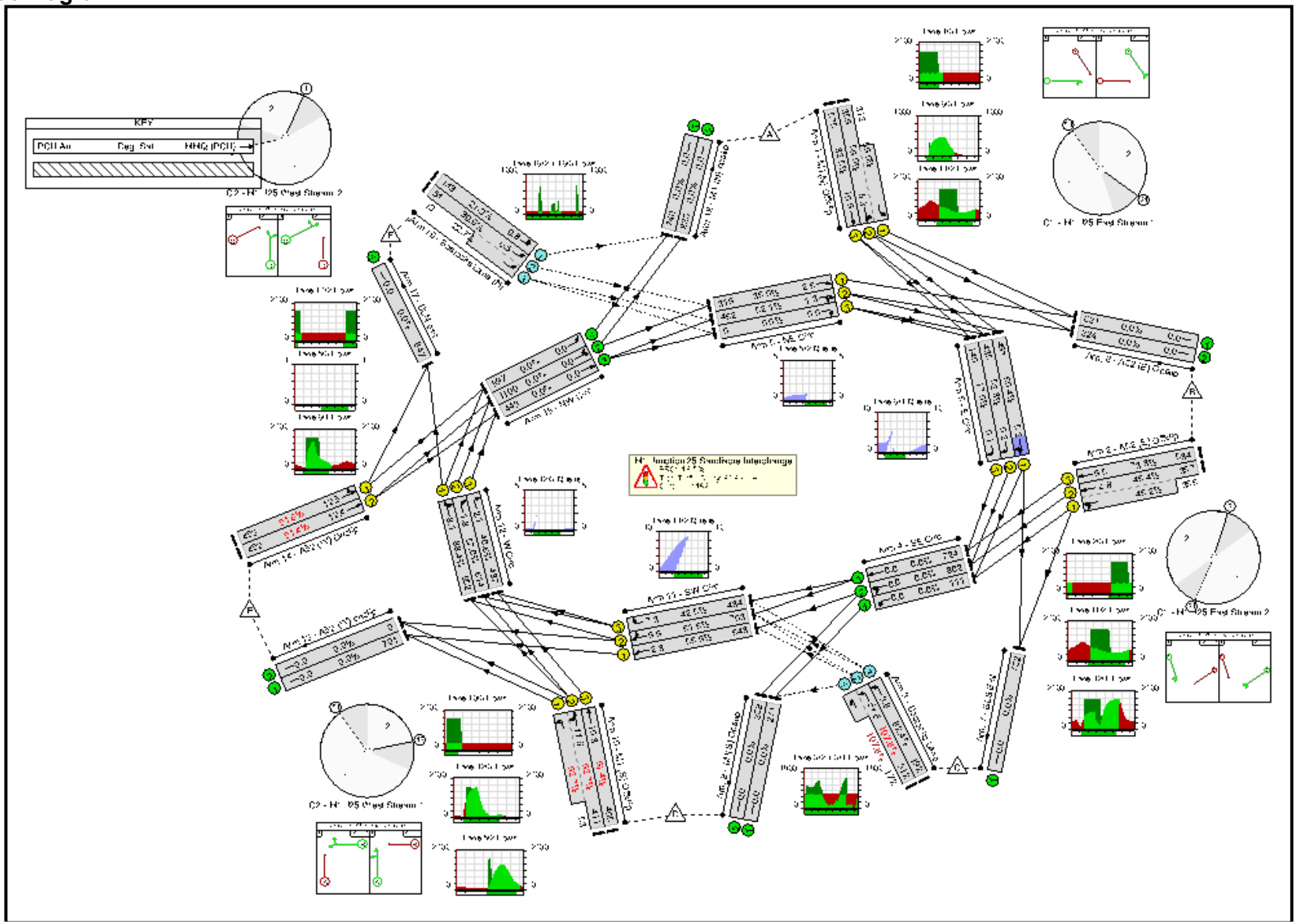
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	3
2/2	A52 (E) Offslip Ahead	U	C	39	3
2/3	A52 (E) Offslip Ahead	U	C	39	3
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	9	34
6/2	E Circ Right	U	D	9	34
6/3	E Circ Right	U	D	9	34
10/1	M1 (S) Offslip Left	U	A	0	13
10/2	M1 (S) Offslip Ahead Left	U	A	0	13
10/3	M1 (S) Offslip Ahead	U	A	0	13
11/1	SW Circ Ahead	U	B	19	54
11/2	SW Circ Right Ahead	U	B	19	54
11/3	SW Circ Right	U	B	19	54
12/1	W Circ Right Ahead	U	D	10	43
12/2	W Circ Right	U	D	10	43
12/3	W Circ Right	U	D	10	43
14/1	A52 (W) Offslip Ahead Left	U	C	48	4
14/2	A52 (W) Offslip Ahead	U	C	48	4

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**107.6%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**107.6%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	671	1900:1900	609+529	59.0 : 59.0%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	575	1900	697	82.5%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	24	-	-	733	1900:1900	792+792	46.4 : 46.2%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	24	-	-	584	1900	792	73.8%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	684	1800:1800	476+160	107.6 : 107.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	192	1800	233	82.4%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	111	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	802	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	724	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	319	1900	887	36.0%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	462	1900	887	52.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	0	1900	887	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	25	-	-	497	1900	823	60.4%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	435	1900	823	52.8%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	140	1900	823	17.0%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	752	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	631	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	324	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	283	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	359	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	464	1900:1900	443+57	92.7 : 92.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	405	1900	443	91.4%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	664	1900	1140	56.9%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	723	1900	1140	61.6%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	484	1900	1140	42.5%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	33	-	-	972	1900	1077	88.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	614	1900	1077	57.0%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	437	1900	1077	40.6%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	717	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	16	-	-	493	1900	538	91.6%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	16	-	-	492	1900	538	91.4%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1100	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	443	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	652	21.9%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	73	1800:1800	176+84	30.6 : 22.7%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	852	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	756	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	835	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1753**	**0**	**0**	**32.9**	**58.0**	**0.0**	**90.9**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1753**	**0**	**0**	**32.9**	**58.0**	**0.0**	**90.9**	**-**	**-**	**-**	**-**	
1/2+1/1	671	671	-	-	-	2.7	0.7	-	3.4	18.5	4.6	0.7	5.3	
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	
2/2+2/1	733	733	-	-	-	2.6	0.4	-	3.0	14.8	4.4	0.4	4.8	
2/3	584	584	-	-	-	2.4	1.4	-	3.8	23.3	8.1	1.4	9.5	
3/2+3/1	684	636	1272	0	0	2.5	29.8	-	32.3	170.1	21.8	29.8	51.6	
3/3	192	192	192	0	0	0.5	2.1	-	2.6	49.5	1.7	2.1	3.8	
4/1	111	111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	802	802	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	724	724	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	319	319	-	-	-	0.7	0.3	-	1.0	11.0	2.3	0.3	2.6	
5/2	462	462	-	-	-	0.3	0.5	-	0.8	6.4	0.8	0.5	1.3	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	497	497	-	-	-	1.0	0.0	-	1.0	7.2	5.2	0.0	5.2	
6/2	435	435	-	-	-	0.1	0.0	-	0.1	0.8	0.2	0.0	0.2	
6/3	140	140	-	-	-	0.0	0.0	-	0.0	0.8	0.1	0.0	0.1	
7/1	752	752	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	324	324	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	359	359	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

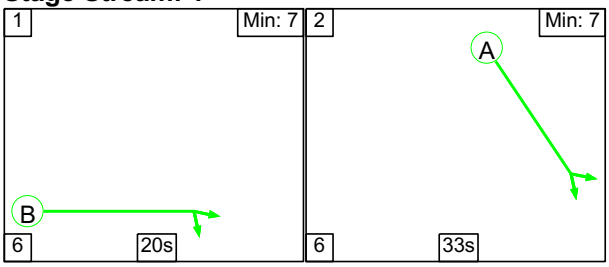
10/2+10/1	464	464	-	-	-	2.8	5.0	-	7.8	60.7	6.6	5.0	11.6
10/3	405	405	-	-	-	2.5	4.3	-	6.8	60.7	6.5	4.3	10.8
11/1	648	648	-	-	-	0.4	0.7	-	1.1	6.0	2.1	0.7	2.8
11/2	703	703	-	-	-	2.0	0.8	-	2.8	14.2	9.1	0.8	9.9
11/3	484	484	-	-	-	1.4	0.4	-	1.8	13.5	6.9	0.4	7.3
12/1	952	952	-	-	-	1.8	0.0	-	1.8	6.7	8.1	0.0	8.1
12/2	614	614	-	-	-	0.3	0.0	-	0.3	2.0	1.8	0.0	1.8
12/3	437	437	-	-	-	0.1	0.0	-	0.1	0.5	2.1	0.0	2.1
13/1	701	701	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	493	493	-	-	-	2.8	4.5	-	7.4	53.9	7.9	4.5	12.5
14/2	492	492	-	-	-	2.8	4.5	-	7.3	53.4	7.9	4.5	12.4
15/1	597	597	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1100	1100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	143	143	143	0	0	0.1	0.1	-	0.2	5.5	0.7	0.1	0.8
16/2+16/3	73	73	146	0	0	0.1	0.2	-	0.3	15.8	0.3	0.2	0.5
17/1	847	847	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	740	740	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	835	835	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	10.27	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	22.0	Total Delay for Signalled Lanes (pcuHr):	7.91	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	20.34	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-1.8	Total Delay for Signalled Lanes (pcuHr):	16.87	Cycle Time (s):	60
	PRC Over All Lanes (%):	-19.5	Total Delay Over All Lanes(pcuHr):	90.89		

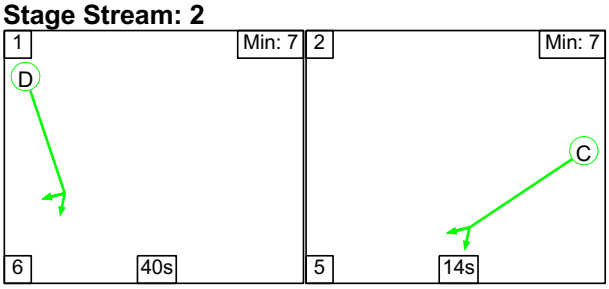
Scenario 17: '17' (FG17: '2041 AM Base SENS + Dev', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	20	33
Change Point	58	19

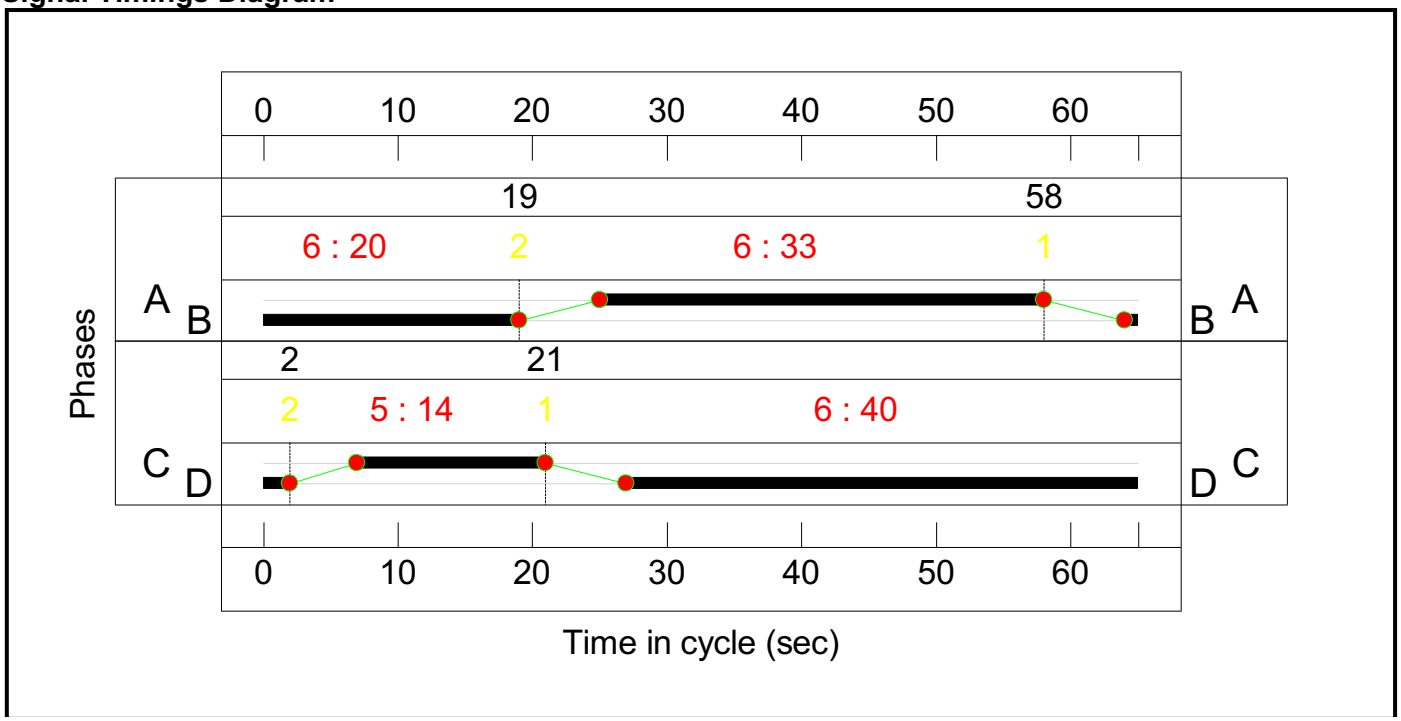
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	33	25	58
B	NE Circ Right Ahead	Traffic	1	20	64	19
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

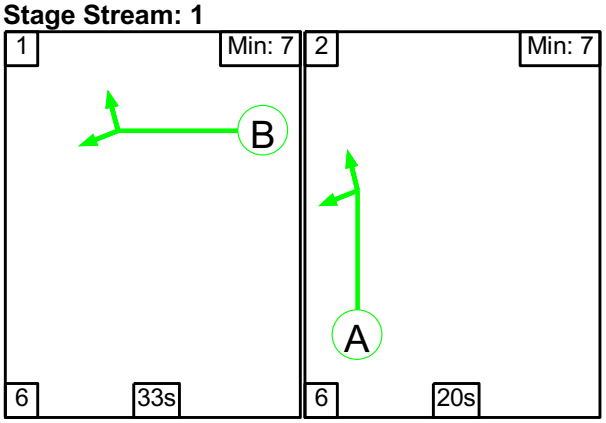
Signal Timings Diagram



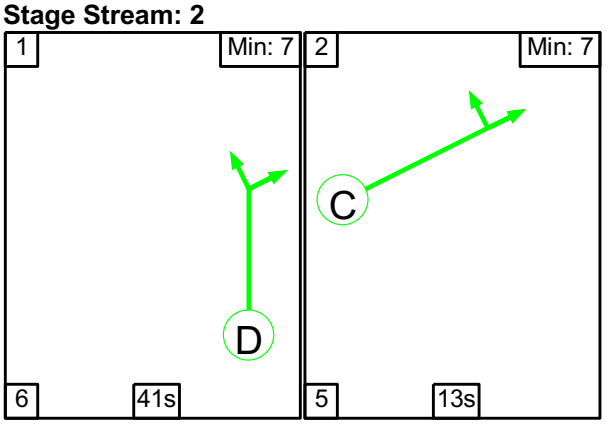
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

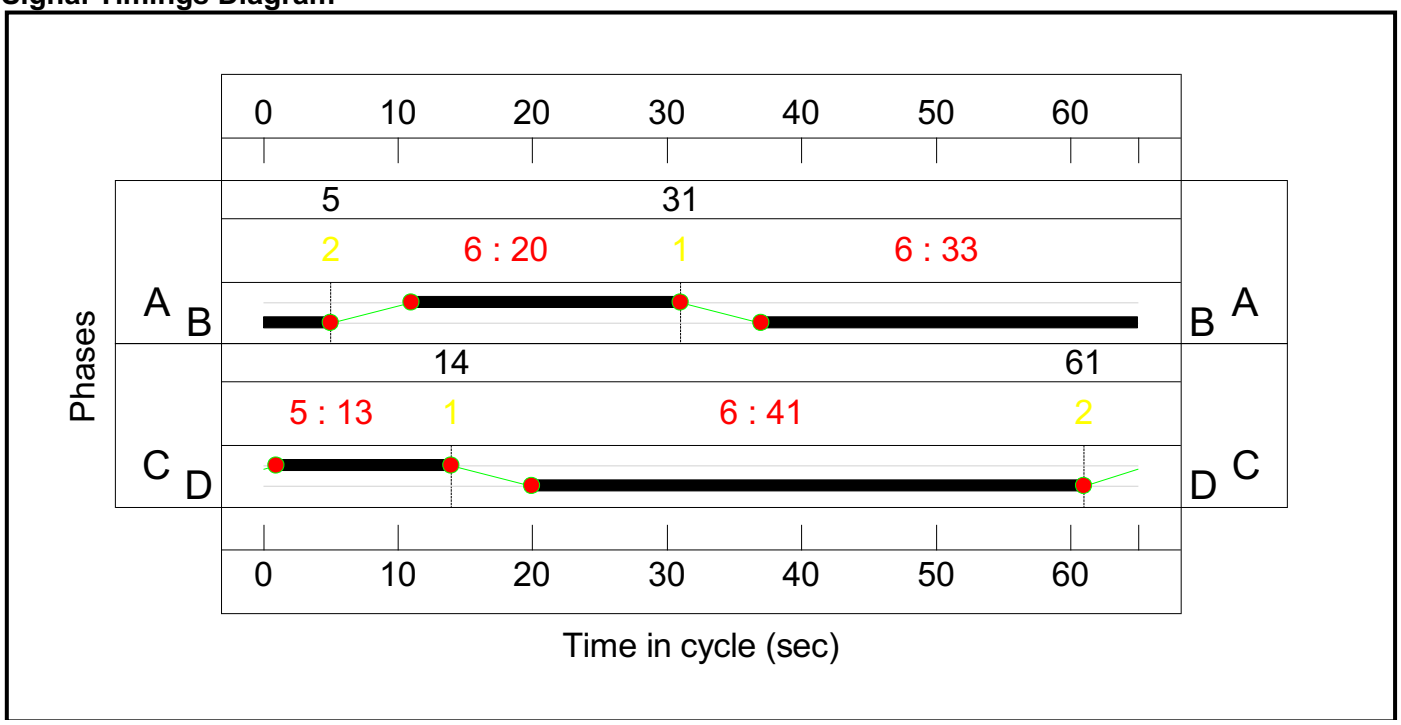
Stage Stream: 2

Stage	1	2
Duration	41	13
Change Point	14	61

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	13	1	14
D	W Circ Right Ahead	Traffic	2	41	20	61

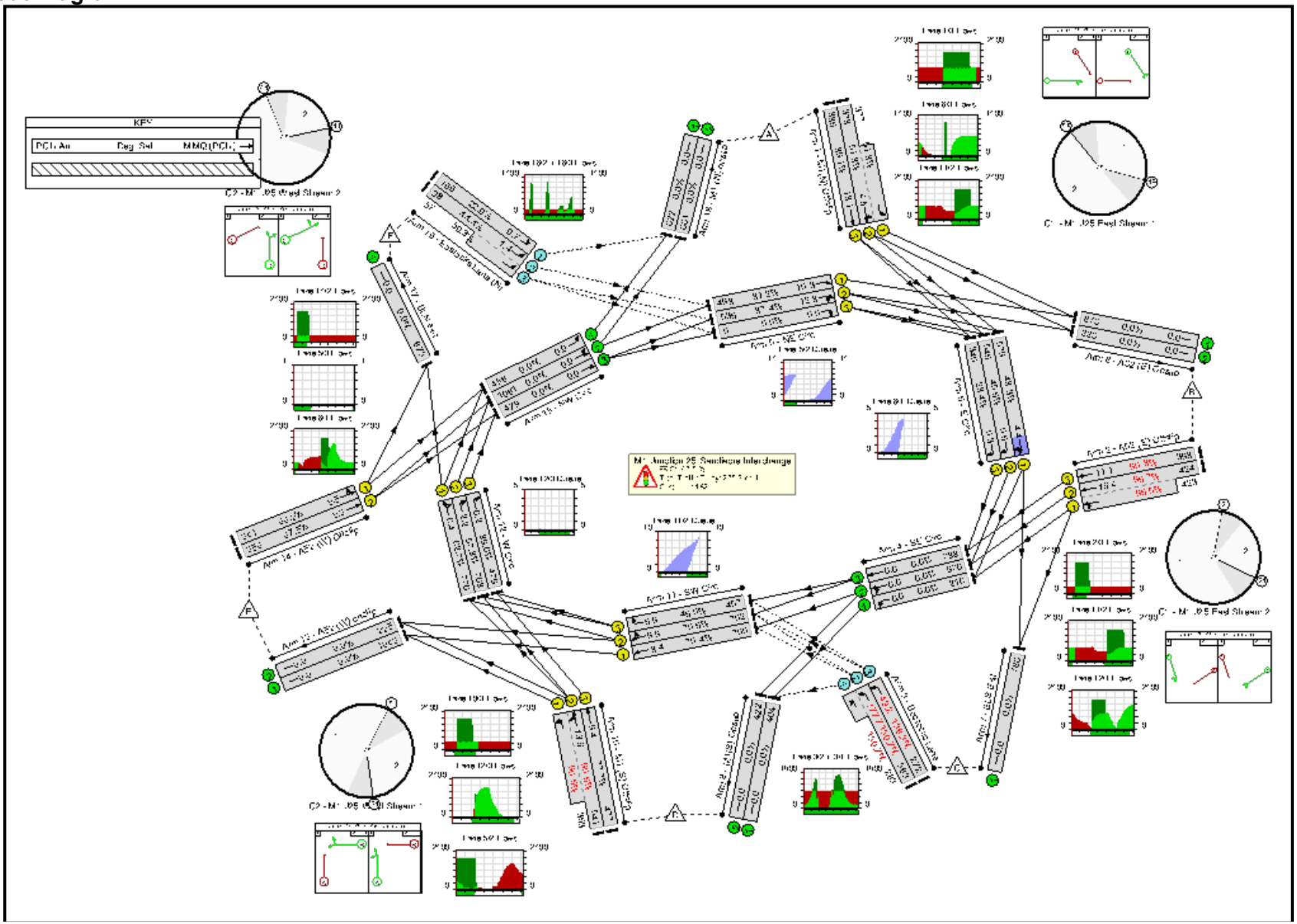
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	25	58
1/2	M1(N) Offslip Ahead Left	U	A	25	58
1/3	M1(N) Offslip Ahead	U	A	25	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	19
5/2	NE Circ Right Ahead	U	B	64	19
5/3	NE Circ Right	U	B	64	19
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	61
12/2	W Circ Right	U	D	20	61
12/3	W Circ Right	U	D	20	61
14/1	A52 (W) Offslip Ahead Left	U	C	1	14
14/2	A52 (W) Offslip Ahead	U	C	1	14

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: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**150.7%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**150.7%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	33	-	-	755	1900:1900	730+728	51.8 : 51.8%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	33	-	-	886	1900	994	89.1%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	847	1900:1900	438+438	96.7 : 96.5%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	398	1900	438	90.8%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	846	1800:1800	374+188	150.7 : 150.7%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	272	1800	200	136.3%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	216	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	970	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	738	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	20	-	-	550	1900	614	81.2%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	20	-	-	537	1900	614	87.4%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	20	-	-	0	1900	614	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	579	1900	1198	48.3%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	546	1900	1198	45.6%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	340	1900	1198	28.4%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	786	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	927	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	336	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	499	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	422	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	904	1900:1900	597+401	90.6 : 90.6%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	477	1900	614	77.7%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	777	1900	994	70.4%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	823	1900	994	70.6%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	521	1900	994	46.0%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	41	-	-	887	1900	1228	62.7%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	766	1900	1228	57.3%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	41	-	-	480	1900	1228	39.0%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	1140	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	229	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	13	-	-	361	1900	409	88.2%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	13	-	-	358	1900	409	87.5%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	559	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1124	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	754	22.0%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800:1800	221+113	44.4 : 50.3%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	725	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	672	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1798**	**0**	**0**	**55.0**	**220.3**	**0.0**	**275.3**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1798**	**0**	**0**	**55.0**	**220.3**	**0.0**	**275.3**	**-**	**-**	**-**	**-**	
1/2+1/1	755	755	-	-	-	1.9	0.5	-	2.5	11.8	4.0	0.5	4.5	
1/3	886	886	-	-	-	3.4	3.8	-	7.2	29.4	14.3	3.8	18.1	
2/2+2/1	847	847	-	-	-	5.8	8.9	-	14.7	62.5	7.5	8.9	16.4	
2/3	398	398	-	-	-	2.7	4.1	-	6.8	61.3	7.0	4.1	11.1	
3/2+3/1	846	561	1123	0	0	11.1	143.8	-	154.9	659.3	33.9	143.8	177.7	
3/3	272	200	200	0	0	3.4	38.0	-	41.3	547.2	11.3	38.0	49.2	
4/1	216	216	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	970	970	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	498	498	-	-	-	2.5	2.1	-	4.5	32.9	8.2	2.1	10.3	
5/2	536	536	-	-	-	3.0	3.2	-	6.1	41.2	9.6	3.2	12.8	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	579	579	-	-	-	0.8	0.0	-	0.8	4.9	4.4	0.0	4.4	
6/2	546	546	-	-	-	0.2	0.0	-	0.2	1.2	0.6	0.0	0.6	
6/3	340	340	-	-	-	0.1	0.0	-	0.1	1.2	0.3	0.0	0.3	
7/1	786	786	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	875	875	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	335	335	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	404	404	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	422	422	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

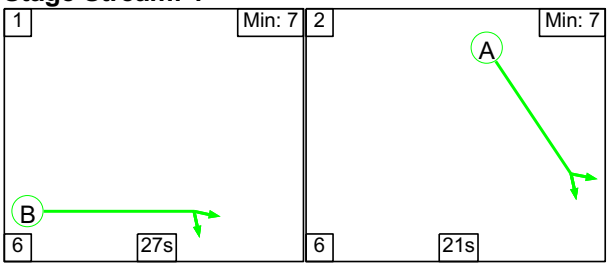
10/2+10/1	904	904	-	-	-	5.0	4.4	-	9.4	37.4	9.2	4.4	13.6
10/3	477	477	-	-	-	2.6	1.7	-	4.3	32.7	7.7	1.7	9.4
11/1	700	700	-	-	-	2.6	1.2	-	3.8	19.4	7.2	1.2	8.4
11/2	702	702	-	-	-	2.3	1.2	-	3.5	17.8	8.7	1.2	9.9
11/3	457	457	-	-	-	0.8	0.4	-	1.2	9.8	6.5	0.4	6.9
12/1	770	770	-	-	-	1.1	0.0	-	1.1	5.2	6.4	0.0	6.4
12/2	703	703	-	-	-	0.5	0.0	-	0.5	2.4	2.2	0.0	2.2
12/3	479	479	-	-	-	0.0	0.0	-	0.0	0.1	0.2	0.0	0.2
13/1	1063	1063	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	225	225	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	361	361	-	-	-	2.5	3.3	-	5.8	57.5	6.2	3.3	9.5
14/2	358	358	-	-	-	2.5	3.1	-	5.6	56.0	6.2	3.1	9.3
15/1	456	456	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1061	1061	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	479	479	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	166	166	166	0	0	0.0	0.1	-	0.2	3.8	0.6	0.1	0.7
16/2+16/3	155	155	310	0	0	0.3	0.4	-	0.7	16.3	0.9	0.4	1.4
17/1	675	675	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	622	622	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	661	661	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	1.0	Total Delay for Signalled Lanes (pcuHr):	20.41	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-7.4	Total Delay for Signalled Lanes (pcuHr):	22.56	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-0.7	Total Delay for Signalled Lanes (pcuHr):	22.22	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	2.0	Total Delay for Signalled Lanes (pcuHr):	12.94	Cycle Time (s):	65
	PRC Over All Lanes (%):	-67.5	Total Delay Over All Lanes(pcuHr):	275.28		

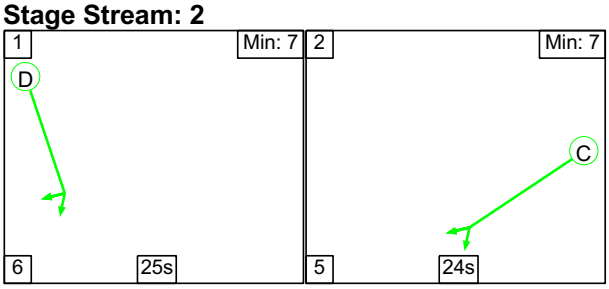
Scenario 18: '18' (FG18: '2041 PM Base SENS + Dev', Plan 1: '1')
Controller :C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

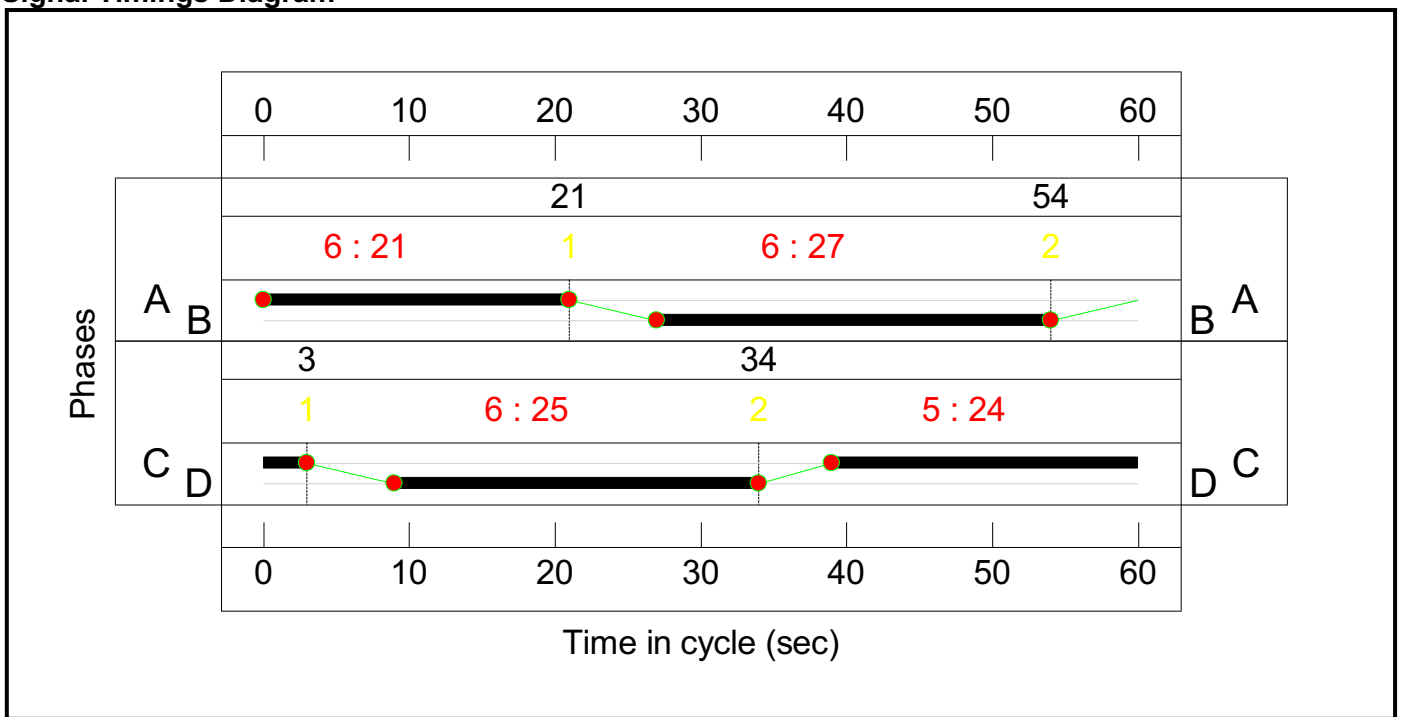
Stage Stream: 2

Stage	1	2
Duration	25	24
Change Point	3	34

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	21	0	21
B	NE Circ Right Ahead	Traffic	1	27	27	54
C	A52 (E) Offslip Ahead Left	Traffic	2	24	39	3
D	E Circ Right Ahead	Traffic	2	25	9	34

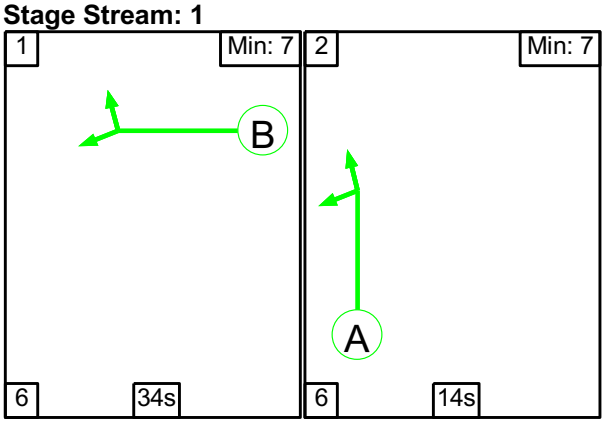
Signal Timings Diagram



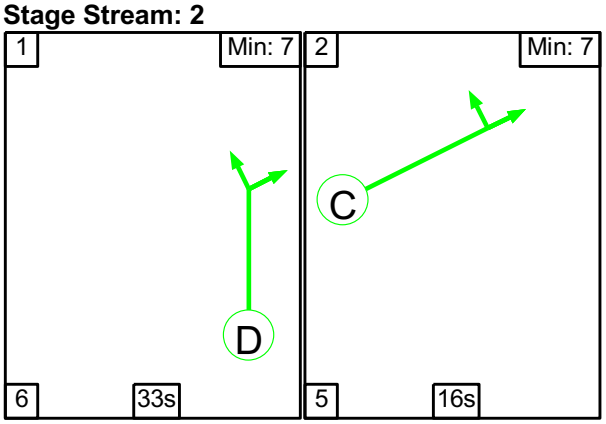
Controller :C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	34	14
Change Point	14	54

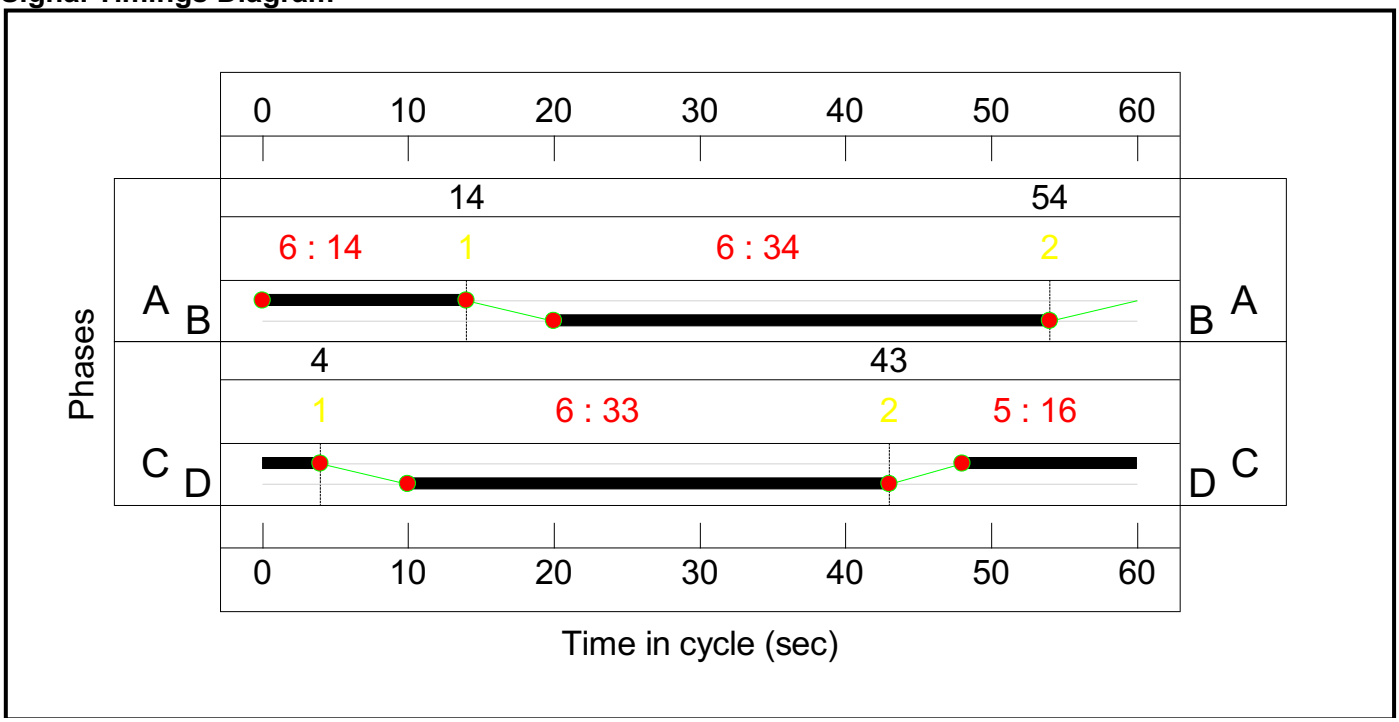
Stage Stream: 2

Stage	1	2
Duration	33	16
Change Point	4	43

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	14	0	14
B	SW Circ Right Ahead	Traffic	1	34	20	54
C	A52 (W) Offslip Ahead Left	Traffic	2	16	48	4
D	W Circ Right Ahead	Traffic	2	33	10	43

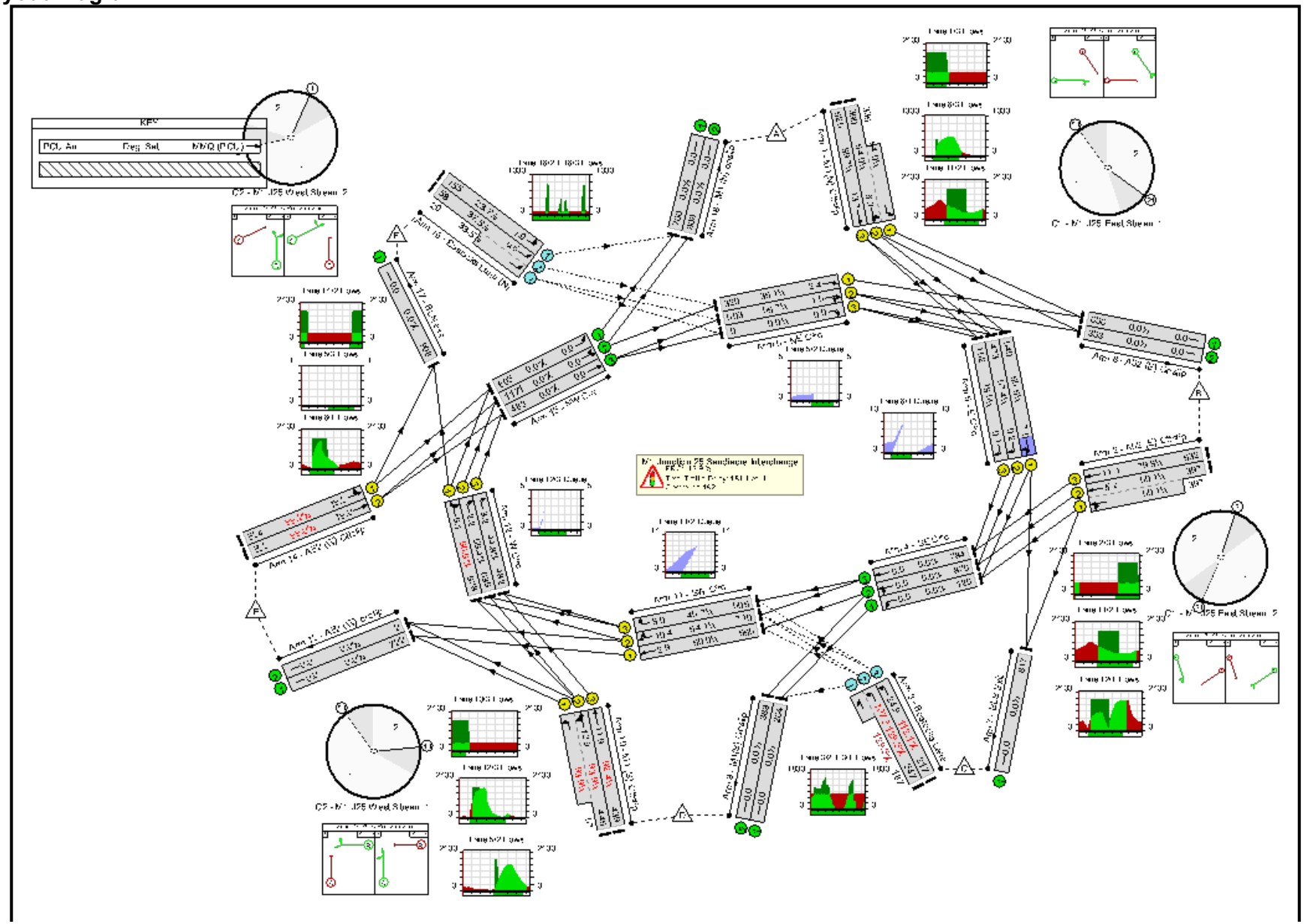
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	0	21
1/2	M1(N) Offslip Ahead Left	U	A	0	21
1/3	M1(N) Offslip Ahead	U	A	0	21
2/1	A52 (E) Offslip Ahead Left	U	C	39	3
2/2	A52 (E) Offslip Ahead	U	C	39	3
2/3	A52 (E) Offslip Ahead	U	C	39	3
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	9	34
6/2	E Circ Right	U	D	9	34
6/3	E Circ Right	U	D	9	34
10/1	M1 (S) Offslip Left	U	A	0	14
10/2	M1 (S) Offslip Ahead Left	U	A	0	14
10/3	M1 (S) Offslip Ahead	U	A	0	14
11/1	SW Circ Ahead	U	B	20	54
11/2	SW Circ Right Ahead	U	B	20	54
11/3	SW Circ Right	U	B	20	54
12/1	W Circ Right Ahead	U	D	10	43
12/2	W Circ Right	U	D	10	43
12/3	W Circ Right	U	D	10	43
14/1	A52 (W) Offslip Ahead Left	U	C	48	4
14/2	A52 (W) Offslip Ahead	U	C	48	4

Network Layout Diagram



Network Results

Detailed Input Data And Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**129.5%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**129.5%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	21	-	-	726	1900:1900	609+525	64.0 : 64.0%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	21	-	-	625	1900	697	89.7%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	24	-	-	794	1900:1900	792+792	50.1 : 50.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	24	-	-	632	1900	792	79.8%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	734	1800:1800	422+144	129.5 : 129.5%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	217	1800	194	112.1%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	120	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	870	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	784	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	335	1900	887	36.1%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	508	1900	887	56.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	0	1900	887	0.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	25	-	-	540	1900	823	65.6%
6/2	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	473	1900	823	57.4%

6/3	E Circ Right	U	1:2	N/A	C1:D		1	25	-	-	152	1900	823	18.5%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	671	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	358	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	307	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	389	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	14	-	-	503	1900:1900	475+61	93.9 : 93.9%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	14	-	-	439	1900	475	92.4%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	34	-	-	719	1900	1108	60.0%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	34	-	-	781	1900	1108	64.1%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	34	-	-	529	1900	1108	45.7%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	33	-	-	1049	1900	1077	90.9%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	657	1900	1077	59.4%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	33	-	-	487	1900	1077	44.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	776	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	2	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	16	-	-	534	1900	538	99.2%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	16	-	-	533	1900	538	99.0%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	659	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	1189	Inf	Inf	0.0%
15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	488	Inf	Inf	0.0%

16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	653	23.7%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	78	1800:1800	155+60	37.5 : 33.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	924	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	814	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	912	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1638**	**0**	**0**	**41.3**	**143.1**	**0.0**	**184.4**	**-**	**-**	**-**	**-**	
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**1638**	**0**	**0**	**41.3**	**143.1**	**0.0**	**184.4**	**-**	**-**	**-**	**-**	
1/2+1/1	726	726	-	-	-	3.0	0.9	-	3.9	19.3	5.1	0.9	6.0	
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	
2/2+2/1	794	794	-	-	-	2.8	0.5	-	3.3	15.2	4.9	0.5	5.4	
2/3	632	632	-	-	-	2.7	1.9	-	4.6	26.3	9.1	1.9	11.1	
3/2+3/1	734	567	1133	0	0	6.6	85.8	-	92.5	453.5	21.4	85.8	107.3	
3/3	217	194	194	0	0	1.4	15.3	-	16.7	276.4	9.6	15.3	24.9	
4/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/2	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
4/3	784	784	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
5/1	320	320	-	-	-	0.6	0.3	-	0.9	9.8	2.1	0.3	2.4	
5/2	503	503	-	-	-	0.3	0.7	-	1.0	6.9	0.8	0.7	1.5	
5/3	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
6/1	540	540	-	-	-	1.1	0.0	-	1.1	7.4	7.0	0.0	7.0	
6/2	473	473	-	-	-	0.1	0.0	-	0.1	1.0	0.2	0.0	0.2	
6/3	152	152	-	-	-	0.0	0.0	-	0.0	1.0	0.1	0.0	0.1	
7/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
8/2	353	353	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/1	264	264	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	
9/2	389	389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	

10/2+10/1	503	503	-	-	-	3.0	5.7	-	8.7	62.3	7.2	5.7	12.9
10/3	439	439	-	-	-	2.7	4.8	-	7.5	61.4	7.1	4.8	11.9
11/1	665	665	-	-	-	0.5	0.7	-	1.2	6.6	2.2	0.7	2.9
11/2	710	710	-	-	-	2.2	0.9	-	3.1	15.5	9.5	0.9	10.4
11/3	506	506	-	-	-	1.8	0.4	-	2.2	15.6	7.5	0.4	8.0
12/1	978	978	-	-	-	2.2	0.0	-	2.2	8.2	9.1	0.0	9.1
12/2	639	639	-	-	-	0.4	0.0	-	0.4	2.5	2.2	0.0	2.2
12/3	482	482	-	-	-	0.1	0.0	-	0.1	0.8	3.2	0.0	3.2
13/1	722	722	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
13/2	2	2	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
14/1	534	534	-	-	-	3.2	10.5	-	13.7	92.4	8.8	10.5	19.3
14/2	533	533	-	-	-	3.2	10.3	-	13.5	90.9	8.7	10.3	19.0
15/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/2	1171	1171	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
15/3	483	483	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
16/1	155	155	155	0	0	0.1	0.2	-	0.3	6.0	0.8	0.2	1.0
16/2+16/3	78	78	156	0	0	0.1	0.3	-	0.4	19.9	0.3	0.3	0.6
17/1	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/1	760	760	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
18/2	909	909	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

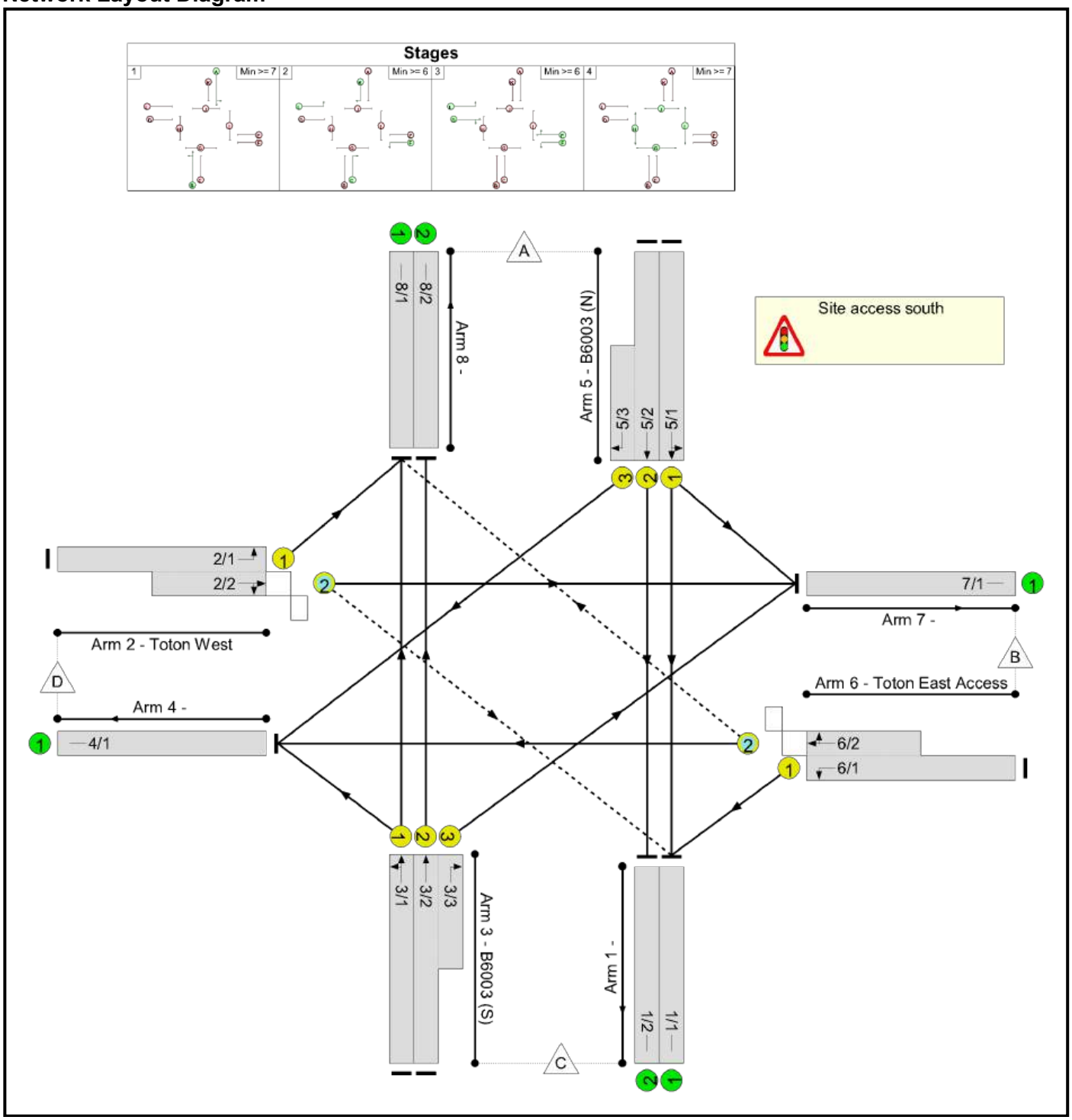
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	12.77	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	12.7	Total Delay for Signalled Lanes (pcuHr):	9.25	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-4.3	Total Delay for Signalled Lanes (pcuHr):	22.66	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-10.2	Total Delay for Signalled Lanes (pcuHr):	29.93	Cycle Time (s):	60
	PRC Over All Lanes (%):	-43.9	Total Delay Over All Lanes(pcuHr):	184.42		

Full Input Data And Results

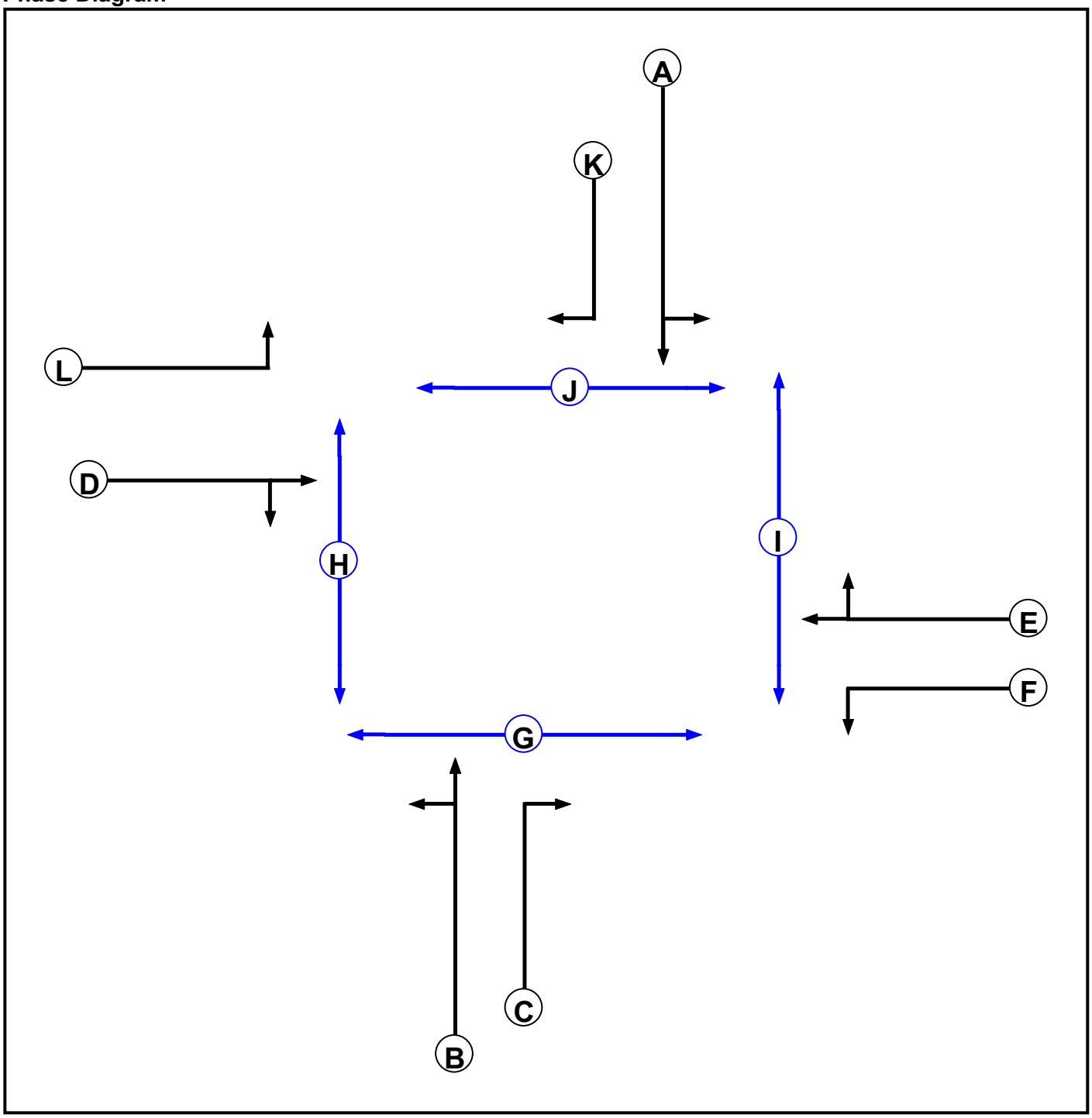
User and Project Details

Project:	**Toton West**
Title:	**B6003 / Site Access / Toton East Access Crossroads**
Location:	Nottingham
Client:	Bloor Homes Ltd
Additional detail:	
File name:	LINSIG B6003 Toton West and Toton East Site Access Crossroads Junction.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7
K	Traffic		7	7
L	Traffic		7	7

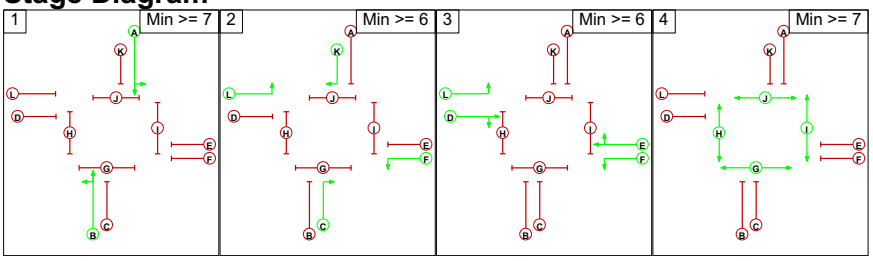
Phase Intergreens Matrix

		Starting Phase											
		A	B	C	D	E	F	G	H	I	J	K	L
Terminating Phase	A		-	6	5	6	7	8	-	7	5	5	-
	B	-		5	6	5	-	5	7	-	8	6	7
	C	7	5		5	5	-	5	-	8	-	-	-
	D	7	5	6		-	-	8	5	8	7	6	-
	E	5	7	6	-		-	-	8	5	8	6	-
	F	5	-	-	-	-		7	-	5	-	-	-
	G	15	15	15	15	-	15		-	-	-	-	-
	H	-	11	-	11	11	-	-		-	-	11	11
	I	15	-	15	15	15	15	-	-		-	-	-
	J	11	11	-	11	11	-	-	-	-		11	11
	K	5	7	-	6	6	-	-	8	-	5		-
	L	-	5	-	-	-	-	-	5	-	7	-	

Phases in Stage

Stage No.	Phases in Stage
1	A B
2	C F K L
3	D E F L
4	G H I J

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	3	C	Losing	1	1

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4
1		7	7	8
2	7		6	8
3	7	6		8
4	15	15	15	

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	L	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Left	12.00
2/2 (Toton West)	O	D	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	C	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	K	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)	O	E	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: '2028 Base + Development AM'	08:00	09:00	01:00	
2: '2028 Base + Development PM'	17:00	18:00	01:00	
3: '2041 Base + Development AM'	08:00	09:00	01:00	
4: '2041 Base + Develoment PM'	17:00	18:00	01:00	
5: '2028 Base + Sensitivty + Development AM'	08:00	09:00	01:00	
6: '2028 Base + Sensitivty + Development PM'	17:00	18:00	01:00	
7: '2041 Base + Sensitivity + Development AM'	08:00	09:00	01:00	
8: '2041 Base + Sensitivity + Development PM'	17:00	18:00	01:00	

Scenario 1: '2028 Base + Development AM' (FG1: '2028 Base + Development AM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1018	29	1047
	B	0	0	0	0	0
	C	842	0	0	10	852
	D	142	0	49	0	191
	Tot.	984	0	1067	39	2090

Traffic Lane Flows

Lane	Scenario 1: 2028 Base + Development AM
Junction: Site access south	
1/1	537
1/2	530
2/1 (with short)	191(In) 142(Out)
2/2 (short)	49
3/1	403
3/2 (with short)	449(In) 449(Out)
3/3 (short)	0
4/1	39
5/1	488
5/2 (with short)	559(In) 530(Out)
5/3 (short)	29
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	535
8/2	449

Lane Saturation Flows

Junction: Site access south

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	2.5 %	1909	1909
				Arm 8 Ahead	Inf	97.5 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2028 Base + Development PM' (FG2: '2028 Base + Development PM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1053	108	1161
	B	0	0	0	0	0
	C	856	0	0	37	893
	D	43	0	15	0	58
	Tot.	899	0	1068	145	2112

Traffic Lane Flows

Lane	Scenario 2: 2028 Base + Development PM
Junction: Site access south	
1/1	531
1/2	537
2/1 (with short)	58(In) 43(Out)
2/2 (short)	15
3/1	421
3/2 (with short)	472(In) 472(Out)
3/3 (short)	0
4/1	145
5/1	516
5/2 (with short)	645(In) 537(Out)
5/3 (short)	108
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	427
8/2	472

Lane Saturation Flows

Junction: Site access south

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	8.8 %	1894	1894
				Arm 8 Ahead	Inf	91.2 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2041 Base + Development AM' (FG3: '2041 Base + Development AM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1100	29	1129
	B	0	0	0	0	0
	C	910	0	0	10	920
	D	142	0	49	0	191
	Tot.	1052	0	1149	39	2240

Traffic Lane Flows

Lane	Scenario 3: 2041 Base + Development AM
Junction: Site access south	
1/1	577
1/2	572
2/1 (with short)	191(In) 142(Out)
2/2 (short)	49
3/1	436
3/2 (with short)	484(In) 484(Out)
3/3 (short)	0
4/1	39
5/1	528
5/2 (with short)	601(In) 572(Out)
5/3 (short)	29
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	568
8/2	484

Lane Saturation Flows

Junction: Site access south

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	2.3 %	1910	1910
				Arm 8 Ahead	Inf	97.7 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2041 Base + Development PM' (FG4: '2041 Base + Develoment PM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1143	108	1251
	B	0	0	0	0	0
	C	928	0	0	37	965
	D	43	0	15	0	58
	Tot.	971	0	1158	145	2274

Traffic Lane Flows

Lane	Scenario 4: 2041 Base + Development PM
Junction: Site access south	
1/1	582
1/2	576
2/1 (with short)	58(In) 43(Out)
2/2 (short)	15
3/1	456
3/2 (with short)	509(In) 509(Out)
3/3 (short)	0
4/1	145
5/1	567
5/2 (with short)	684(In) 576(Out)
5/3 (short)	108
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	462
8/2	509

Lane Saturation Flows

Junction: Site access south

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	8.1 %	1896	1896
				Arm 8 Ahead	Inf	91.9 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 Base + Sensitivity + Development AM ' (FG5: '2028 Base + Sensitivty + Development AM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1051	29	1080
	B	0	0	0	0	0
	C	849	0	0	10	859
	D	142	0	49	0	191
	Tot.	991	0	1100	39	2130

Traffic Lane Flows

Lane	Scenario 5: 2028 Base + Sensitivity + Development AM
Junction: Site access south	
1/1	553
1/2	547
2/1 (with short)	191(In) 142(Out)
2/2 (short)	49
3/1	407
3/2 (with short)	452(In) 452(Out)
3/3 (short)	0
4/1	39
5/1	504
5/2 (with short)	576(In) 547(Out)
5/3 (short)	29
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	539
8/2	452

Lane Saturation Flows

Junction: Site access south

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	2.5 %	1909	1909
				Arm 8 Ahead	Inf	97.5 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Base + Sensitivty + Development PM' (FG6: '2028 Base + Sensitivty + Development PM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1063	108	1171
	B	0	0	0	0	0
	C	880	0	0	37	917
	D	43	0	15	0	58
	Tot.	923	0	1078	145	2146

Traffic Lane Flows

Lane	Scenario 6: 2028 Base + Sensitivty + Development PM
Junction: Site access south	
1/1	527
1/2	551
2/1 (with short)	58(In) 43(Out)
2/2 (short)	15
3/1	440
3/2 (with short)	477(In) 477(Out)
3/3 (short)	0
4/1	145
5/1	512
5/2 (with short)	659(In) 551(Out)
5/3 (short)	108
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	446
8/2	477

Lane Saturation Flows

Junction: Site access south

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	8.4 %	1895	1895
				Arm 8 Ahead	Inf	91.6 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 7: '2041 Base + Sensitivty + Development AM' (FG7: '2041 Base + Sensitivity + Development AM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1133	29	1162
	B	0	0	0	0	0
	C	916	0	0	10	926
	D	142	0	49	0	191
	Tot.	1058	0	1182	39	2279

Traffic Lane Flows

Lane	Scenario 7: 2041 Base + Sensitivty + Development AM
Junction: Site access south	
1/1	593
1/2	589
2/1 (with short)	191(In) 142(Out)
2/2 (short)	49
3/1	439
3/2 (with short)	487(In) 487(Out)
3/3 (short)	0
4/1	39
5/1	544
5/2 (with short)	618(In) 589(Out)
5/3 (short)	29
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	571
8/2	487

Lane Saturation Flows

Junction: Site access south

Lane	Lane Width (m)	Gradient	Nearside Lane	Allowed Turns	Turning Radius (m)	Turning Prop.	Sat Flow (PCU/Hr)	Flared Sat Flow (PCU/Hr)
1/1	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	2.3 %	1910	1910
				Arm 8 Ahead	Inf	97.7 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Scenario 8: '2041 Baae + Sensitivity + Development PM' (FG8: '2041 Base + Sensitivity + Development PM', Plan 2: 'Peds alt')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1153	108	1261
	B	0	0	0	0	0
	C	953	0	0	37	990
	D	43	0	15	0	58
	Tot.	996	0	1168	145	2309

Traffic Lane Flows

Lane	Scenario 8: 2041 Baae + Sensitivity + Development PM
Junction: Site access south	
1/1	587
1/2	581
2/1 (with short)	58(In) 43(Out)
2/2 (short)	15
3/1	468
3/2 (with short)	522(In) 522(Out)
3/3 (short)	0
4/1	145
5/1	572
5/2 (with short)	689(In) 581(Out)
5/3 (short)	108
6/1 (with short)	0(In) 0(Out)
6/2 (short)	0
7/1	0
8/1	474
8/2	522

Lane Saturation Flows

Junction: Site access south								
Lane	**Lane Width (m)**	**Gradient**	**Nearside Lane**	**Allowed Turns**	**Turning Radius (m)**	**Turning Prop.**	**Sat Flow (PCU/Hr)**	**Flared Sat Flow (PCU/Hr)**
1/1	Infinite Saturation Flow						Inf	Inf
1/2	Infinite Saturation Flow						Inf	Inf
2/1 (Toton West)	3.50	0.00	Y	Arm 8 Left	12.00	100.0 %	1747	1747
2/2 (Toton West)	3.50	0.00	N	Arm 1 Right	20.00	100.0 %	1958	1958
				Arm 7 Ahead	Inf	0.0 %		
3/1 (B6003 (S))	3.00	0.00	Y	Arm 4 Left	12.00	7.9 %	1896	1896
				Arm 8 Ahead	Inf	92.1 %		
3/2 (B6003 (S))	3.00	0.00	N	Arm 8 Ahead	Inf	100.0 %	2055	2055
3/3 (B6003 (S))	3.00	0.00	Y	Arm 7 Right	15.00	0.0 %	1915	1915
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	100.0 %	1915	1915
				Arm 7 Left	12.00	0.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	0.0 %	1965	1965
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	2105	2105
				Arm 8 Right	20.00	0.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Stage Timings

Scenario 1: '2028 Base + Development AM' (FG1: '2028 Base + Development AM', Plan 2: 'Peds alt')

Stage	**1**	**2**	**3**	**1**	**2**	**3**	**4**
Duration	19	6	7	42	6	7	7
Change Point	0	34	47	60	109	122	135

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**	-	-		-	-	-	-	-	-	**63.3%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	**63.3%**
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	191	1747:1958	443+153	32.1 : 32.1%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	403	1909	802	50.3%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	449	2055:1915	863+0	52.0 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	488	1915	804	60.7%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	559	2055:1741	838+46	63.3 : 63.3%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	111+221	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**48**	**0**	**1**	**10.7**	**2.9**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**48**	**0**	**1**	**10.7**	**2.9**	**0.0**	**13.6**	**-**	**-**	**-**	**-**
2/1+2/2	191	191	48	0	1	1.3	0.2	0.0	1.5 (1.0+0.5)	28.7 (26.4:35.5)	2.3	0.2	2.6
3/1	403	403	-	-	-	1.9	0.5	-	2.4	21.6	7.7	0.5	8.2
3/2+3/3	449	449	-	-	-	2.2	0.5	-	2.7 (2.7+0.0)	21.6 (21.6:0.0)	8.7	0.5	9.3
5/1	488	488	-	-	-	2.5	0.8	-	3.2	23.8	9.9	0.8	10.7
5/2+5/3	559	559	-	-	-	2.9	0.9	-	3.8 (3.5+0.3)	24.3 (23.7:36.0)	11.1	0.9	12.0
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0

C1 - Southern Access

PRC for Signalled Lanes (%): 42.3
PRC Over All Lanes (%): 42.3

Total Delay for Signalled Lanes (pcuHr): 13.64
Total Delay Over All Lanes(pcuHr): 13.64

Cycle Time (s): 150

Stage Timings

Scenario 2: '2028 Base + Development PM' (FG2: '2028 Base + Development PM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	21	6	7	40	6	7	7
Change Point	0	36	49	62	109	122	135

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**	-	-		-	-	-	-	-	-	**69.9%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	**69.9%**
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	58	1747:1958	443+154	9.7 : 9.7%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	421	1894	795	52.9%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	472	2055:1915	863+0	54.7 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	516	1915	804	64.2%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	645	2055:1741	768+154	69.9 : 69.9%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	110+219	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**15**	**0**	**0**	**11.1**	**3.3**	**0.0**	**14.3**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**15**	**0**	**0**	**11.1**	**3.3**	**0.0**	**14.3**	**-**	**-**	**-**	**-**
2/1+2/2	58	58	15	0	0	0.4	0.1	0.0	0.4 (0.3+0.1)	26.6 (24.1:33.8)	0.7	0.1	0.7
3/1	421	421	-	-	-	2.0	0.6	-	2.6	22.2	8.2	0.6	8.7
3/2+3/3	472	472	-	-	-	2.3	0.6	-	2.9 (2.9+0.0)	22.1 (22.1:0.0)	9.3	0.6	9.9
5/1	516	516	-	-	-	2.6	0.9	-	3.5	24.7	10.7	0.9	11.6
5/2+5/3	645	645	-	-	-	3.7	1.2	-	4.9 (3.7+1.2)	27.1 (24.8:38.4)	12.2	1.2	13.4
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0

C1 - Southern Access

PRC for Signalled Lanes (%): 28.7
PRC Over All Lanes (%): 28.7

Total Delay for Signalled Lanes (pcuHr): 14.31
Total Delay Over All Lanes(pcuHr): 14.31

Cycle Time (s): 150

Stage Timings

Scenario 3: '2041 Base + Development AM' (FG3: '2041 Base + Development AM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	21	6	7	40	6	7	7
Change Point	0	36	49	62	109	122	135

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.1%**
Site access south	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**68.1%**
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	191	1747:1958	443+153	32.1 : 32.1%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	436	1910	802	54.4%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	484	2055:1915	863+0	56.1 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	528	1915	804	65.6%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	601	2055:1741	840+43	68.1 : 68.1%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	55+219	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**48**	**0**	**1**	**11.7**	**3.5**	**0.0**	**15.2**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**48**	**0**	**1**	**11.7**	**3.5**	**0.0**	**15.2**	**-**	**-**	**-**	**-**
2/1+2/2	191	191	48	0	1	1.3	0.2	0.0	1.5 (1.0+0.5)	28.8 (26.4:35.5)	2.4	0.2	2.7
3/1	436	436	-	-	-	2.1	0.6	-	2.7	22.4	8.6	0.6	9.2
3/2+3/3	484	484	-	-	-	2.4	0.6	-	3.0 (3.0+0.0)	22.4 (22.4:0.0)	9.5	0.6	10.2
5/1	528	528	-	-	-	2.7	0.9	-	3.7	25.1	11.0	0.9	11.9
5/2+5/3	601	601	-	-	-	3.2	1.1	-	4.3 (4.0+0.3)	25.6 (25.1:36.8)	12.3	1.1	13.4
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0

C1 - Southern Access

PRC for Signalled Lanes (%): 32.2
PRC Over All Lanes (%): 32.2

Total Delay for Signalled Lanes (pcuHr): 15.21
Total Delay Over All Lanes(pcuHr): 15.21

Cycle Time (s): 150

Stage Timings

Scenario 4: '2041 Base + Development PM' (FG4: '2041 Base + Develoment PM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	24	6	7	37	6	7	7
Change Point	0	39	52	65	109	122	135

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**	-	-		-	-	-	-	-	-	**74.5%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	**74.5%**
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	58	1747:1958	443+154	9.7 : 9.7%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	456	1896	796	57.3%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	509	2055:1915	863+0	59.0 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	567	1915	804	70.5%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	684	2055:1741	773+145	74.5 : 74.5%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	111+221	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**15**	**0**	**0**	**12.2**	**4.1**	**0.0**	**16.2**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**15**	**0**	**0**	**12.2**	**4.1**	**0.0**	**16.2**	**-**	**-**	**-**	**-**
2/1+2/2	58	58	15	0	0	0.4	0.1	0.0	0.4 (0.3+0.1)	26.7 (24.2:33.9)	0.7	0.1	0.8
3/1	456	456	-	-	-	2.3	0.7	-	2.9	23.0	9.1	0.7	9.8
3/2+3/3	509	509	-	-	-	2.5	0.7	-	3.3 (3.3+0.0)	23.0 (23.0:0.0)	10.3	0.7	11.0
5/1	567	567	-	-	-	3.0	1.2	-	4.2	26.7	12.3	1.2	13.5
5/2+5/3	684	684	-	-	-	4.0	1.4	-	5.4 (4.2+1.2)	28.6 (26.5:39.7)	13.7	1.4	15.1
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0

C1 - Southern Access

PRC for Signalled Lanes (%): 20.9
PRC Over All Lanes (%): 20.9

Total Delay for Signalled Lanes (pcuHr): 16.24
Total Delay Over All Lanes(pcuHr): 16.24

Cycle Time (s): 150

Stage Timings

Scenario 5: '2028 Base + Sensitivity + Development AM ' (FG5: '2028 Base + Sensitivty + Development AM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	20	6	7	41	6	7	7
Change Point	0	35	48	61	109	122	135

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**	-	-		-	-	-	-	-	-	**65.2%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	**65.2%**
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	191	1747:1958	443+153	32.1 : 32.1%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	407	1909	802	50.8%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	452	2055:1915	863+0	52.4 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	504	1915	804	62.7%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	576	2055:1741	839+44	65.2 : 65.2%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	111+221	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**48**	**0**	**1**	**11.0**	**3.1**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**48**	**0**	**1**	**11.0**	**3.1**	**0.0**	**14.1**	**-**	**-**	**-**	**-**
2/1+2/2	191	191	48	0	1	1.3	0.2	0.0	1.5 (1.0+0.5)	28.7 (26.4:35.5)	2.4	0.2	2.6
3/1	407	407	-	-	-	1.9	0.5	-	2.5	21.7	7.8	0.5	8.3
3/2+3/3	452	452	-	-	-	2.2	0.5	-	2.7 (2.7+0.0)	21.7 (21.7:0.0)	8.8	0.5	9.3
5/1	504	504	-	-	-	2.6	0.8	-	3.4	24.3	10.4	0.8	11.2
5/2+5/3	576	576	-	-	-	3.0	0.9	-	4.0 (3.7+0.3)	24.8 (24.2:36.3)	11.6	0.9	12.6
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0

C1 - Southern Access

PRC for Signalled Lanes (%): 38.0
PRC Over All Lanes (%): 38.0

Total Delay for Signalled Lanes (pcuHr): 14.07
Total Delay Over All Lanes(pcuHr): 14.07

Cycle Time (s): 150

Stage Timings

Scenario 6: '2028 Base + Sensitivty + Development PM' (FG6: '2028 Base + Sensitivty + Development PM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	22	6	7	39	6	7	7
Change Point	0	37	50	63	109	122	135

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**	-	-		-	-	-	-	-	-	**71.6%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	**71.6%**
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	58	1747:1958	443+154	9.7 : 9.7%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	440	1895	796	55.3%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	477	2055:1915	863+0	55.3 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	512	1915	804	63.7%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	659	2055:1741	770+151	71.6 : 71.6%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	111+221	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**15**	**0**	**0**	**11.3**	**3.4**	**0.0**	**14.7**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**15**	**0**	**0**	**11.3**	**3.4**	**0.0**	**14.7**	**-**	**-**	**-**	**-**
2/1+2/2	58	58	15	0	0	0.4	0.1	0.0	0.4 (0.3+0.1)	26.6 (24.1:33.8)	0.7	0.1	0.8
3/1	440	440	-	-	-	2.1	0.6	-	2.8	22.6	8.7	0.6	9.3
3/2+3/3	477	477	-	-	-	2.3	0.6	-	2.9 (2.9+0.0)	22.2 (22.2:0.0)	9.4	0.6	10.0
5/1	512	512	-	-	-	2.6	0.9	-	3.5	24.5	10.7	0.9	11.5
5/2+5/3	659	659	-	-	-	3.8	1.2	-	5.1 (3.9+1.2)	27.6 (25.4:38.8)	12.7	1.2	14.0
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0

C1 - Southern Access

PRC for Signalled Lanes (%): 25.8
PRC Over All Lanes (%): 25.8

Total Delay for Signalled Lanes (pcuHr): 14.68
Total Delay Over All Lanes(pcuHr): 14.68

Cycle Time (s): 150

Stage Timings

Scenario 7: '2041 Base + Sensitivty + Development AM' (FG7: '2041 Base + Sensitivity + Development AM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	22	6	7	39	6	7	7
Change Point	0	37	50	63	109	122	135

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**	-	-		-	-	-	-	-	-	**70.0%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	**70.0%**
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	191	1747:1958	443+153	32.1 : 32.1%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	439	1910	802	54.7%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	487	2055:1915	863+0	56.4 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	544	1915	804	67.6%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	618	2055:1741	841+41	70.0 : 70.0%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	222+221	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**48**	**0**	**1**	**12.0**	**3.7**	**0.0**	**15.7**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**48**	**0**	**1**	**12.0**	**3.7**	**0.0**	**15.7**	**-**	**-**	**-**	**-**
2/1+2/2	191	191	48	0	1	1.3	0.2	0.0	1.5 (1.0+0.5)	28.8 (26.5:35.6)	2.5	0.2	2.7
3/1	439	439	-	-	-	2.1	0.6	-	2.7	22.5	8.7	0.6	9.3
3/2+3/3	487	487	-	-	-	2.4	0.6	-	3.0 (3.0+0.0)	22.5 (22.5:0.0)	9.7	0.6	10.4
5/1	544	544	-	-	-	2.8	1.0	-	3.9	25.7	11.5	1.0	12.5
5/2+5/3	618	618	-	-	-	3.3	1.2	-	4.5 (4.2+0.3)	26.2 (25.7:37.3)	12.9	1.2	14.0
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0

C1 - Southern Access

PRC for Signalled Lanes (%): 28.5
PRC Over All Lanes (%): 28.5

Total Delay for Signalled Lanes (pcuHr): 15.70
Total Delay Over All Lanes(pcuHr): 15.70

Cycle Time (s): 150

Stage Timings

Scenario 8: '2041 Baae + Sensitivity + Development PM' (FG8: '2041 Base + Sensitivity + Development PM', Plan 2: 'Peds alt')

Stage	1	2	3	1	2	3	4
Duration	24	6	7	37	6	7	7
Change Point	0	39	52	65	109	122	135

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**	-	-		-	-	-	-	-	-	**75.0%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	**75.0%**
2/1+2/2	Toton West Right Ahead Left	U+O	N/A	N/A	L D		2	38:14	-	58	1747:1958	443+154	9.7 : 9.7%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	468	1896	796	58.8%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B C		2	61:16	-	522	2055:1915	863+0	60.5 : 0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	61	-	572	1915	804	71.1%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A K		2	61:14	-	689	2055:1741	774+144	75.0 : 75.0%
6/1+6/2	Toton East Access Left Ahead Right	U+O	N/A	N/A	F E		2	38:14	-	0	1965:2105	111+221	0.0 : 0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**15**	**0**	**0**	**12.4**	**4.2**	**0.0**	**16.6**	**-**	**-**	**-**	**-**
Site access south	**-**	**-**	**15**	**0**	**0**	**12.4**	**4.2**	**0.0**	**16.6**	**-**	**-**	**-**	**-**
2/1+2/2	58	58	15	0	0	0.4	0.1	0.0	0.4 (0.3+0.1)	26.7 (24.2:33.9)	0.7	0.1	0.8
3/1	468	468	-	-	-	2.3	0.7	-	3.0	23.4	9.5	0.7	10.2
3/2+3/3	522	522	-	-	-	2.6	0.8	-	3.4 (3.4+0.0)	23.3 (23.3:0.0)	10.6	0.8	11.3
5/1	572	572	-	-	-	3.1	1.2	-	4.3	26.9	12.4	1.2	13.6
5/2+5/3	689	689	-	-	-	4.0	1.5	-	5.5 (4.3+1.2)	28.8 (26.8:39.9)	13.8	1.5	15.3
6/1+6/2	0	0	0	0	0	0.0	0.0	0.0	0.0 (0.0+0.0)	0.0 (0.0:0.0)	0.0	0.0	0.0

C1 - Southern Access

PRC for Signalled Lanes (%): 19.9
PRC Over All Lanes (%): 19.9

Total Delay for Signalled Lanes (pcuHr): 16.65
Total Delay Over All Lanes(pcuHr): 16.65

Cycle Time (s): 150