TECHNICAL NOTE

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Toton West, Broxtowe

Highways Response to Consultee Comments

Client:	Bloor Homes Ltd	File Reference:	260417_328827_TN003
Date:	17 April 2026	Job Number:	328827
Prepared by:	JFN / PM	Approved by:	BDF

1. Introduction

1.1 Overview

1.1.1 This Technical Note (TN) has been prepared in response to transport and highways comments received in relation to the Outline Planning Application (Ref: 25/00371/OUT) for a new residential development at Toton West in Broxtowe, Nottinghamshire. The proposals comprise the following:

"Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (With some matters reserved)."

1.2 Background

1.2.1 A Transport Assessment (TA) (Ref: ADC3648-RP-A) and Residential Travel Plan (RTP) (Ref: ADC3648-RP-B) were included as part of the initial suite of documents which accompanied the planning submission; both of which were prepared by ADC Infrastructure.

1.2.2 The application was validated in May 2025, and comments were initially provided in June 2025 by Nottinghamshire County Council (NCC); in their role as Local Highway Authority (LHA) and National Highways; who are responsible for the management and operation of the Strategic Road Network (SRN).

1.2.3 As part of the responses received in relation to the initial suite of transport documents, NCC and NH both noted that they would require a cumulative assessment to be undertaken using the East Midlands Gateway Model (EMGM); to consider the impact of the proposed scheme at Toton West, along with the live applications for Toton East (Ref: 25/00255/FUL) and Toton North (Ref: 25/00306/OUT).

1.3 Updated Evidence Base – December 2025

1.3.1 In December 2025, the applicant submitted a revised TA (Ref: 251222-328827_TA) and RTP (Ref: 251222_328827_RTP); prepared by mode, which includes reference to an updated evidence base, inclusive of new traffic survey data and capacity assessment work.

1.3.2 As referenced within the revised TA, cumulative assessments for Toton West, East and North are currently being prepared, through use of the EMGM. The model is not, however, readily available in terms of its ability to assess the impact of the proposed development site, and the applicant has commissioned SYSTRA (who operate the EMGM) to undertake a significant amount of work to facilitate a cumulative assessment of the transport impacts of the development, alongside Toton North and Toton East.

1.3.3 This has included an Area of Influence (AOI) and Model Validation assessment and development of suitable Reference Cases to identify a valid future base position, which is required prior to any Do Something (with development) testing being undertaken.

1.3.4 NCC and NH have been consulted on the work completed using the EMGM to date and will continue to be consulted during the process. Nonetheless, given the significant amount of work which is required to get to a stage where an assessment of the proposed development can be undertaken using the EMGM, and the associated timescales for doing so, this introduces a significant delay and pressure on to the delivery of new housing within this allocation. The applicant has commenced and committed to utilising the model to understand the wider requirements of the allocation (of which they have an interest in other Toton applications).

1.3.5 Notwithstanding this, the revised TA considers the proposed development at Toton West on its own merits, independently of the wider Toton development plans, using an industry standard approach of using trip rates (obtained from the EMGM) and trip distribution (based upon Census Journey to Work data) to understand the likely assignment of development traffic onto the local highway network.

1.3.6 The revised TA concluded that the proposed development is sustainably located, can provide safe and suitable access and subject to the implementation of necessary mitigation will not result in any severe residual impact on the operation of the highway network, and therefore wholly aligns with the NPPF and as such should be considered acceptable in terms of transport and highways.

1.4 Consultee Comments - 2026

1.4.1 Having reviewed the revised TA and RTP, statutory consultee responses have now been submitted by NH, Active Travel England (ATE) and NCC, with all three parties requesting further information prior to issuing their respective determination / recommendation. Copies of the responses received from NH, ATE and NCC are included at **Appendix A**, for reference.

1.4.2 This TN formally addresses the latest comments made by the above consultees to provide comfort that the scheme is viable and acceptable in planning terms.

1.4.3 It should be noted that an updated TA (Ref: 260216_328827_TA R004 Rev A) was subsequently submitted in February 2026. This document included updated modelling analysis for the M1 Junction 25 and Bramcote Island, owing to a discrepancy in the modelling data presented as part of the previous version of the TA. All other aspects of the TA are consistent with the previous version submitted in December 2025. It is acknowledged that NCC and NH may wish to provide additional comments on the updated modelling analysis, and if so required, these will be addressed as part of a separate TN.

1.4.4 This TN should therefore be read in conjunction with the TA (Ref: 260216_328827_TA R004 Rev A) and RTP (Ref: 251222_328827_RTP) submitted as part of the application.

2. Consultee Response – NCC

2.1 Overview

2.1.1 This section outlines NCC's comments as outlined in their response dated 19th January 2026, along with an associated considered response from mode.

2.2 Traffic Modelling

NCC Comment

In view of our previous comments, it is unclear why a revised Transport Assessment (RTA) has been written to assess the highway impacts of this proposal in isolation of applications 25/00255/FUL and 25/00306/OUT, particularly when a Transport Assessment Addendum is being prepared separately to evaluate the cumulative impact of all three schemes across the network. For this reason we have not undertaken a review of the modelling outputs as this matter is already in hand.

The RTA explains in some detail why the proposals should be considered on a Decide/Provide basis. However, inclusion of Policy 3.2 in Broxtowe Borough Council's Part 2 Local Plan was informed by the Infrastructure Delivery Plan whose methodology is based on Predict/Provide scenarios. Furthermore, the "Toton and Chetwynd Barracks Strategic Masterplan" requires infrastructure improvements to be guided by the use of the EMGM which is a Predict/Provide tool. Although para 109 of the 2024 Framework may well indeed require development proposals to be "vision led", Policy 3.2 pre-dates the document and has been progressed on that basis.

mode response

Modelling Position

2.2.1 As referenced within the TA submitted as part of the application, cumulative assessments for Toton West, East and North are indeed being prepared, through the use of the EMGM. The model is not, however, readily available in terms of its ability to assess the impact of the proposed development site, and the applicant has commissioned SYSTRA (who operate the EMGM) to undertake a significant amount of work to facilitate an assessment of the transport impacts of the development. This has included an Area of Influence (AOI) and Model Validation assessment and development of suitable reference cases in order to identify a valid base position, which is required prior to any Do Something (with development) testing being undertaken.

2.2.2 NCC and NH have been consulted on the work completed using the EMGM to date, and will continue to be consulted during the process. Nonetheless, given the significant amount of work which is required in order to get to a stage where an assessment of the proposed development can be undertaken using the EMGM, and the associated timescales for doing so, it is not considered reasonable to request that all work be paused on the application until this has been completed.

2.2.3 As detailed within the suite of documents submitted as part of the application, whilst the three Toton sites are linked in terms of their allocated status, it is the intention that the allocation at Toton West be occupied in advance of the other two sites. The TA therefore considers development at Toton West on its own merits, independently of the wider Toton development plans, using an industry standard approach of using trip rates (obtained from the EMGM) and trip distribution (based upon Census Journey to Work data) to understand the likely assignment of development traffic onto the local highway network.

2.2.4 To determine the existing level of traffic within the study area, a series of Manual Classified Counts (MCC) surveys have been undertaken covering the traditional highway peak periods of 07:00-10:00 and 16:00-19:00. MCC surveys were undertaken on 06/11/25, a neutral working weekday outside of school holiday periods. The survey data is therefore considered representative of typical traffic conditions on the local highway network and robust to use in subsequent junction capacity assessments.

2.2.5 Background traffic growth has then been established using TEMPro, to a 2028 opening year and 2041 future year (consistent with the wider modelling work being completed using the EMGM), to inform detailed capacity assessments undertaken at key junctions on the local highway network.

2.2.6 This approach is used regularly for other similar sites of this scale and nature, and mode are not aware of a legal requirement which states that an assessment of the transport impacts of this site cannot be undertaken using this methodology, and must instead be based upon the outputs of the EMGM; a model which as stated above, is not readily available in terms of its ability to assess the impact of the proposed development.

2.2.7 Furthermore, as requested by NCC the applicant has committed to (and is already engaged in) the completion of further modelling using the EMGM to consider the cumulative assessment of the Toton sites, however at the time of writing the information presented within the TA provides an accurate consideration of the existing conditions on the local highway network, prior to these sites being delivered. Whilst the information presented within the TA does not prejudice the delivery of the other Toton sites, this application is intended to allow Toton West to crucially be assessed on its own merits and impact.

2.2.8 It is therefore considered that the information presented within the TA, and this subsequent TN provides the necessary information to demonstrate that the proposed development will not result in any severe residual impact, and therefore wholly aligns with the NPPF and as such can be considered acceptable in terms of transport and highways.

Approach to Travel Planning

2.2.9 NCC have set out that their decision-making process is wedded to a predict and provide paradigm, in line with Policy 3.2 of the Broxtowe Borough Council Part 2 Local Plan.

2.2.10 As established within the submitted TA (Ref: 260216_328827_TA R004 Rev A), the capacity assessments of the scheme have been based on 100% development traffic and do not account for the potential for trip reduction as a result of the impact of travel planning measures. Therefore, the tested scenarios to date do accord with Policy 3.2 of the Broxtowe Borough Council Part 2 Local Plan.

2.2.11 However, there is no reason as to why the EMGM cannot inform a decide and provide scenario in the future, in line with the guidance of the more contemporary NPPF which concludes that all developments expected to generate significant amounts of movement should provide a Travel Plan and that applications should be supported by a vision led TS or TA.

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

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

2.3 Travel Plan

NCC Comment 1: Developing the Travel Plan

The overarching aim of the Travel Plan should be to minimise all single-occupancy vehicle trips, not just those made in Internal Combustion Engine Vehicles (though accelerating adoption of such vehicles can also be a wider aim. (See first two bullets of Para 2.6.1 from the TP for the reasons for this. (We would recommend that this aim, expressed in the first bullet of 6.2.2, needs splitting out into the two sentiments to avoid conflating these two things – see below on targets).

mode response

2.3.1 Firstly, it should be noted that considering a shift from Internal Combustion Engine Vehicle (ICEVs) to electric vehicles (EVs) doesn't prejudice the other components of the chief travel planning target in creating a multi modal shift from single occupancy vehicles to walking, cycling and public transport. Any travel planning questionnaire surveys will allow residents to answer on how they travel by using all these types of transport. As such, the inclusion of EV use in this target doesn't retract from the other ways in which people can switch their travel behaviour.

2.3.2 Secondly, it is unclear as to why NCC don't wish to consider this component in the primary target setting in achieving a 10% multi modal shift. It remains the view of mode that a shift from ICEV to EVs should count towards achieving this target, for the reasons set out below.

2.3.3 Within Annex 2 of the NPPF, sustainable transport modes are defined as *"Any efficient, safe and accessible means of transport with overall low impact on the environment, including walking and cycling, ultra-low and zero emission vehicles, car sharing and public transport."*

2.3.4 Ultra-low and zero emission vehicles are therefore clearly identified as a sustainable means of transport. Given the weight attributed to the NPPF in planning decision making and policy compliance terms, it is considered reasonable and suitable to align travel planning targets with this document.

2.3.5 It should also be noted that a draft NPPF document was published by the Ministry of Housing, Communities and Local Government in December 2025 for a period of consultation (running until March 2026). The definition of sustainable transport modes remains within this draft document which demonstrates that the government are maintaining their position on what constitutes a sustainable form of travel.

2.3.6 Further to the NPPF acknowledging EV travel as a sustainable form of transport, in its 2016 report, the United Nation's Secretary General's High Level Advisory Group defined sustainable transport as: *"the provision of services and infrastructure for the mobility of people and goods, advancing economic and social development benefit today's and future generations – in a manner that is safe, affordable, accessible, efficient and resilient, whilst minimising carbon and other emissions and environmental impacts."* EVs directly reduce and minimise carbon emissions and as such fall under the definition of sustainable transport, as set out above.

2.3.7 The UK has also committed to net-zero carbon emissions by 2050; noting that transport was responsible for 29% of total UK greenhouse gas emissions in 2023, making it the largest emitting sector of the UK economy. The government are in full acknowledgment that EVs offer a way to reduce these emissions, because full battery electric or hydrogen fuel cell vehicles produce zero carbon emissions at the tailpipe. In February 2024, the government said: *"the transition to electric vehicles (EVs) is a crucial step towards achieving the UK's net zero target."*

2.3.8 Based on the above, there is sound supporting evidence to underpin the importance of EVs and their role in reducing emissions. The uptake of EVs would therefore represent a shift to a sustainable means of travel in accordance with the NPPF and globally recognised definitions of what constitutes travel by sustainable means.

2.3.9 As such, a modal shift from ICEVs to EVs accords with a sustainable shift of means of transport and should contribute towards the proposed 10% target switch as stipulated within the applicant's submitted RTP.

2.3.10 Notwithstanding the points raised above, it is recognised that an LEV / EV is a physical vehicle in capacity analysis terms. However, in all assessments presented to date, no consideration has been made to the reduction in vehicular trip making as a result of the travel planning process.

2.3.11 Crucially, a shift from Internal Combustion Engine Vehicles (ICEVs) to electric vehicles (EVs) doesn't prejudice the other components of the chief travel planning target in creating a multi modal shift from single occupancy vehicles to walking, cycling and public transport. As such, the travel planning measures implemented across the site can still have a meaningful impact on limiting the physical number of vehicles associated with the site which use the local highway network.

NCC Comment 2: Site Assessment

Details of how to access the nearest train station by public transport should be provided.

Vehicular constraints in the vicinity of the site, such as peak hour congestion, should be summarised from the TA, alongside the presence of any nearby developments that are likely to have a cumulative impact on the local transport.

The amount of parking that will be provided at the site and the proportion of spaces that will be allocated to motorcycles, disabled users, car share users, pick up/drop off and visitors is not clear.

mode response

2.3.12 NCC have requested that details are provided in relation to accessibility of the nearest train station in proximity to the site. Whilst this detail was provided within Paragraphs 4.5.8 and 4.4.8 of the submitted TA and RTP respectively, this information has again been set out below and further described, for NCC's reference.

2.3.13 The nearest train station in relation to the site is Attenborough Train Station, which is located c.3.2km to the southeast of the site. In terms of public transport accessibility to Attenborough Train Station, the fastest available opportunity is via the no,510 bus service which is operated by CT4N.

2.3.14 The closest bus stop which facilitates access to this service is located on the eastern side of the B6003 Stapleford Lane, in close proximity to the staggered junction between the B6003 Stapleford Lane / Cleve Avenue / Katherine Drive. The stop itself is referred to as 'Toton, opposite Katherine Drive' and benefits from a flagpole with an associated timetable/information board.

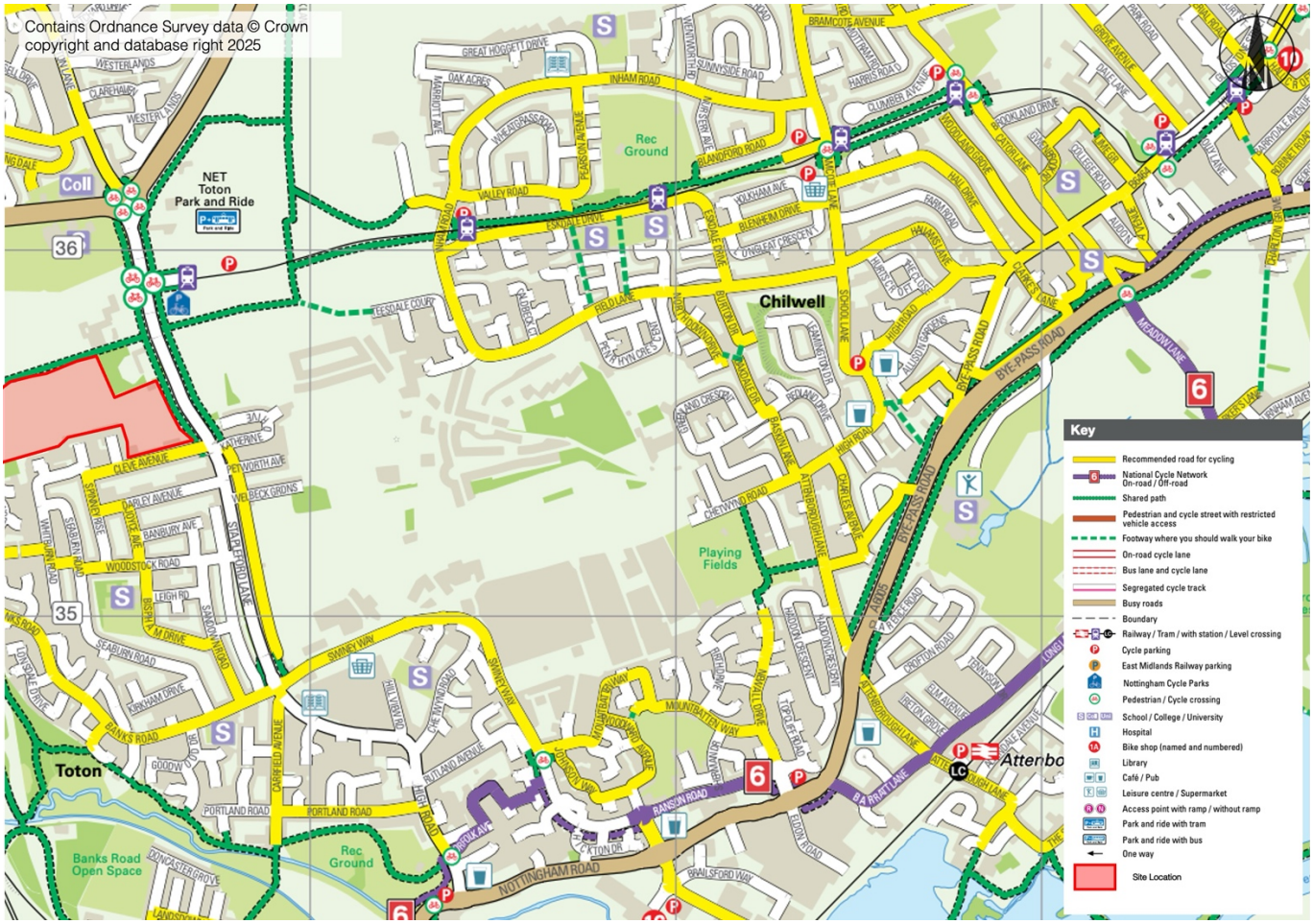
2.3.15 The no.510 bus service provides hourly services at this stop, Monday – Friday, commencing services at 07:15 and terminating services at 18:19, with the journey to Attenborough Train Station taking approximately 24 minutes which is inclusive of a short walk between the site and the stop opposite Katherine Drive and between the stop at Ireton Grove (on Long Lane) and Attenborough Train Station.

2.3.16 Should this primary route to Attenborough Train Station not be desirable to individuals, residents can also use the NET services between Toton and High Road Central Tram Stop, prior to walking to the Bridge Avenue bus stop on High Road which enables onward access to the Indigo bus service which provides 6 services an hour (Monday-Friday) between Nottingham and Derby, stopping also at Attenborough Train Station.

2.3.17 In terms of cycle accessibility, the station is located c3.2km to the southeast of the site, which is well within a suitable cycling distance as specified within Local Transport Note 1/20: 'Cycle Infrastructure Design' which sets out that it is widely considered that cycling has the potential to substitute short car trips, particularly those under 5km. LTN 1/20 further outlines that cycling is considered to be a highly sustainable mode of travel and generally journeys up to 8km are considered an achievable distance for most people. LTN 1/20 also states that: *"Two out of every three personal trips are less than five miles in length – which is an achievable distance to cycle for most people."*

2.3.18 An excerpt of NCC's local Nottingham cycle map and recommended cycle routes between the site and Attenborough Train Station is shown below in **Figure 2.1**, for reference.

Figure 2.1 NCC Cycle Map Excerpt



2.3.19 As illustrated above, individuals can cycle southbound along a NCC recommended cycling route (on Stapleford Lane) prior to turning left onto Swiney Way (also a NCC recommended cycle route). From this point, cyclists can proceed on Mountbatten Way and then Newall Road towards Nottingham Road. Individuals can dismount their bikes and utilise the signalised crossing facility on Nottingham Road to reach National Cycle Network (NCN) route 6 which runs along Barratt Lane directly to Attenborough Train Station.

2.3.20 The topography of this route is flat and therefore conducive to cycling and it also should be noted that Attenborough Train Station benefits from 28 cycle parking spaces in the form of Sheffield Stands and as such can support cycling to the station as part of a wider multi modal journey.

2.3.21 Regarding NCC's comments pertaining to parking, the application is submitted in 'Outline' and plot parking requirements will be addressed at subsequent reserved matters stages. It is not typical or a prerequisite of an outline planning application to provide this level of detail.

2.3.22 Notwithstanding this point, relevant parking provision on the site will be considered in accordance with NCC's parking standards and details of the provision for all users: cars, motorcycles, bicycles, visitors etc. will be provided in any forthcoming reserved matters application:

NCC Comment 5: Management of the Travel Plan

Full contact details of the TPC should be supplied to NCC now. This can be an interim TPC (e.g. a representative of the developer or their agent) until such a time as a permanent TPC is appointed. The TP should commit to updating NCC should the TPC's name or contact details change for whatever reason.

One of the key roles of the TPC should be to implement the Travel Plan.

A description of the managerial hierarchy for the TPC should be provided, including internal reporting structures

The TPC should commit to liaising with the planning authority (Broxtowe Borough Council) in addition to NCC

The formal monitoring period and period in post of the TPC should run from prior to first occupation until a point 5 years following 50% occupation of the site

mode response

2.3.23 To address the request made by NCC, mode will be appointed as interim Travel Plan Co-ordinator (TPC), with the relevant contact details provided below, for completeness:

- TPC Organisation: mode transport planning (mode);

- Address: Griffin House, 18-19 Ludgate Hill, Birmingham, B3 1DW;
- Telephone: 0121 7948390; and,
- Email Contact: travelplan@modetransport.co.uk.

2.3.24 mode is fully trained and experienced in the aims and objectives of the travel planning process and will be involved throughout the marketing, sales and occupation processes.

2.3.25 Given this is an interim post, should it transpire that a different TPC will take over responsibility of the site at occupation stages, the name and details of the final TPC will be made available to NCC.

2.3.26 Finally, in line with NCC's request as set out above, the responsibilities of the TPC will commence prior to initial occupation on site and continue until five years post the point of 50% occupation (and therefore the initial round of surveying).

NCC Comment 6: Settings Targets

Primary Targets should be based upon Trip Generation. The TA associated with the proposal should have provided an estimate of trips associated with the site and therefore this is the basis on which targets should be set (i.e., include one table showing the values used in the TA, and a further table showing the target trip generation with the Travel Plan in place). The mode share targets should then be used as a secondary target.

Any secondary targets for the uptake of low emission vehicles shouldn't detract from the trip generation targets that are aimed at ensuring the development performs in lines with the forecast of the Transport Assessment, and on which basis the development has been judged by the highway development control team in terms of wider impacts (e.g. congestion, severance, wider environmental impact, e.g. tyre particle shedding etc etc).

Targets should match the format monitoring period (5 years following 50% occupation of the site).

Targets should not be charged or updated without discussion with, and agreement of NCC. This should be stated.

The Travel Plan should aim for 100% TP awareness as a secondary target.

mode response

2.3.27 On the contrary to the above, mode did provide an estimate of trips associated with the site (as set out in Table 6.1 of the submitted TA), mode also provided a further breakdown of the forecast multi modal trip generation associated with the scheme (as set out in Table 6.3 of the submitted TA).

2.3.28 However, for completeness, the forecast trip generation associated with the proposals is set out in **Table 2.1**, below.

Table 2.1 Forecast Trip Generation

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	Arrivals	Departures	Two-Way	Arrivals	Departures	Two-Way
Vehicular Trip Generation	39	191	230	145	58	203

2.3.29 As outlined in the submitted RTP, indicative and interim targets were set based upon Journey to Work modal split data for the local MSOA: Broxtowe 015 (E02005864). However, as explicitly set out within paragraph 6.4.3 of the RTP, set and specified targets will be agreed based on the first round of surveying (both utilising count data and questionnaire survey data).

2.3.30 It should also be noted that ultimately a 10% reduction in single occupancy ICEV trips is targeted and as such it isn't considered relevant or necessary to provide a numerical table at this stage as ultimately this percentage target will be based on the initial round of surveying, which will be a stage where full occupancy isn't reached.

2.3.31 In line with the request made above by NCC, targets will not be charged or updated without discussion with and agreement of NCC and the targets established will be adhered to throughout the entire course of the travel planning process (i.e., prior to occupation to an agreed point 5 years following 50% occupancy levels).

2.3.32 NCC have requested that an explicit target should aim for full travel plan awareness for all residents on site and as such, it is proposed that the following fourth target is set:

"Each household on site will be provided with the Travel Welcome Pack which will allow all residents to have knowledge of the sustainable options to travel to/from the proposed development and the facilities at the site to aid sustainable travel and the measures available. This will encourage awareness of the travel planning process amongst all residents on site."

2.3.33 It is envisaged that this target will meet the following two core travel planning objectives as specified within the submitted RTP:

- TPO-02: Address the access needs of residents and visitors by supporting walking, cycling and the use of public transport; and,
- TPO-03: Enable residents to have an informed choice about their travel options.

NCC Comment 7: Travel Plan Measures

In addition to the measures included within the Travel Plan, the following should also be included:

Contact details of local taxi firms;

Personal Travel Planning should be offered to any resident to requests it;

Taster public transport tickets should be provided to residents on opening. This is mentioned as a potential component of the mobility credit scheme (Chapter 7.10); however, the mobility credit scheme is outlined in vague terms and is not firm ("there is opportunity to introduce"). Rather, taster tickets should be offered to residents on a redemption basis as an alternative to provide them with the opportunity of purchasing a bicycle / cycle equipment.

mode response

2.3.34 Mode have undertaken a review of the local taxi firms which operate within the nearby area and identified the following taxi companies as relevant to promote to residents on site:

- Nottingham Taxis – specialising in offering coach hire, airport transfers, taxis and executive cars to residents within the Nottinghamshire area. Website Link: https://www.nottingham-taxis.co.uk/ Mobile: 0871 976 1111;
- Nottingham Cars – offering taxis, deliveries, airport transfers, executive cars in and around the Nottinghamshire area. Website Link: bookings@nottinghamcars.com Mobile: 01159 700 700;
- My Cars Nottingham – Nottingham based taxi service offering airport transfer, wheelchair accessible taxis, package delivery, business trips, estate cars, minibuses and executive cars (advanced bookings only). Website Link: mycarsnottingham@yahoo.com Mobile: 0115 919 9999; and,
- Notts Cars – offering taxi services to residents in Nottingham and airport transfers. Website Link: nottscars.co.uk.

2.3.35 The Travel Welcome Pack will contain information and contact details ensuring residents are fully informed and able to have a range of choices when requiring taxi services.

2.3.36 Furthermore, travel update leaflets will be distributed to residents on site following each round of annual surveying. These update leaflets will present the latest results but can also be used to promote the taxi companies identified above to ensure residents are informed on opportunities to avoid single occupancy vehicular trips.

2.3.37 NCC have also requested that personalised travel planning is offered to residents on site who wish to claim it. As such, the TPC will provide travel advice and personalised journey planning to any resident who comes forward to claim it. The travel welcome pack will make residents aware of this aspect of the travel planning process upon initial occupation on site.

2.3.38 Finally, NCC are requesting that taster public transport tickets are provided to residents upon initial occupation on site.

2.3.39 Our experience has demonstrated that providing residents with discounts up front can lead to a large degree of wastage / unclaimed vouchers / tickets. Furthermore, owing to the definition of sustainable forms of transport as stipulated within the NPPF, some residents may see a better use of taster tickets / discounted vouchers for other forms of sustainable travel, than bus travel.

2.3.40 As such, it is proposed that each household (who comes forward to claim it) will receive a mobility credit worth up to £50 for use on either a bus taster ticket, contribution towards a railcard or towards cycling equipment / training. This will ensure there is limited wastage and that individuals can benefit from personalised approach which best suits their individual needs.

2.3.41 The mechanism to request this credit will be made apparent to residents on site via the Travel Welcome Pack and ongoing travel planning correspondence (through the use of announcements and update leaflets etc). For completeness, individuals would have to come forward and request it via the TPC to ensure wastage doesn't occur.

2.3.42 In line with NCC's comments, discounts (in exchange for promotion) at various nearby cycle stores will also be explored and offered to residents on site who come forward to claim them.

NCC Comment 8: Monitoring and Review

The results of monitoring should be disseminated via newsletters and / or email updates to ensure residents are kept informed of TP success.

The first travel survey should take place within 3 months of the site reaching 50% occupancy. Annual monitoring reports should be supplied to NCC within 1 month of collating data.

Secondary monitoring should also be conducted and reported upon, including the uptake of taster tickets / vouchers, resident feedback, etc.

The travel plan should commit to a 3-year review and evaluation with NCC and the planning authority.

In addition to annual travel surveys, we would expect traffic counts to be conducted (see below). Traffic count data should be uploaded to the TRICs database. The results of traffic counts should then be used to evaluate the progress of the TP against the trip generation targets.

mode response

2.3.43 Too ensure all the requests made from NCC are satisfied, an updated action plan has been prepared (see **Table 2.2**, below). It is requested that NCC provide comment and acceptance of the suitability of this action plan going forward.

Table 2.2 Action Plan

Task	Delivery Timescales	Responsibility
Appoint Interim TPC	Completed	Developer
Provide TPC details to NCC	Provided within this TN	TPC
Promotion of the RTP to new residents	During the property purchasing process	TPC / Developer
Preparation of Travel Welcome Pack and agreement of content with NCC/BBC	Prior to occupation	TPC
Distribution of Travel Welcome Packs to residents upon initial occupation	Upon occupation of dwelling	TPC
Agree content of resident's travel questionnaire surveys with NCC/BBC	Prior to first round of monitoring	TPC
Disseminate travel questionnaire surveys	Initial surveys to take place within three months of the site reaching 50% occupancy (following which annually for a period of 5 years)	TPC
Procure a count survey at the site access to establish the number of vehicles accessing /egressing the development during peak hours	Initial surveys to take place within three months of the site reaching 50% occupancy (following which, biennial count surveys will occur – thus providing data for years 1,3 and 5 of the monitoring process). As requested, these surveys will be undertaken in accordance with the Standardised Assessment Methodology (SAM) for monitoring Travel Plans.	TPC
Analyse travel surveys to prepare & submit a Travel Plan Monitoring Report for issue to NCC	To be prepared within one month of receiving representative survey sample response (annually for the 5-year period of monitoring)	TPC
Preparation of an update leaflet for dissemination to residents on site	To be prepared and issued to residents within 3 months of the latest round of surveying to update residents on the progress of the travel plan and also to promote sustainable transport measures	TPC
Undertake a three-year review of the travel planning process with NCC	Following the third year of surveying on site	TPC / NCC
Provide residents with personalised travel planning advice and taster tickets (to any who come forward to request it)	Ongoing and on request at the initial occupation of each dwelling	TPC
Provide updates to NCC pertaining to the uptake of taster / discount vouchers	Ongoing throughout the life of the travel plan	TPC

NCC Comment 9: Securing the Travel Plan

Remedial measures for if the TP fails to achieve its targets at the end of the monitoring period, should at a minimum, include an extension to the monitoring period (as well as an extension to the TPC's period in post) and a full review of measures.

mode response

2.3.44 The objective of the RTP is to minimise the number of single occupancy ICEV trips generated by residents. The RTP will need to be reviewed annually, so that the targets can be re-evaluated, and appropriate improvements made (if necessary). The RTP may therefore be updated annually; as part of the on-going evolution of the travel planning process.

2.3.45 If targets are not met, additional measures may be introduced by the TPC across one additional year only, that may include (but not exhaustive of):

- Further promotional events;
- Increased marketing to residents on site;
- Further / targeted Personalised Travel Planning;
- The TPC could investigate the potential for on-going discounted travel / provision of a public transport travel pass for residents with local operators (if applicable / available); and,
- Investigate options to provide cycle training for residents on site.

2.3.46 Notwithstanding the above, a full suite of potential further intervention or measures cannot be quantified at this stage, given this is not a desirable or likely outcome. Furthermore, if the target is not met, the applicant will only be able to ascertain the reasons for this based on the results of surveys and communications with residents during the 5th year of monitoring on the site. As such, tailored measures / interventions will ultimately be finalised following receipt of the 5th year round of monitoring.

2.3.47 It is important to stress that it remains the aspiration of the applicant to meet the targets of the RTP within the 5-year period of formal monitoring on site.

2.4 Parking

NCC Comment

The amount of parking that will be provided at the site and the proportion of spaces that will be allocated to motorcycles, disabled users, car share users, pick up / drop off and visitors is not clear.

mode response

2.4.1 As aforementioned, the application is submitted in 'Outline' and plot parking requirements will be addressed at subsequent reserved matters stages. It is not typical or a prerequisite of an outline planning application to provide this level of detail. This detail can be updated at reserved matters and the RTP can then be updated prior to initial occupation to reflect the agreed position.

2.5 Site Access Design

NCC Comment 1: Design Parameters

Sheet 2 of the proposed 4-arm signalised junction shows at least 4 highway trees that will need felling to form the access. These trees are highway assets that have both physical and amenity values that must be established before considerations to allow their removal can be made. A CAVAT assessment should be submitted for review.

Sheet 2 now shows the existing footway width along the west side of Stapleford Lane will be retained. Integrating the site with its surrounds could be achieved more cohesively by widening it into the curtilage and across the frontage to support modal change although we acknowledge this will have wider planning implications. There is a perceived pinch point where the access meets the west side of Stapleford Lane but this over a short distance.

The site access arrangement must be capable of supporting development on both sides of Stapleford Lane to ensure that neither site is prejudiced. A single, coordinated drawing should be prepared to which both developments will commit, minimising the risk of future compromises. Notwithstanding this, a review of the preliminary GA has been undertaken, the following comments should be incorporated into a subsequent design:

- *Ped crossing Studs need to go all the way across the carriageway and not to stop at the refuges*
- *There appears to be a signal pole missing on both the north and southbound flows in the small refuges*
- *The tactile paving on the S/E crossing point needs tidying up and separating.*
- *The eastern crossing point is too close to the junction and need pushing back*
- *No controller location, this will also need hardstanding for a maintenance vehicle*
- *Refuges to be more rectangular in shape*
- *The western approach footway and carriageway are quite jagged and need to be smoother*
- *Staging diagram needs to be included.*

We note pedestrian/highway safety improvements were secured through former submissions 12/00585/OUT and 17/001310/ROC which take the form of a right turn ghost land at Stapleford Lane/Darley Avenue, and a Puffin Crossing at the Woodstock Lane/Stapleford Lane junction. These proposed infrastructure improvements will enhance pedestrian access to local services/amenities and reduce the likelihood of conflicts. Application reference 25/00255/FUL has committed to deliver these works but the obligation should be shared across all developments.

mode response

2.5.1 The site access junction has been designed by Tetra Tech, who have provided mode with the following comments to address NCC's response:

- *Ped crossing Studs need to go all the way across the carriageway and not to stop at the refuges*

  Tetra Tech Response: *There is no requirement for road studs to continue through refuges in either TSM Chapter 5, Chapter 6 or TSRGD. Although not specifically related to road studs, TSM Chapter 6 Figure's 3-2 and 3-3 show studs stopping at refuges.*

- *There appears to be a signal pole missing on both the north and southbound flows in the small refuges*

  Tetra Tech Response: *Signal poles are not missing. No poles are required in these islands. No requirements for offside primary when speed is below 85kph. The 85th percentile speeds are recorded as SB-32.5mph and NB-34.2mph.*

- *The tactile paving on the S/E crossing point needs tidying up and separating.*

  Tetra Tech Response: *Guidance on the use of tactile paving surfaces states:*

  Where two controlled crossings are in close proximity, such as at the corners of junctions, the stems are likely to intersect. Since this may cause confusion, the design of the junction itself should seek to prevent this, for example, by making the corner radii smaller.

  If this is not possible, and the crossings are at the junction of a main road and a side street, the stem leading to the main road crossing should always extend from the flush kerb across the entire footway. The stem leading to the side street crossing should only extend from the flush kerb to the point where it intersects with the other stem (Figure 6).

  In situations where two crossings are so close that this would result in an extremely complex blister surface configuration, the location of one or both of the crossings should be adjusted. It is not the role of tactile paving to resolve inherent design problems.

  The radii cannot be reduced without negatively impacting on vehicle swept path and we do not consider the current arrangement 'extremely complex' and therefore the current arrangement is compliant in our opinion.

- *The eastern crossing point is too close to the junction and need pushing back*

  Tetra Tech Response: *Crossings should be placed as close to desire lines as possible to encourage their use. Relocating the crossing further into the site road will encourage crossing on the desire line in the shadow of the crossing which is a safety concern.*

- *No controller location, this will also need hardstanding for a maintenance vehicle*

  Tetra Tech Response: *This comment has been addressed, the controlled position is now shown on the North West quadrant of the amended General Arrangement drawing.*

- *Refuges to be more rectangular in shape*

  Tetra Tech Response: *This comment has been addressed, the design of the refuges have been amended.*

- *The western approach footway and carriageway are quite jagged and need to be smoother*

  Tetra Tech Response: *This comment has been addressed, the footway alignment has been adjusted.*

- *Staging diagram needs to be included.*

  Tetra Tech Response: *This comment has been addressed, a staging diagram has been included within the amended General Arrangement plan.*

2.5.2 Pertaining to the above, the site access arrangement has been amended and a suite of updated drawings illustrating the general arrangement, swept path analysis and visibility is included at **Appendix B** of this TN.

NCC Comment 2: Number of Points of Access

Even though this application now has a smaller footprint than the original submission, the scale of the proposal is such that it should be served from multiple points of vehicular access to the network. Although it is acknowledged the internal layout will be designed to facilitate this requirement, the proposal in its current format could be in use for a number of years before wider connections can be made. Justification should therefore be given as to why a single point of access is being progressed at this stage, particularly when it would seem feasible to provide additional provision.

mode response

2.5.3 As set out within the TA, it is the purpose of this application to assess the merits of the proposed development at Toton West independently. Whilst the Peveril Homes scheme to the north of the site was approved in 2018 (under a reserved matters application for 282 dwellings (Ref. 17/00499/REM)) the site has since been sold by the previous landowners and now falls within the control of NCC.

2.5.4 Thus, there is currently uncertainty relating to the delivery of the adjacent development in the form consented in this location. As such, the proposals have been assessed should the scheme to the north fail to come forward and the proposed singular point of vehicular access is considered suitable to serve the proposed development in this scenario, for the reasons set out below.

2.5.5 Firstly, upon review of NCC's adopted Highway Design Guide, there is not a stipulated maximum number of dwellings which can be served from one point of access.

2.5.6 Secondly and as set out in **section 3** below, a LINSIG assessment of the proposed site access junction has demonstrated that the junction will operate well within its practical capacity during all assessed scenarios (including the 2041 Base + Development + Peveril Homes assessment scenario). As such, from a capacity perspective, a singular access point is suitable to serve a development of this quantum.

2.5.7 Furthermore, the internal site access road benefits from a carriageway width of 6.75m with 2m verges on both sides of the carriageway with a 3m shared foot/cycle way on the northern side of the carriageway with a separate 3m cycle lane and adjacent 2m footway on the southern side of the carriageway. As such, the total width of the access way into the site is 18.75m. It should also be noted that this widens to over 20m on the direct approach to the junction, where the egress lane splits into a left-hand land (only) and a right turn / straight ahead lane.

2.5.8 With appropriate traffic management measures, closing half of the road at any given time will still ensure the access into and out of the site can remain operational where maintenance works are required. With this in mind, a second point of access for the proposals is not considered necessary, as maintenance can occur without a full road closure (noting the total width the access way benefits from).

2.5.9 On the basis of the above, a singular point of access is considered suitable and appropriate to serve the development.

NCC Comment 3: Consideration of Access into Toton East

This proposal is being considered alongside application 25/00255/FUL (155 dwellings) on the opposite side of Stapleford Lane. The access points for these sites are located opposite each other but should be constructed as a single junction rather than being changed at a later date to minimise disruption on the network and help share construction costs.

mode response

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

2.5.11 Whilst this application and access is to be determined on its own merits, from a practical delivery perspective, the access has been designed as a crossroads to provide opportunity for access into Toton East and ensure the allocated land isn't prejudiced by the delivery of an access only into Toton West.

2.5.12 As aforementioned, the site access arrangement has been amended and a suite of updated drawings illustrating the general arrangement, swept path analysis and visibility is included at Appendix B of this TN.

2.6 Financial Contributions

NCC Comment

It is understood that my colleagues in Transport and Travel Services have requested a financial contribution towards stops at Ketherine Drive. The level of infrastructure provided to support these stops could go further by providing a pedestrian refuge to help patrons cross Stapleford Lane. Further details should be provided for assessment.

mode response

2.6.1 The applicant is committed to delivering a new set of bus stops within the development site to facilitate the uptake of public transport in lieu of single occupancy vehicular trips. Given these stops will be the primary point of bus access and fair, reasonable and proportionate contributions will be provided to facilitate bus access into the site, it is not considered necessary to provide further contributions to enhance the Katherine Drive bus stop.

2.6.2 Controlled Toucan signalised crossings are available across the B6003 Stapleford Lane at the site access junction enabling safe, permeability across the B6003 Stapleford Lane. As such, should residents wish to use the bus stop on the eastern side of the carriageway, they would use the signalised crossing facility at the site access junction and proceed on the footway on the eastern side of the B6003 Stapleford Lane. There would not be a demand for pedestrians associated with the site to cross the road in the location which NCC wish to see further infrastructure delivered.

2.7 Further Workstreams

NCC Comment

My Colleagues in Transport Planning will be providing comments on how development traffic will affect the performance of nearby junctions. There will be issued separately. Similarly, a review of the travel plan will be sent under a separate cover. A review of the proposed junction geometry will be issued when comments are received.

mode response

2.7.1 The impact of the proposed development on the operation of key nearby junctions was considered within the TA submitted in December 2025.

2.7.2 But as aforementioned, an updated TA (Ref: 260216_328827_TA R004 Rev A) was subsequently submitted in February 2026. This document included updated modelling analysis for the M1 Junction 25 and Bramcote Island, owing to a discrepancy in the modelling data presented as part of the previous version of the TA. All other aspects of the TA are consistent with the previous version submitted in December 2025. It is acknowledged that NCC and NH may wish to provide additional comments on the updated modelling analysis, and if so required, these will be addressed as part of a separate TN.

2.7.3 Notwithstanding the above, it is slightly unclear as to what NCC's stance is on this matter. The first paragraph of their formal response sets out that they will not review the impact of the proposals, owing to previous requests for assessment work to cumulatively consider the impact of Toton sites in line with the EMGM:

"In view of our proposed comments, it is unclear why a revised Transport Assessment (RTA) has been written to assess the highway impacts of this proposal in isolation of applications 25/00255/FUL and 25/00306/OUT, particularly when a Transport Assessment Addendum is being prepared separately to evaluate the cumulative impact of all three schemes across the network. For this reason, we have not undertaken a review of the modelling outputs as this matter is already in hand."

2.7.4 As aforementioned, whilst the information presented within the TA does not prejudice the delivery of the other Toton sites, this application is intended to allow Toton West to crucially be assessed on its own merits and impact.

2.7.5 Therefore, it is considered reasonable that NCC provide a review of the modelling work presented within this TN and what was submitted as part of the updated TA (Ref: 260216_328827_TA R004 Rev A).

3. Consultee Response - NH

3.1 Overview

3.1.1 This section outlines NH's comments as outlined in their response dated 28th January 2026, along with an associated, considered response from mode.

3.2 Assessment on the Strategic Road Network

NH Comment 1: Cumulative Assessment

We have reviewed the Toton West Transport Assessment (TA) dated April 2025, produced by Mode Transport Planning on behalf of Bloor Homes for the proposed development of up to 420 dwellings on land located to the west of the B6003 Stapleford Lane in Broxtowe, Nottinghamshire (Broxtowe Borough Council's Application reference: 25/00371/OUT). At the scoping stage, we have requested that one comprehensive traffic impact assessment to demonstrate the full impact of the combined sites (Toton North, Toton East & Toton West parcels) should be provided, such that we can understand the cumulative impacts and in turn ensure an efficient and effective infrastructure package is developed to accommodate the full site.

mode response

3.2.1 As referenced within the TA submitted as part of the application, cumulative assessments for Toton West, East and North are indeed being prepared, through use of the East Midlands Gateway Model (EMGM). The model is not, however, readily available in terms of its ability to assess the impact of the proposed development site, and the applicant has commissioned SYSTRA (who operate the EMGM) to undertake a significant amount of work to facilitate an assessment of the transport impacts of the development. This has included an Area of Influence (AOI) and Model Validation assessment and development of suitable reference cases in order to identify a valid base position, which is required prior to any Do Something (with development) testing being undertaken.

3.2.2 NCC and NH have been consulted on the work completed using the EMGM to date, and will continue to be consulted during the process. Nonetheless, given the significant amount of work which is required in order to get to stage where an assessment of the proposed development can be undertaken using the EMGM, and the associated timescales for doing so, it is not reasonable to request that all work be paused on the application until this has been completed.

3.2.3 As detailed within the suite of documents submitted as part of the application, whilst the three Toton sites are linked in terms of their allocated status, it is the intention that the allocation at Toton West be occupied in advance of the other two sites. The TA therefore considers development at Toton West on its own merits, independently of the wider Toton development plans, using an industry standard approach of using trip rates (obtained from the EMGM) and trip distribution (based upon Census Journey to Work data) to understand the likely assignment of development traffic onto the local highway network.

3.2.4 Whilst the information presented within the TA does not prejudice the delivery of the other Toton sites, this application is intended to allow Toton West to be assessed on its own merits and impact and it is requested that NH thus assess the site independently to the cumulative assessment which will be presented as part of separate workstreams.

NH Comment 2: Trip Distribution

We are generally content with utilising 2011 Census 'Location of usual residence and place of work by method of travel to work' data in MSOA level to distribute the development onto the road network. We however required the applicant to provide the details for the census data used for deriving the distribution. Particularly, we note the distribution to zone G: Swiney Way (E) is significant as 15%. We require justification or supporting evidence regarding this assumed distribution to be applied.

mode response

3.2.5 For completeness, an overview of the methodology utilised to inform the distribution assumptions presented with the submitted TA is presented below, for NH's reference.

3.2.6 Approved residential trip rates from the East Midlands Gateway Model (EMGM) have been considered and the trip generation associated with 420 dwellings has been distributed across the local highway network using 2011 Journey to Work (J2W) Census data for the MSOA: Broxtowe 015, in which the development site sits within. This methodology has been focused on the locations of workplaces where existing residents in the MSOA (in which the site is located) travel to by car (residential distribution).

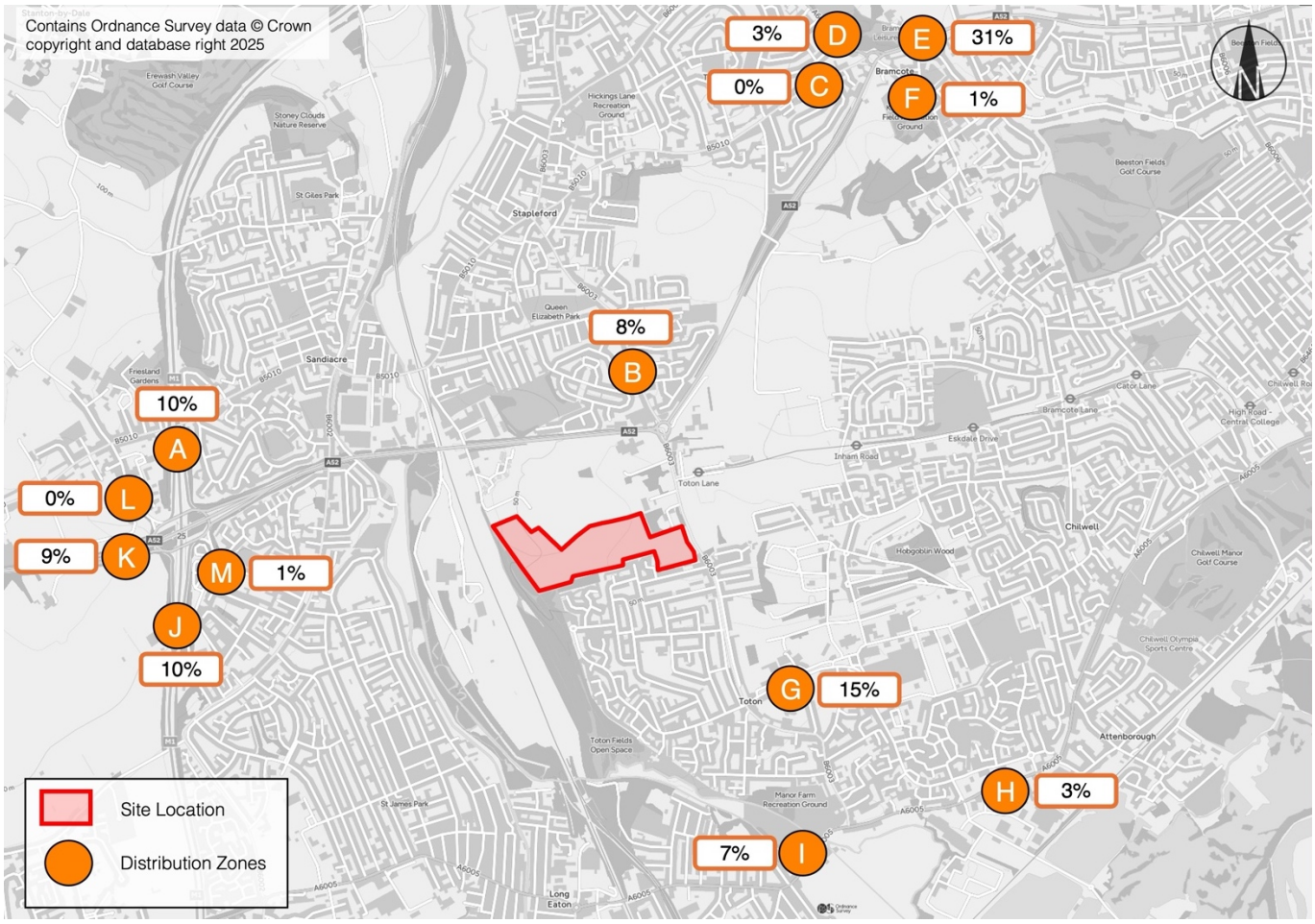
3.2.7 The local highway network has been analysed and the main route extents surrounding the site have been assigned to a zone (using Google Maps Planning Tool). Traffic was then assigned to the road network based on the most practical / direct / quickest route to each respective zone utilising the journey planning tool during the peak periods to reflect peak period travel behaviour.

3.2.8 At this stage it should be noted that the Goole Maps Planning Tool considers fastest routes based on mobile network data, aggregating travel information from millions of users to determine the fastest and most common routes between any given origin and destination. The use of this tool is therefore robust and highly representative in forecasting route choices.

3.2.9 In identifying the initial distribution zones (and weighted percentage associated with each extent of the network of trips) the major employment destination hubs of each respective MSOA / District have been identified and set as the destination when utilising the Google Maps Journey Planning Tool. This is an industry standard approach to forecasting routes between origins/destinations for residential travel to work behaviour.

3.2.10 The zonal distribution plan is illustrated in **Figure 3.1**, highlighting the percentage of residential traffic travelling to and from each zone. For further reference, this distribution is also plotted on a flow diagram of the highway network around the site (see **Appendix C**).

Figure 3.1 Distribution Zone



3.2.11 Firstly, for clarity, distribution zone G accounts for the majority of traffic which would wish to travel east of the site, towards Nottingham via the A6005 Nottingham Road as well as traffic who wish to travel to employment centres within the MSOA in which zone G sits within: MSOA: Broxtowe 013 (E02005862).

3.2.12 Indeed, in order to travel eastbound (particularly to locations such as Beeston, Wilford West Bridgeford and the A52 SE bound), traffic will for the most part turn left at the B6003 Stapleford Lane / Swiney Way / Banks Road signalised crossroads junction (or right from Swiney Way on a return journey) utilising the A6005 Nottingham Road via the Swiney Way / A6005 Nottingham Road signalised Crossroads Junction. This was recorded as the most direct / quickest route choice in accordance with the Google Maps Journey Planning Tool.

3.2.13 However, distribution zone H provides a consideration for traffic which wishes to travel east but given the route choice available, (despite the slightly longer journey time) some individuals may choose to proceed south at the B6003 / Swiney Way / Banks Road crossroads and access the A6005 Nottingham Road via the High Road / A6005 Nottingham Road Signalised T Junction in lieu of turning left onto Swiney Way (to distribution Zone G) at the B6003 Stapleford Lane / Swiney Way / Banks Road Signalised Crossroads. As such, 3% of total traffic is forecast to travel towards distribution zone H.

3.2.14 For NH's review, a full copy of the spreadsheet work which underpinned the distribution zone split as illustrated in **Figure 3.1** above is attached at **Appendix D**. It is now hoped that this additional information / clarification addresses their query in relation to the 15% of traffic forecast to travel to Zone G.

NH Comment 3: Background Growth Rate

We are generally content with utilising TEMPro v8.1 data that traffic growth be NTM adjusted for identifying the background growth rate for the traffic. From our individual check, we found that the 2025-2028 AM growth rate was derived selecting "England" as the area served, while the PM growth rate was derived selecting "Region". We hence require the applicant to review all the growth rates to ensure the assumptions are consistent.

mode response

3.2.15 As established within the submitted TA, the TEMPro v8.1 database was interrogated to provide local growth factors for the Broxtowe 015 MSOA, in which the development site sits within. For the interrogation of the TEMPro database, the growth factors for 'car drivers only' were selected for the 'core scenario'; with the trip end type being defined as 'origin/destination' and local roads selected serving regional purposes. A summary of the resultant TEMPro growth factors presented within the TA are set out again below for reference.

Table 3.1 TEMPro Growth Factors

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

3.2.16 Upon review of these ascertained growth factors, NH have correctly identified an anomaly in the methodology to obtain the 2025-2028 AM factor, noting England in lieu of region was accidently selected in generating the factor. Mode can confirm this error was limited to the 2025-2028 AM assumption only.

3.2.17 For completeness, a corrected TEMPro growth factor has been derived, with region, selected as 'area served'. All other parameters are considered correct and have remained in place. The resultant amended TEMPro factors are set out in **Table 3.2**, below, for NH's reference.

Table 3.2 Amended 2025-2028 AM Growth Factor

Growth Period	Weekday AM Peak Period	Weekday PM Peak Period
2025-2028	1.0301	1.0295
2025-2041	1.1217	1.1172

3.2.18 As identified within **Table 3.2**, the ascertained growth factor is lower than what was previously utilised to growth 2025 base traffic, as such the previous position is considered more robust. Notwithstanding this point, a suite of amended capacity assessments has been undertaken, with the results of the 2028 Base AM, 2028 AM Base + Development and 2028 Base + Development + Peveril Homes set out below for each junction.

3.2.19 It should however be noted that owing to amendments to the site access junction (following receipt of NCC comments), modelling scenarios have been presented below pertaining to all previously assessed scenarios.

3.2.20 In line with the assessments provided within the submitted TA, the sensitivity assessed scenario for the erection of 282 dwellings at land west of Toton Lane (Ref: 17/00499/REM) has been considered in the relevant revised model runs as set out below.

Site Access / B6003 Stapleford Lane / Toton East Access

3.2.21 As established within the submitted TA, the proposals at Toton East are currently in determination (Ref: 25/00255/FUL) and given the aspirations of this proposal to be considered on its own merits, development flows have not been considered from the Toton East access arm of the junction.

3.2.22 The proposed site access with the B6003 Stapleford Lane has been modelled using LINSIG for the pertinent scenarios which required re modelling following the acquisition of an updated TEMPro growth factor for the 2025-2028 AM period and owing to amendments to the junction design upon receipt of NCC comments. A summary of the results is set out in **Table 3.3**, with the full output report attached at **Appendix E.**

Table 3.3 Site Access Junction Capacity Results AM Peak Period

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay / PCU (s)	DoS (%)	MMQ (PCU)	Delay / PCU (s)
2028 AM and PM Base + Development						
Toton West Site Access	66.0	3	45	20.0	1	34
B6003 Stapleford Lane S	65.8	10	28	70.2	11	30
B6003 Stapleford Lane N	66.1	9	29	57.1	10	31
Toton East Site Access	0.0	0	0	0.0	0	0
Junction PRC	36.1 (130s Cycle Time)			28.2 (130s Cycle Time)		
2041 AM and PM Base + Development						
Toton West Site Access	66.0	3	45	20.0	1	34
B6003 Stapleford Lane S	72.0	11	31	75.8	12	33
B6003 Stapleford Lane N	55.2	10	31	61.2	11	33
Toton East Site Access	0.0	0	0	0.0	0	0
Junction PRC	25.0 (130s Cycle Time)			18.8 (130s Cycle Time)		

3.2.23 As expected, (noting the lower traffic flows, pertaining to the amended TEMpro growth factor), the model of the site access junction has demonstrated that the junction will operate satisfactorily with ample reserve capacity during the 2028 Base + development assessment scenario, with a maximum DoS value of 66.1% reported on the B6003 Stapleford Lane N approach arm during the PM peak period.

3.2.24 In the horizon 2041 Base + Development assessment scenario, the junction continues to operate satisfactorily, with the highest recorded DoS as 75.8% on the B6003 Stapleford Lane S during the PM peak period.

Sensitivity Scenario

3.2.25 mode have undertaken a revised sensitivity scenario owing to the revised TEMPro growth factor for the 2025-2028 AM period, whereby traffic associated with the 282 dwelling Peveril scheme to the north of the site is considered on the assessed network.

3.2.26 A summary of the LINSIG assessment undertaken for the sensitivity scenario at the site access junction is provided in **Table 3.4**, below.

Table 3.4 Site Access Junction Capacity Results AM Peak Period Sensitivity Assessment

	AM Peak Period (08:00-09:00)			PM Peak Period (17:00-18:00)		
	DoS (%)	MMQ (PCU)	Delay / PCU (s)	DoS (%)	MMQ (PCU)	Delay / PCU (s)
2028 AM and PM Base + Development						
Toton West Site Access	66.0	3	45	20.0	1	34
B6003 Stapleford Lane S	66.7	10	29	72.0	11	31
B6003 Stapleford Lane N	52.5	10	30	57.6	10	18
Toton East Site Access	0.0	0	0	0.0	0	0
Junction PRC	34.9 (130s Cycle Time)			25.0 (130s Cycle Time)		
2041 AM and PM Base + Development						
Toton West Site Access	66.0	3	45	20.0	1	34
B6003 Stapleford Lane S	72.4	11	31	77.7	12	34
B6003 Stapleford Lane N	56.7	11	32	61.7	11	33
Toton East Site Access	0.0	0	0	0.0	0	0
Junction PRC	24.2 (130s Cycle Time)			15.8 (130s Cycle Time)		

3.2.27 **Table 3.4** demonstrates that the proposed site access junction will operate with ample reserve capacity on all approach arms with traffic associated with the consented 282 dwellings, considered. In the horizon year 2028 Base + Development + Sensitivity assessment scenario, the worst-case DoS is recorded on the B6003 Stapleford Lane S approach arm at 71.7%, during the PM peak period.

3.2.28 In the horizon 2041 Base + Development + Sensitivity assessment scenario, the junction continues to operate satisfactorily, with the highest recorded DoS registered as 77.7% during the PM peak period.

3.2.29 On the basis of the above, the site access junction is forecast to operate well within its practical capacity during all assessment scenarios.

Junction 1: M1 Junction 25 Interchange

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

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

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

3.2.33 A summary of the results of the LINSIG assessment undertaken at the M1 Junction 25 is provided in **Table 3.5** for the pertinent scenarios which required re modelling following the acquisition of an updated TEMPro growth factor for the 2025-2028 AM period; with the full output report attached at **Appendix E.**

Table 3.5 M1 Junction 25 Capacity Results AM Peak Period

Approach Lane	2028 Base			2028 Base + Development		
	DoS (%)	Delay/PCU (s)	MMQ (PCU)	DoS (%)	Delay/PCU (s)	MMQ (PCU)
M1 North Slip	96.0	54	22	96.0	54	22
A52 Brian Clough Way East	84.2	37	9	89.4	41	11
Bostocks Lane SE	74.6	16	3	76.6	18	4
M1 South Off Slip	92.4	42	15	92.4	42	15
Brian Clough Way West	92.2	49	16	92.7	50	16
Bostocks Lane NW	99.5	82	17	100.9	96	26
Junction PRC	-10.6% (65s Cycle Time)			-12.1 (65s Cycle Time)		

3.2.34 As set out in **Table 3.5**, in the 2028 Base scenario, the junction operates at theoretical capacity, with a worst-case DoS value of 99.5% recorded on the Bostocks Lane NW approach arm. The associated delay is recorded as 82s.

3.2.35 With the addition of development traffic, the DoS on Bostocks Lane NW approach is subject to a minor increase to 100.9%, with the associated delay recorded as 96s (which represents a 14s increase in delay compared to the 2028 horizon year.

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

3.2.37 Whilst it is acknowledged that the Bostock Lane NW approach is forecast to operate slightly above theoretical capacity in the 2028 Base + Development scenario, it is not the place of the planning system to ensure the convenience of the motorist as demonstrated in the case of Land North of Holt Road, Wrexham (PINS Ref: APP/H6955/A/19/3238470), which concluded:

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

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

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

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

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

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

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

3.2.42 On the worst affected arm, following the introduction of development traffic the greatest magnitude of delay increase reported on the Bostock Lane NW approach is 14 seconds which is therefore some way below the metric identified by the Inspectorate in defining 'severe'.

3.2.43 In light of the above, it is considered that whilst the development has an impact at this junction, this is relatively minor in the context of the junction. It is therefore considered that the impact of the development at this junction cannot be defined as severe in the context of historic cases, and therefore no mitigation is proposed and hence no further assessment is deemed necessary. As such, the argument and analysis presented within the TA remain pertinent and relevant.

Sensitivity Scenario

3.2.44 mode have undertaken a revised sensitivity scenario owing to the revised TEMPro growth factor for the 2025-2028 AM period, whereby traffic associated with the 282 dwelling Peveril scheme to the north of the site is considered on the assessed network.

Table 3.6 Junction 25 Capacity Results AM Peak Period Sensitivity Assessment

Approach Lane	2028 Base + Sensitivity			2028 Base + Development + Sensitivity		
	DoS (%)	Delay/PCU (s)	MMQ (PCU)	DoS (%)	Delay/PCU (s)	MMQ (PCU)
M1 North Slip	96.0	54	22	96.0	54	22
A52 Brian Clough Way East	87.4	40	10	92.1	46	12
Bostocks Lane SE	74.8	16	3	76.4	18	4
M1 South Off Slip	92.2	41	15	63.2	27	7
Brian Clough Way West	92.4	50	16	93.0	51	16
Bostocks Lane NW	100.5	92	25	101.9	107	34
Junction PRC	-11.7 (65s Cycle Time)			-13.2 (65s Cycle Time)		

3.2.45 In the 2028 Base + Sensitivity assessment scenario, the worst-case DoS value is 100.5% on the Bostocks Lane NW approach arm, with associated delays of 92s. In the 2028 Base + Development + Sensitivity assessment scenario, the DoS value on the Bostocks Lane NW approach arm increases to 101.9% (a 1.4% increase), demonstrating the impact of the sensitivity traffic is negligible.

3.2.46 Given the minimal further impact of development traffic in the sensitivity scenarios, the arguments set out between paragraphs 3.2.30 and 3.2.37 above remain pertinent. The impact of the proposals will not therefore have a severe or significant impact on the operation of this junction.

Junction 2: Bardills Signalised Roundabout Junction

3.2.47 The Bardills Roundabout has been subject to a localised capacity assessment, with a summary of the results of the LINSIG assessment provided in **Table 3.7**, below for the pertinent scenarios which required revised modelling following the acquisition of an updated TEMPro growth factor for the 2025-2028 AM period; with the full output report attached at **Appendix E.**

3.2.48 It is understood that MOVA operates at the Bardills roundabout junction, which cannot be accounted for within LINSIG. As outlined above, TRL/DfT research indicates that through the implementation of a MOVA system, the efficiency and operation of signalised junctions can be improved, and that up to an average 13% delay reduction may be achievable.

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

Table 3.7 Junction 2: Bardills Signalised Roundabout Capacity Results AM Peak Period

Approach Lane	2028 Base			2028 Base + Development		
	DoS (%)	Delay/PCU (s)	MMQ (PCU)	DoS (%)	Delay/PCU (s)	MMQ (PCU)
A52 Brian Clough Way NE	99.7%	85	32	100.8%	89	37
Bardills Garden Centre Parking	1.0%	16	0	1.0%	16	0
B6003 Toton Lane S	39.6%	23	4	47.8%	24	6
A52 Brian Clough Way West	92.4	37	26	92.7	38	26
B6003 Toton Lane N	96.7	78	18	97.4	82	19
Junction PRC	-11.3% (85s Cycle Time)			-12.0% (85s Cycle Time)		

3.2.50 The capacity results demonstrate that in the horizon 2028 Base assessment scenario, the junction experiences capacity issues, with the overall PRC being -11.3%, albeit the DoS on all approach arms remain below 100%. The worst expected delay is forecast on the A52 Brian Clough Way NE approach arm. Following the onset of development traffic, the capacity issues identified are slightly exacerbated, with the overall PRC dropping to -12.0% (a 0.7% reduction). Whilst the DoS on the A52 Biran Clough Way NE approach arm increases to 100.8%, the associated increase in delay is reported as 4 seconds.

3.2.51 The arguments put forward and presented within the submitted TA therefore remain pertinent and it should be noted that as the capacity issues worsen in the 2041 horizon year assessment, mode have considered a potential mitigation scheme to ensure the development proposals can be brought forward to a nil detriment position against the 2041 horizon base position. This mitigation scheme is explored in greater detail within Chapter 8 of the submitted TA.

Sensitivity Scenario

3.2.52 mode have undertaken a revised sensitivity scenario owing to the revised TEMPro growth factor for the 2025-2028 AM period, whereby traffic associated with the 282 dwelling Peveril scheme to the north of the site is considered on the assessed network.

Table 3.8 Junction 2: Bardills Signalised Roundabout Capacity Results AM Peak Period Sensitivity

Approach Lane	2028 Base + Sensitivity			2028 Base + Development + Sensitivity		
	DoS (%)	Delay/PCU (s)	MMQ (PCU)	DoS (%)	Delay/PCU (s)	MMQ (PCU)
A52 Brian Clough Way NE	100.6%	87	36	101.0%	92	37
Bardills Garden Centre Parking	0.9%	16	0	0.9%	16	0
B6003 Toton Lane S	44.3%	23	5	54.9%	25	7
A52 Brian Clough Way West	92.7%	38	26	95.8%	37	28
B6003 Toton Lane N	97.2%	81	19	97.9%	85	20
Junction PRC	-11.8 (85s Cycle Time)			-12.3 (85s Cycle Time)		

3.2.53 As demonstrated in **Table 3.8**, in the 2028 horizon Base + Sensitivity assessment scenario, the junction operates above theoretical capacity, with the A52 Brian Clough Way NE approach arm operating with a DoS of 100.6% with associated delays of 87s. Following the introduction of development traffic, the DoS on the A52 Brian Clough Way NE approach arm increases to 101.0%, with an associated delay of 92s (representing an increase in delay of 5 seconds).

3.2.54 The arguments put forward and presented within the submitted TA therefore remain pertinent and it should be noted that as the capacity issues worsen in the 2041 horizon year assessment, mode have considered a further potential mitigation scheme to ensure that traffic associated with both the development and sensitivity scenarios can be brought forward to a nil detriment position against the 2041 horizon base position. This mitigation scheme is explored in greater detail within Chapter 8 of the submitted TA.

Junction 3: Bramcote Island

3.2.55 A summary of the results of the LINSIG assessment provided in **Table 3.9**, below for the pertinent scenarios which required revised modelling following the acquisition of an updated TEMPro growth factor for the 2025-2028 AM period; with the full output report attached at **Appendix E.**

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

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

Table 3.9 Junction 3: Bramcote Island Capacity Results AM Peak Period

Approach Lane	2028 Base			2028 Base + Development		
	DoS (%)	Delay/PCU (s)	MMQ (PCU)	DoS (%)	Delay/PCU (s)	MMQ (PCU)
A6007 Ilkeston Road	81.9%	29	4	83.3%	30	4
A52 Brian Clough Way East	55.5%	16	8	56.1%	16	8
Town Street	86.0%	35	6	86.9%	37	6
A52 Brian Clough Way West	84.5%	26	16	87.7%	29	18
B5010 Derby Road	76.2%	7	5	76.7%	7	5
Junction PRC	0.3% (75s Cycle Time)			0.1% (75s Cycle Time)		

3.2.58 The junction capacity assessment results indicate that the junction will be operating within capacity during the 2028 Base AM period, with the worst-case DoS of 86.0% recorded on the Town Street approach arm, with an associated delay of 35s. The introduction of development traffic in the 2028 Base + Development scenarios result in a slight impact on the capacity of this junction, with the A52 Brian Clough Way W approach arm recording a DoS of 87.7% (an increase of 3.2% compared to the 2028 Base position). However, the junction remains operating within capacity.

Sensitivity Scenario

3.2.59 mode have undertaken a revised sensitivity scenario owing to the revised TEMPro growth factor for the 2025-2028 AM period, whereby traffic associated with the 282 dwelling Peveril scheme to the north of the site is considered on the assessed network.

Table 3.10 Junction 3: Bramcote Island Capacity Results AM Peak Period Sensitivity

Approach Lane	2028 Base + Sensitivity			2028 Base + Development + Sensitivity		
	DoS (%)	Delay/PCU (s)	MMQ (PCU)	DoS (%)	Delay/PCU (s)	MMQ (PCU)
A6007 Ilkeston Road	84.4%	30	4	85.3%	14	2
A52 Brian Clough Way East	55.9%	16	8	56.4%	16	9
Town Street	86.8%	36	6	87.6%	33	7
A52 Brian Clough Way West	86.8%	28	17	89.7%	31	19
B5010 Derby Road	76.5%	7	5	77.0%	8	5
Junction PRC	0.7% (75s Cycle Time)			0.1% (75s Cycle Time)		

3.2.60 The junction capacity assessment results indicate that the junction will be operating within capacity during the 2028 Base AM period, with the worst-case DoS of 86.8% recorded on both Town Street & A52 Brian Clough Way West approach arm, with respective associated delays of 36s and 28s. The introduction of development traffic in the 2028 Base + Development + Sensitivity scenario results in a slight impact on the capacity of this junction, with the A52 Brian Clough Way W approach arm recording a DoS of 89.7% (an increase of 2.9% compared to the 2028 Base + Sensitivity position). However, the junction remains operating within capacity.

3.2.61 The results presented above present slightly better capacity performances in comparison to the 2028 results previously set out in the submitted TA, which is expected noting the amended lower TEMPro factor and as such, the arguments put forward within the TA remain relevant and pertinent.

Junction 4: B6003 / Swiney Way / Banks Road Signalised Crossroads

3.2.62 The B6003 / Swiney Way / Banks Road crossroads has been subject to a localised capacity assessment, with a summary of the results of the LINSIG assessment provided in **Table 3.11**, below, for the pertinent scenarios which required revised modelling following the acquisition of an updated TEMPro growth factor for the 2025-2028 AM period; with the full output report attached at **Appendix E.**

Table 3.11 Junction 4 B6003 Stapleford Lane / Swiney Way / Banks Road Capacity Results

Approach Lane	2028 Base			2028 Base + Development		
	DoS (%)	Delay/PCU (s)	MMQ (PCU)	DoS (%)	Delay/PCU (s)	MMQ (PCU)
B6003 Stapleford Lane North	88.7	43	23	92.7	46	24
Swiney Way	95.3	82	18	96.7	89	19
Stapleford Lane South	95.1	81	21	95.9	84	21
Banks Road	95.0	107	14	95.0	116	15
Junction PRC	-5.9% (180s Cycle Time)			-7.5% (180s Cycle Time)		

3.2.63 As set out in **Table 3.11**, in the initial horizon 2028 year, the junction experiences capacity issues, noting the overall PRC is reported at -5.9%, albeit all approach arms perform within their theoretical capacity, with the worst case reported approach arm operating at 95.3% on the Swiney Way approach arm. The onset of development traffic further exacerbates the capacity issues, resulting in the overall junction PRC reducing to -7.5%. Again, however, all approach arms record DoS values of below 100%.

3.2.64 Although the junction now performs better (pertaining to the amended TEMPro growth factors) in comparison to the scenario presented within the submitted TA, the analysis presented within the TA remains valid.

Sensitivity Scenario

3.2.65 mode have undertaken a revised sensitivity scenario owing to the revised TEMPro growth factor for the 2025-2028 AM period, whereby traffic associated with the 282 dwelling Peveril scheme to the north of the site is considered on the assessed network.

3.2.66 A summary of the LINSIG assessment undertaken for the sensitivity scenario is provided in **Table 3.12**, below.

Table 3.12 Junction 4 B6003 Stapleford Lane / Swiney Way / Banks Road AM Peak Period Sensitivity

Approach Lane	2028 Base + Sensitivity			2028 Base + Development + Sensitivity		
	DoS (%)	Delay/PCU (s)	MMQ (PCU)	DoS (%)	Delay/PCU (s)	MMQ (PCU)
B6003 Stapleford Lane North	91.3	44	23	96.1	54	27
Swiney Way	96.2	88	19	98.4	100	21
Stapleford Lane South	95.7	83	21	97.1	91	22
Banks Road	95.0	115	15	96.0	124	17
Junction PRC	-6.9% (180s Cycle Time)			-9.3% (180s Cycle Time)		

3.2.67 In considering the onset of traffic associated with the sensitivity scheme on the 2028 base horizon year, the capacity issues at this junction are further exacerbated, with the overall PRC reducing to -6.9%. When also accounting for development traffic, the PRC also reduces to -9.3%.

3.2.68 As surmised above, the amended traffic flows in the affected scenarios demonstrate that the junction begins to experience capacity constraints in the 2028 horizon year assessment (with development and the sensitivity scheme considered). Albeit the impact is slightly less than previously reported. As such, the arguments set out within the submitted TA remain valid and noting the further exacerbation of capacity issues in the 2041 horizon year, a mitigation scheme has been put forward. This scheme is detailed further in Chapter 8 of the submitted TA.

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

3.2.69 The B6003 Stapleford Lane / Toton Park & Ride Signalised T junction has been subject to a localised capacity assessment, with a summary of the results of the LINSIG assessment provided in **Table 3.13**, below, for the pertinent scenarios which required revised modelling following the acquisition of an updated TEMPro growth factor for the 2025-2028 AM period; with the full output report attached at **Appendix E.**

Table 3.13 B6003 Stapleford Lane / Toton Park & Ride Capacity Results AM Peak Period

	2028 Base			2028 Base + Development		
	DoS (%)	Delay /PCU (s)	MMQ (PCU)	DoS (%)	Delay /PCU (s)	MMQ (PCU)
B6003 Stapleford Lane North	68.9	24	11	70.5	25	12
Toton Park and Ride Access	33.4	35	2	33.4	35	2
B6003 Stapleford Lane South	45.5	16	7	51.8	17	9
Junction PRC	30.6% (150s Cycle Time)			27.7% (150s Cycle Time)		

3.2.70 As evidenced within **Table 3.13**, the junction is forecast to operate well within capacity during the 2028 horizon year and continues to do so following the onset of development traffic.

Sensitivity Scenario

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

3.2.72 For the sensitivity scenarios, the junction has therefore been assessed with an additional western entry arm. A summary of the results of the LINSIG assessment provided in **Table 3.14**, below for the pertinent 2028 AM Base + development + Sensitivity assessment scenario.

Table 3.14 B6003 / Park & Ride Crossroads Junction Capacity Results AM Peak Period Sensitivity

	2028 Base + Sensitivity			2028 Base + Development + Sensitivity		
	DoS (%)	Delay /PCU (s)	MMQ (PCU)	DoS (%)	Delay /PCU (s)	MMQ (PCU)
B6003 Stapleford Lane North	84.2	42	17	86.1	44	17
Toton Park and Ride Access	46.8	51	3	46.8	51	3
B6003 Stapleford Lane South	62.7	30	10	71.4	32	13
Sensitivity Site Access	30.2	38	2	30.2	38	2
Junction PRC	6.9% (180s Cycle Time)			4.5% (180s Cycle Time)		

3.2.73 As set out in **Table 3.14**, in the 2028 Base + Sensitivity assessment scenario, the maximum recorded DoS is 84.2% on the B6003 Stapleford Lane N approach arm. Following the introduction of development traffic, the DoS on the B6003 Toton Lane N approach arm increases to 86.1%. As such, in all assessment scenarios, the impact of development traffic is not considered to be significant in this location and will not create capacity constraints in this location. The conclusions derived from the modelling presented within the submitted TA therefore remain valid.

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

3.2.75 To surmise, the above capacity assessments have been provided to reflect the amended TEMPro growth factor in the following assessment scenarios:

- 2028 Base AM
- 2028 Base + Development AM

- 2028 Base + Sensitivity AM
- 2028 Base + Sensitivity + Development AM

3.2.76 Given the ascertained TEMPro growth factor was a lower value than previously considered, the affected assessment scenarios demonstrate slightly reduced levels of impact. Albeit the analysis presented above has demonstrated that the amended models have not materially altered the position derived at within the submitted TA. As such, the arguments set out within the TA and the mitigation put forward at the Bardills roundabout and the B6003/Swiney Road/Banks Road crossroads remain relevant.

NH Comment 4: Assessment Scenarios

In line with the DfT Circular 01/2022, the traffic impact for the development shall be assessed in the opening year plus committed development, with and without the proposed development – the opening year being that in which the full build out of the development is realistically expected to first become operational. As such, we require the modelling and assessment scenarios to be updated to represent the opening year of the full development, instead of the construction commencing year as 2028. If the development is to be delivered in a phased manner, the junction modelling scenarios will need to be produced to reflect this phased delivery unless mitigation requirements are going to be delivered during the first phase.

mode response

3.2.77 The applicant has assessed a horizon year of 2041 where it is expected that the development will be fully built out. As such, the assessment (consideration of committed development and background traffic growth) and mitigation pertinent to this assessment scenario remains relevant.

3.2.78 It is unclear as to what benefit there would be to provide assessment and mitigation to a position which would change when the full scheme is built out. The most robust assessment (to a 2041 horizon year) provides the most appropriate position to assess and mitigate against.

4. Consultee Response – ATE

4.1 Overview

4.1.1 This section outlines ATE's comments as outlined in their response dated 26th February 2026, along with an associated considered response from mode.

4.2 Trip Generation Analysis and Travel Plan Targets

ATE Comment 1: Travel Plan Targets

It is understood that the number of single-occupancy ICEV trips will aim to be reduced by an aspirational 10% from the initial mode share. Table 6.2, indicative modal shift targets within the Travel Plan, includes various modes and percentages increases. However, it is unclear which modes these increases apply to. Whilst it is noted that "the exact proportional split per sustainable mode of transport may vary from the values above" (Travel Plan, paragraph 6.5.7), it is not clear how the increases have initially been allocated. This should be clarified.

mode response

4.2.1 As established by ATE, the key overall target of the RTP is to over the course of a 5-year monitoring period, reduce the number of single occupancy ICEV trips by 10% across the development site.

4.2.2 Table 6.2 within the RTP provided an indicative, high level breakdown of a potential yearly target to ensure that progress is made annually towards the overall goal of a 10% reduction.

4.2.3 For clarity, the yearly splits set out in Table 6.2 do not correspond to an individual mode of travel. Given walking, cycling, bus, rail, car share and EV use all form sustainable modes of travel (in accordance with the NPPF's definition of sustainable means of travel), uptake in any of these modes would represent a contribution towards the overall target and would demonstrate a positive impact of travel plan measures implemented on site.

4.3 Off-site Active Travel Infrastructure

ATE Comment 1: Proposed Toton Lane Signalised Crossroads

ATE notes that amendments have been made to the primary access into the site. Whilst ATE remains supportive of the in-line crossing arrangement, it is noted that the dedicated pedestrian and cycle markings have been removed.

The submitted junction layout indicates that pedestrian movements across the B6003 would be achieved via multi-stage Toucan crossings, rather than a single crossing phase. This would require pedestrians to wait on central refuges and cross in multiple signal phases, increasing delay and reducing the attractiveness of walking and cycling routes. This may undermine the applicant's reliance on sustainable travel modes.

ATE also notes that the refuges appear narrow in width for cyclists (in the direction of travel) and lack tactile paving. It would be welcomed if the applicant could confirm the dimensions of the refuges and their compliance with LTN 1/20. ATE has provided an example of in-line crossings with refuges of sufficient width in the constructed scheme on the Stoke Gifford Bypass, South Gloucestershire.

It is also unclear whether pedestrian or cycle delay has been considered, despite the scheme's reliance on walking and cycling to access the tram stop.

mode response

4.3.1 As set out within the site access general arrangement drawing (attached at **Appendix B**), the pedestrian crossing signal staging diagram illustrates that all crossings occur in a single phase. Pedestrians will benefit from green time at stage 5 and as such, can complete a full crossing in one movement. Pedestrians will therefore will not be waiting within central refuge islands or having to wait in the central refuge for the next stage to occur to allow a completion of the crossing.

4.3.2 Notwithstanding the above, in terms of design, central refuge islands are common at signalised crossroad arrangements, notably in the local area in proximity to the development site, with an overview of examples of nearby arrangements set out below:

- Toton Park & Ride / B6003 Stapleford Lane Signalised T Junction (central refuge crossing islands are present on each approach arm to this junction);
- B6003 Stapleford Lane / Swiney Way / Banks Road (central refuge crossing islands are present on the B6003 Stapleford Lane N approach arm and the Swiney Way approach arm);
- A6005 Nottingham Road / B6003 High Road Signalised T Junction (central refuge crossing islands are present on each approach arm to this junction); and,
- A6005 Nottingham Road / Swiney Way / Barton Lane Signalised Crossroads (central refuge crossing islands are present on each approach arm to this junction);

4.3.3 An illustration of the above junctions is presented in **Figure 4.1**, below for ATE's reference which demonstrates central refuge islands are completely synonymous with the design and pedestrian connections in the nearby area.

Figure 4.1 Example Nearby Junctions with Refuge Crossing Islands



4.3.4 The proposals are therefore considered suitable, reflecting common crossing arrangements in the immediate vicinity of the site and will not present anything 'new' on the local highway network.

4.4 Placemaking and Site Permeability

ATE Comment 1: Connecting to PRoW

ATE does not wish to comment further on this matter, other than to state that the pedestrian and cycle connection in the southwest corner of the site, connecting to the Public Right of Way (PRoW) network and shown on the illustrated masterplan, must be secured.

Wording for a planning condition will be put forward at an appropriate time to ensure its implementation.

mode response

4.4.1 It is agreed that an appropriately worded planning condition can be issued to ensure the NMU connection to the nearby PRoW network is secured.

5. Summary & Conclusion

5.1 Summary

5.1.1 This TN has been prepared by mode on behalf of Bloor, in relation to the live Outline Planning Application (under live planning reference number: 25/00371/OUT) for a new residential development at Toton West in Broxtowe, Nottinghamshire.

5.1.2 Statutory consultee comments have been provided by NH, ATE and NCC, respectively. These responses have requested further information is provided to inform their respective recommendations / determination in relation to the submitted TA and RTP in support of the application. Mode have provided a response to each of these comments in sequence and it is hoped that the contents of this TN provide NH, ATE and NCC with the information they require to answer their queries.

5.2 Conclusion

5.2.1 It is requested that NH, ATE and NH consider paragraph 116 of the NPPF, which sets out that: *"Development should only be prevented or refused on highway grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network, following mitigation, would be severe, taking into account all reasonable scenarios."*

5.2.2 It is considered that sufficient evidence has been presented within the submitted TA and RTP as part of the application to demonstrate that the proposed development will not result in severe impacts on the safety and/or operation of the local highway network. In accordance with the NPPF, the proposals should be considered acceptable in terms of highways & transportation.

mode
transport planning

APPENDICES

APPENDIX A

Consultee Responses

Active Travel England

Active Travel England
West Offices
Station Rise
York
YO1 6GA
Tel: 0300 330 3000

Your Ref: 25/00371/OUT
Our Ref: ATE/25/00779/OUT
Date: 02 February 2026

Active Travel England Planning Response
Detailed Response to an Application for Planning Permission

From: Planning & Development Division, Active Travel England

To: Broxtowe Borough Council

Application Ref: 25/00371/OUT

Site Address: Land West Of Stapleford Lane, Stapleford Nottinghamshire

Description of development: Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (With some matters reserved).

Notice is hereby given that Active Travel England's formal recommendation is as follows:

a. ~~**No Objection:** ATE has undertaken a detailed assessment of this application and is content with the submission.~~

b. ~~**Conditional approval:** ATE recommends approval of the application, subject to the agreement and implementation of planning conditions and/or obligations as set out in this response.~~

c. **Deferral:** ATE is not currently in a position to support this application and requests further assessment, evidence, revisions and/or dialogue as set out in this response.

d. ~~**Refusal:** ATE recommends that the application be refused for the reasons set out in this response.~~

1.0 Background

Active Travel England (ATE) welcomes the opportunity to comment further on this outline planning application.

ATE previously issued a deferral response dated 20 June 2025. It is understood that the application has since been updated. Whilst no direct response to ATE's earlier concerns has been identified, ATE has sought to consider the updated application in the context of the prior areas of concern. A response is set out below, which has again resulted in a deferral position.

Whilst ATE does not wish to raise any in-principle objection, it is considered that there are areas in which the proposals could be improved, and a direct response to the outstanding matters of concern would be welcomed.

2.0 Areas Concern

1. Trip Generation Analysis and Travel Plan Targets

It is understood that the number of single-occupancy ICEV trips will aim to be reduced by an aspirational 10% from the initial mode share.

Table 6.2, *Indicative Modal Shift Targets* within the Travel Plan, includes various modes and percentage increases. However, it is unclear which modes these increases apply to. Whilst it is noted that "the exact proportional split per sustainable mode of transport may vary from the values above" (Travel Plan, paragraph 6.5.7), it is not clear how the increases have initially been allocated. This should be clarified.

2. Accessibility

No further comments are made on this matter.

3. Active Travel Route Audit

Whilst no direct response has been identified in relation to this earlier area of concern, ATE does not wish to comment further on this matter.

4. Off-site Active Travel Infrastructure

Proposed Toton Lane Signalised Crossroads

ATE notes that amendments have been made to the primary access into the site. Whilst ATE remains supportive of the in-line crossing arrangement, it is noted that the dedicated pedestrian and cycle markings have been removed.

The submitted junction layout indicates that pedestrian movements across the B6003 would be achieved via multi-stage Toucan crossings rather than a single crossing phase. This would require pedestrians to wait on central refuges and cross in multiple signal phases, increasing delay and reducing the attractiveness of walking and cycling routes. This may undermine the applicant's reliance on sustainable travel modes.

ATE also notes that the refuges appear narrow in width for cyclists (in the direction of travel) and lack tactile paving. It would be welcomed if the applicant could confirm the dimensions of the refuges and their compliance with LTN 1/20. ATE has provided an example of in-line crossings with refuges of sufficient width in the constructed scheme on the Stoke Gifford Bypass, South Gloucestershire.

It is also unclear whether pedestrian or cycle delay has been considered, despite the scheme's reliance on walking and cycling to access the tram stop.

4. Placemaking and Site Permeability

ATE does not wish to comment further on this matter, other than to state that the pedestrian and cycle connection in the south-west corner of the site, connecting to the Public Right of Way network and shown on the Illustrative Masterplan, must be secured.

Wording for a planning condition will be put forward at an appropriate time to ensure its implementation.

3.0 Next Steps

It is requested that these recommendations are provided to the LPA case officer and forwarded to the agent and applicant. ATE would be content to review further submitted information to help address the above identified deficiencies, with a view to providing a further response and recommended wording for planning conditions and obligations.

Nottinghamshire County Council

TOWN AND COUNTRY PLANNING ACT

HIGHWAY REPORT ON PROPOSALS FOR DEVELOPMENT

DISTRICT:	Broxtowe	Date Received	03/06/2025
OFFICER:	Mr D Ottewell		
PROPOSAL:	Outline Planning Application for the construction of a residential development of up to 420 residential dwellings and associated open space and infrastructure (With some matters reserved).	D.C. No.	5/25/00371/OUT
LOCATION:	Land west of Stapleford Lane Stapleford Nottinghamshire		
APPLICANT:	[Applicant]		

In view of our previous comments, it is unclear why a revised Transport Assessment (RTA) has been written to assess the highway impacts of this proposal in isolation of applications 25/00255/FUL and 25/00306/OUT, particularly when a Transport Assessment Addendum is being prepared separately to evaluate the cumulative impact of all three schemes across the network. For this reason we have not undertaken a review of the modelling outputs as this matter is already in hand.

The RTA explains in some detail why the proposals should be considered on a Decide/Provide basis. However, inclusion of Policy 3.2 in Broxtowe Borough Council's Part 2 Local Plan was informed by the Infrastructure Delivery Plan whose methodology is based on Predict/Provide scenarios. Furthermore, the "Toton and Chetwynd Barracks Strategic Masterplan" requires infrastructure improvements to be guided by the use of the EMGM which is a Predict/Provide tool. Although para 109 of the 2024 Framework may well indeed require development proposals to be "vision led", Policy 3.2 pre-dates the document and has been progressed on that basis.

Sheet 2 of the proposed 4-arm signalised junction shows at least 4 highway trees that will need felling to form the access. These trees are highway assets that have both physical and amenity values that must be established before considerations to allow their removal can be made. A CAVAT assessment should be submitted for review.

Sheet 2 now shows the existing footway width along the west side of Stapleford Lane will be retained. Integrating the site with its surrounds could be achieved more cohesively by widening it into the curtilage and across the frontage to support modal change although we acknowledge this will have wider planning implications. There is a perceived pinch point where the access meets the west side of Stapleford Lane but this over a short distance.

The site access arrangement must be capable of supporting development on both sides of Stapleford Lane to ensure that neither site is prejudiced. A single, coordinated drawing should be prepared to which both developments will commit, minimising the risk of future compromises. Notwithstanding this,

a review of the preliminary GA has been undertaken, the following comments should be incorporated into a subsequent design:

- Ped crossing Studs need to go all the way across the carriageway and not to stop at the refuges
- There appears to be a signal pole missing on both the north and southbound flows in the small refuges
- The tactile paving on the S/E crossing point needs tidying up and separating.
- The eastern crossing point is too close to the junction and need pushing back
- No controller location, this will also need hardstanding for a maintenance vehicle
- Refuges to be more rectangular in shape
- The western approach footway and carriageway are quite jagged and need to be smoother
- Staging diagram needs to be included.

We note pedestrian/highway safety improvements were secured through former submissions 12/00585/OUT and 17/001310/ROC which take the form of a right turn ghost land at Stapleford Lane/Darley Avenue, and a Puffin Crossing at the Woodstock Lane/Stapleford Lane junction. These proposed infrastructure improvements will enhance pedestrian access to local services/amenities and reduce the likelihood of conflicts. Application reference 25/00255/FUL has committed to deliver these works but the obligation should be shared across all developments.

My Transport Strategy colleagues have reviewed the Travel Plan and make the following comments:

Developing the Travel Plan

- The overarching aim of the Travel Plan should be to minimise all single-occupancy vehicle trips, not just those made in Internal Combustion Engine Vehicles (though accelerating adoption of such vehicles can also be a wider aim. (See first two bullets of Para 2.6.1 from the TP for the reasons for this. (We would recommend that this aim, expressed in the first bullet of 6.2.2, needs splitting out into the two sentiments to avoid conflating these two things – see below on targets).

Site Assessment

- Details of how to access the nearest train station by public transport should be provided.
- Vehicular constraints in the vicinity of the site, such as peak hour congestion, should be summarised from the Transport Assessment, alongside the presence of any nearby developments that are likely to have a cumulative impact on the local transport.
- The amount of parking that will be provided at the site and the proportion of spaces that will be allocated to motorcycles, disabled users, car share users, pick up / drop off and visitors is not clear.

Management of the Travel Plan

- Full contact details of the TPC should be supplied to NCC now. This can be an interim TPC (e.g. a representative of the developer or their agent) until such a time as a permanent TPC is appointed. The TP should commit to updating NCC should the TPC's name or contact details change for whatever reason.
- One of the key roles of the TPC should be to implement the travel plan.
- A description of the managerial hierarchy for the TPC should be provided, including internal reporting structures.

- The TPC should commit to liaising with the planning authority (Broxtowe Borough Council) in addition to NCC.
- The formal monitoring period and period in post of the TPC should run from prior to first occupation until a point 5 years following 50% occupation of the site.

Setting Targets

- Primary targets should be based upon trip generation. The TA associated with the proposal should have provided an estimate of trips associated with the site, and therefore this is the basis on which targets should be set (i.e. include one table showing the values used in the TA, and a further table showing the target trip generation with the Travel Plan in place). The mode share targets should then be used as a secondary target.
- Any secondary targets for the uptake of low emission vehicles shouldn't detract from the trip generation targets that are aimed at ensuring the development performs in lines with the forecast of the Transport Assessment, and on which basis the development has been judged by the highway development control team in terms of wider impacts (e.g. congestion, severance, wider environmental impact, e.g. tyre particle shedding etc etc).
- Targets should match the formal monitoring period (5 years following 50% occupation of the site).
- Targets should not be changed or updated without discussion with, and agreement of, NCC. This should be stated.
- The Travel Plan should aim for 100% TP awareness as a secondary target.

Travel Plan Measures

- In addition to the measures included within the Travel Plan, the following should also be included:
    - Contact details of local taxi firms.
    - Personal Travel Planning should be offered to any resident who requests it.
    - Taster public transport tickets should be provided to residents on opening. This is mentioned as a potential component of the mobility credit scheme (Chapter 7.10); however, the mobility credit scheme is outlined in vague terms and is not firm ("there is opportunity to introduce". Rather, taster tickets should be offered as a standalone measure. A cycle voucher of equivalent value could also be offered to residents on a redemption basis as an alternative to provide them with the opportunity of purchasing a bicycle / cycle equipment.

Monitoring and Review

- The results of monitoring should be disseminated via newsletter and / or email update to ensure residents are kept informed of TP success.
- The first travel survey should take place within 3 months of the site reaching 50% occupancy.
- Annual monitoring reports should be supplied to NCC within 1 month of collating data.
- Secondary monitoring should also be conducted and reported upon, including the uptake of taster tickets / vouchers, resident feedback, etc.
- The Travel Plan should commit to a 3-year review and evaluation with NCC and the planning authority.
- In addition to annual travel surveys, we would expect traffic counts to be conducted (see below). Traffic count data should be uploaded to the TRICs database. The results of traffic counts should then be used to evaluate the progress of the TP against the trip generation targets.

- Year 1: Travel survey and count
- Year 2: Travel survey
- Year 3: Travel survey and count
- Year 4: Travel survey
- Year 5: Travel survey and count

Securing the Travel Plan

- Remedial measures for if the TP fails to achieve its targets at the end of the monitoring period, should, at a minimum, include an extension to the monitoring period (as well as an extension to the TPCs period-in-post) and a full review of measures.

HDC ML 3/2/26

The principle of residential use at this site was previously determined favourably under application reference 12/00585/OUT for a mixed-use development whose residential element comprised of up to 500 dwellings. Two points of access were originally proposed by creating a fourth arm to the signalised junction serving the NET Park and Ride facility. The second formed of a right-turn ghost island located in the same position as the subject access.

The site now sits within the Toton and Chetwynd Barracks Strategic Masterplan SPD which draws together Policies 3.1 and 3.2 of Broxtowe Borough Council's Part 2 Local Plan for mixed use development whose residential elements provide an overall quantum of 1,500 and 3,000 dwellings respectively. The SPD was progressed on the basis of HS2 arriving at Toton but has now been withdrawn yet no details have been made available to establish what will replace it.

Part D of Policy 3.2 requires the presence of a Strategic Masterplan and Infrastructure Delivery Plan to ensure development fully integrates with its surrounds in a consistent manner, and to prevent piecemeal schemes from coming forward that could otherwise compromise the objectives of the Plan. The withdrawal of HS2 means these details have to be updated otherwise we will not be able to consider the allocation holistically which will dilute our ability to minimise the impact of development on the network. Our preference therefore is to wait for the SPD to be completed before any grant of approval.

Even though this application now has a smaller footprint than the original submission, the scale of the proposal is such that it should be served from multiple points of vehicular access to the network. Although it is acknowledged the internal layout will be designed to facilitate this requirement, the proposal in its current format could be in use for a number of years before wider connections can be made. Justification should therefore be given as to why a single point of access is being progressed at this stage, particularly when it would seem feasible to provide additional provision.

This proposal is being considered alongside application 25/00255/FUL (155 dwellings) on the opposite side of Stapleford Lane. The access points for these sites are located opposite each other but should be constructed as a single junction rather than being changed at a later date to minimise disruption on the network, and help share construction costs.

Widening the carriageway to accommodate the new junction will compromise the presence of adjacent Highway Trees. Separate permission is required to remove the trees, but this decision needs to be informed by a CAVAT assessment so that we can establish their value. Furthermore, the footway has not been annotated along the site frontage which is a concern given that it will be used by students on their way to/from the George Spencer School. Further details should be provided for assessment.

It is understood that my Colleagues in Transport and Travel Services have requested a financial contribution towards Stops at Katherine Drive. The level of infrastructure provided to support these Stops could go further by providing a pedestrian refuge to help patrons cross Stapleford Lane. Further details should be provided for assessment.

My Colleagues in Transport Planning will be providing comments on how development traffic will affect the performance of nearby junctions. These will be issued separately. Similarly, a review of the Travel Plan will be sent under a separate cover.

A review of the proposed junction geometry will be issued when comments are received.

HDC ML 24/6/25.

FYI – will update Uniform and DMS.

Kind regards.

[redacted]
Business Support Officer (Planning) Ext 3710
ICT and Corporate Services
Broxtowe Borough Council
Council Offices, Foster Avenue,
Beeston, Nottingham NG9 1AB
Tel: 0115 917 7777
[redacted]

(Working from home)

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From: Steve Free [redacted]
Sent: 28 Januar 2026 09:49
To: PAB [redacted]
Cc: Daniel Law [redacted] Jessica Leung [redacted]
Subject: Planning app ication consu tation - 25/00371/OUT

FAO Mr D Ottewell

Hi,

I refer to the attached planning application consultation.

We have reviewed the Toton West Transport Assessment (TA) dated April 2025, produced by Mode Transport Planning on behalf of Bloor Homes for the proposed development of up to 420 dwellings on the land located to the west of the B6003 Stapleford Lane in Broxtowe, Nottinghamshire (Broxtowe Borough Council's Application reference 25/00371/OUT).

At the scoping stage, we have requested that one comprehensive traffic impact assessment to demonstrate the full impact of the combined site (Toton North, Toton East & Toton West parcels) should be produced, such that we can understanding the cumulative impacts, and in turn ensure an efficient and effective infrastructure package is developed to accommodate the full site.

In November 2025, Mode / Systra prepared and submitted *TN01 –Toton EMGM Strategic Modelling Validation* and *TN02 - Toton - Reference Case Assumptions* regarding the EMGM development and National Highways responded to Mode on 5 December 2025.

While the strategic modelling is yet to be agreed, we have reviewed the submitted TA and summarised our comments, as follows:

Trip Distribution
We are generally content with utilising 2011 Census 'Location of usual residence and place of work by method of travel to work' data in MSOA level to distribute the development onto the road network. We however required the applicant to provided the details for the Census data used for deriving the distribution. Particularly, we note the distribution to zone G: Swiney Way (E) is significant as 15%. We require justification or supporting evidence regarding this assumed distribution to be applied.

Background Growth Rate
We are generally content with utilising TEMPro v8.1 data that traffic growth be NTM adjusted for identifying the background growth rate for the traffic. From our individual check, we found that the 2025-2028 AM growth rate was derived selecting "England" as the area served, while the PM growth rate was derived selecting "Region". We hence require the applicant to review all the growth rates to ensure the assumptions are consistent.

Assessment Scenarios
In line with the DfT Circular 01/2022, the traffic impact for the development shall be assessed in the opening year plus committed development, with and without proposed development – the opening year being that in which the full build-out of the development is realistically expected to first become operational. As such, we require the modelling and assessment scenarios to be updated to represent the opening year of the full development, instead of the construction commencing year as 2028. If the development is to be delivered in a phased manner, the junction modelling scenarios will need to be produced to reflect this phased delivery unless mitigation requirements are going to be delivered during the first phase.

Following the receipt of the comprehensive traffic impact assessment to demonstrate the full impact of the combined wider allocation (Toton North, Toton East & Toton West parcels), National Highways will be better placed to comment on the overall traffic impact of the proposed development on the SRN.

For Note: This application has a current holding notification which will remain in place (expires on 18 March 2026).

At the time of compiling this response a hybrid application (25/00928/FUL) has been received by National Highways for this site and is awaiting review (69 dwellings full, 351 dwellings outline).

Regards

Steve Freek, MCIHT
Assistant Spatial Planner – Nottinghamshire, Derbyshire, N Leicestershire
National Highways (Area 7), Stirling House, Lakeside Court, Osier Drive, Sherwood Business Park Nottingham NG15 0DS
[redacted]

My working days are Tuesday - Friday

For information about our engagement with the planning system please visit: : https://nationalhighways.co.uk/our-roads/planning-and-the-strategic-road-network-in-england/



-----Ori inal Messa e-----
From: [redacted]
Sent: 13 January 2026 09:58
To: Planning M
Subject: Planning application consultation - 25/00371/OUT

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APPENDIX B

Revised Site Access Drawings



0 2 4 6 8 10m
SCALE 1:200

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Notes

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

Key

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

PRELIMINARY ISSUE

Schedule of Changes	
Last Rev.:	P02
Ref.	Description
1	Development boundary updated.

Rev	Description	Date	Drn	Chk	App
P03	SEE SCHEDULE OF CHANGES	26.11.2025	NN	JR	IF
P02	SEE SCHEDULE OF CHANGES	06.11.2025	FC	JR	IF
P01	PRELIMINARY FIRST ISSUE	02.10.2025	NN	JR	IF

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Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

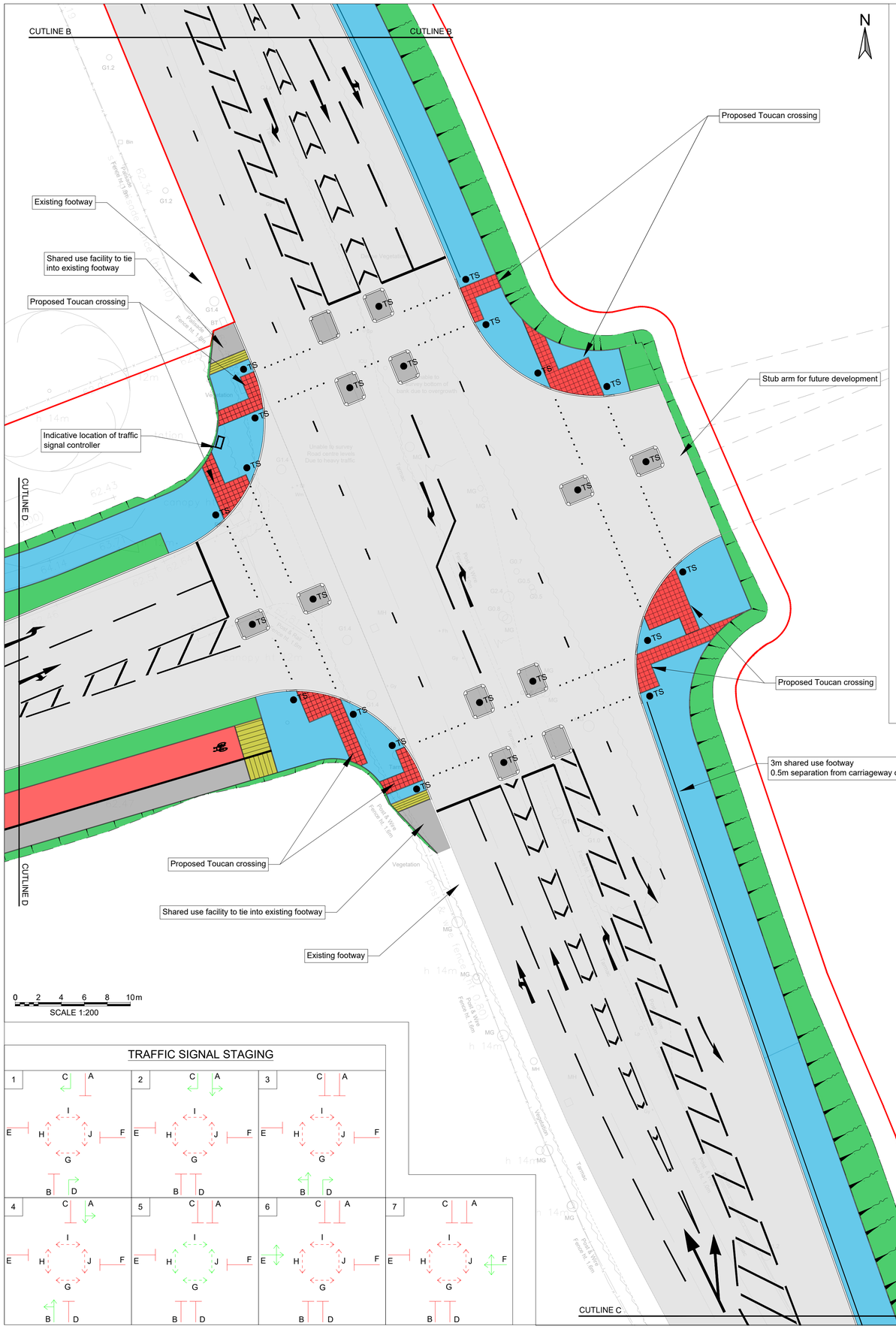
FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GENERAL ARRANGEMENT
SHEET 1

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

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	-010001	P03

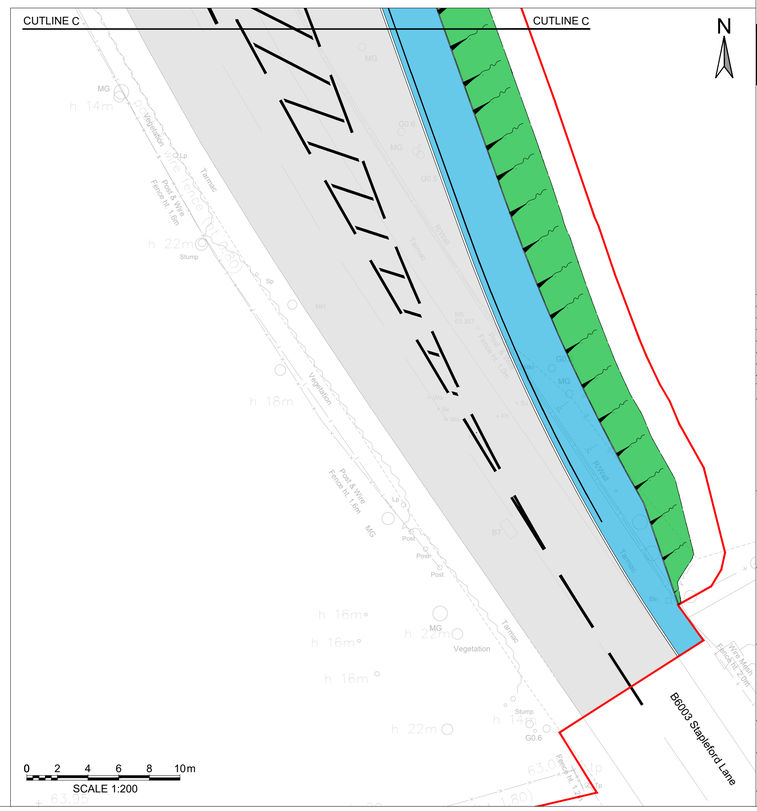
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2. The layout shown is for discussion and is subject to detailed design.

Key

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

PRELIMINARY ISSUE

Schedule of Changes

Last Rev.:	P04
Ref.	Description
1	Traffic island shape updated.
2	Maintenance lay-by introduced.
3	Shared footway/cycleway on western approach re-aligned to accommodate lay-by.
4	Extents of section 278 extended to west.
5	Traffic signal staging diagram included.

Rev	Description	Date	Drn	Chk	App
P05	SEE SCHEDULE OF CHANGES	01.04.2026	JR	IF	IF
P04	SEE SCHEDULE OF CHANGES	26.11.2025	NN	JR	IF
P03	SEE SCHEDULE OF CHANGES	13.11.2025	JR	IF	IF
P02	SEE SCHEDULE OF CHANGES	07.11.2025	SM	IF	IF
P01	PRELIMINARY FIRST ISSUE	06.11.2025	FH	JR	IF

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SECTION 278 WORKS

Sheet Title

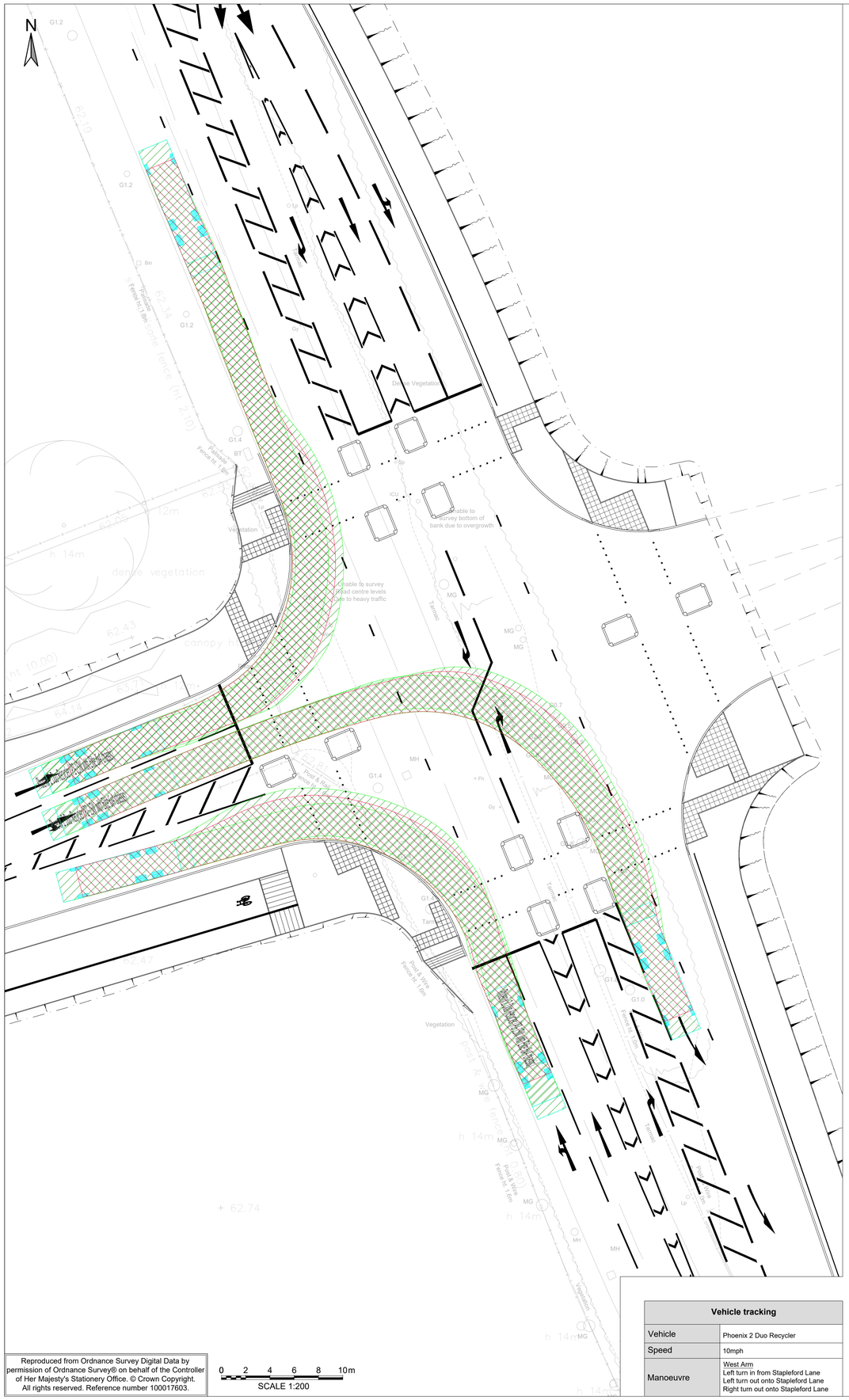
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PRELIMINARY GENERAL ARRANGEMENT
SHEET 2

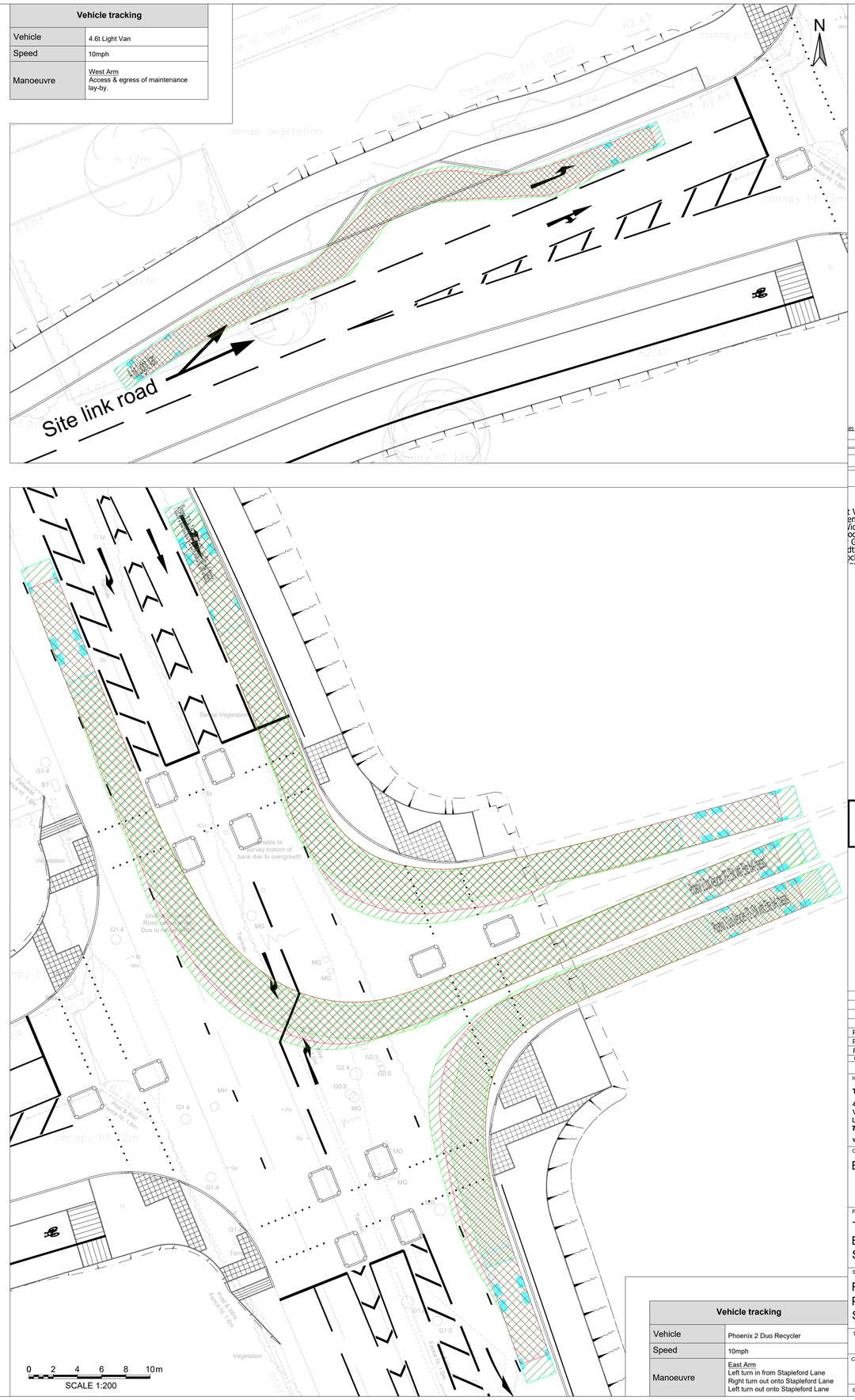
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784-B076224	FC	Nov '25	JR	Nov '25	IF	Nov '25	1:200	S4

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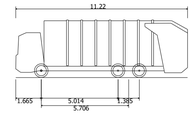
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

Key - Vehicular Tracking

Vehicular wheel track - forward

Vehicular overhang - forward

Vehicle Profile



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)	
Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m

Vehicle Profile



t Van	
ength	5.885m
Width	2.000m
ody Height	2.526m
Ground Clearance	0.299m
dth	1.765m
ock time	4.00s
ch Turning Radius	6.900m

PRELIMINARY ISSUE

Schedule of Changes

Last Rev.:	P02
Ref.	Description
1	Swept path for maintenance lay-by included.
2	Shared footway/cycleway on western approach re-aligned to accommodate lay-by.
3	Traffic island shape updated.

Rev	Description	Date	Drn	Chk	App
P03	SEE SCHEDULE OF CHANGES	01.04.2026	JR	IF	IF
P02	SEE SCHEDULE OF CHANGES	13.11.2025	FC	JR	IF
P01	PRELIMINARY FIRST ISSUE	02.10.2025	NN	JR	IF

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Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

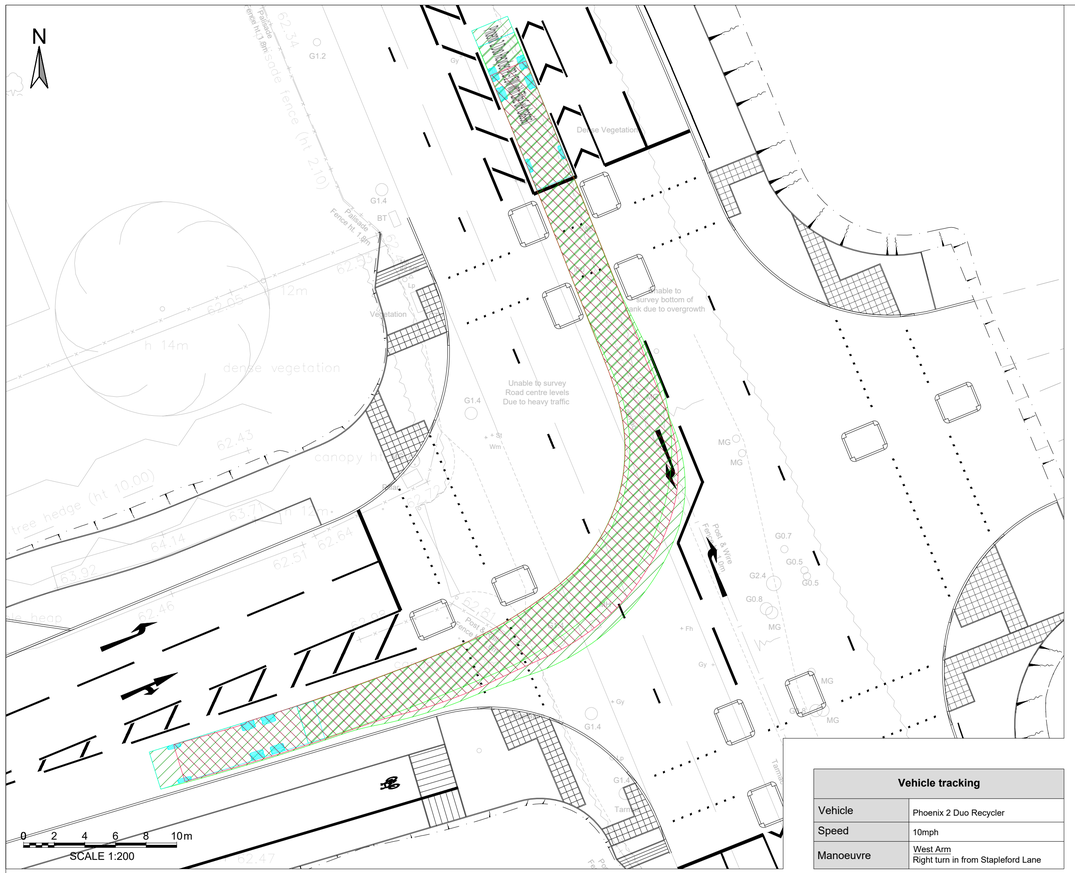
FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 1

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

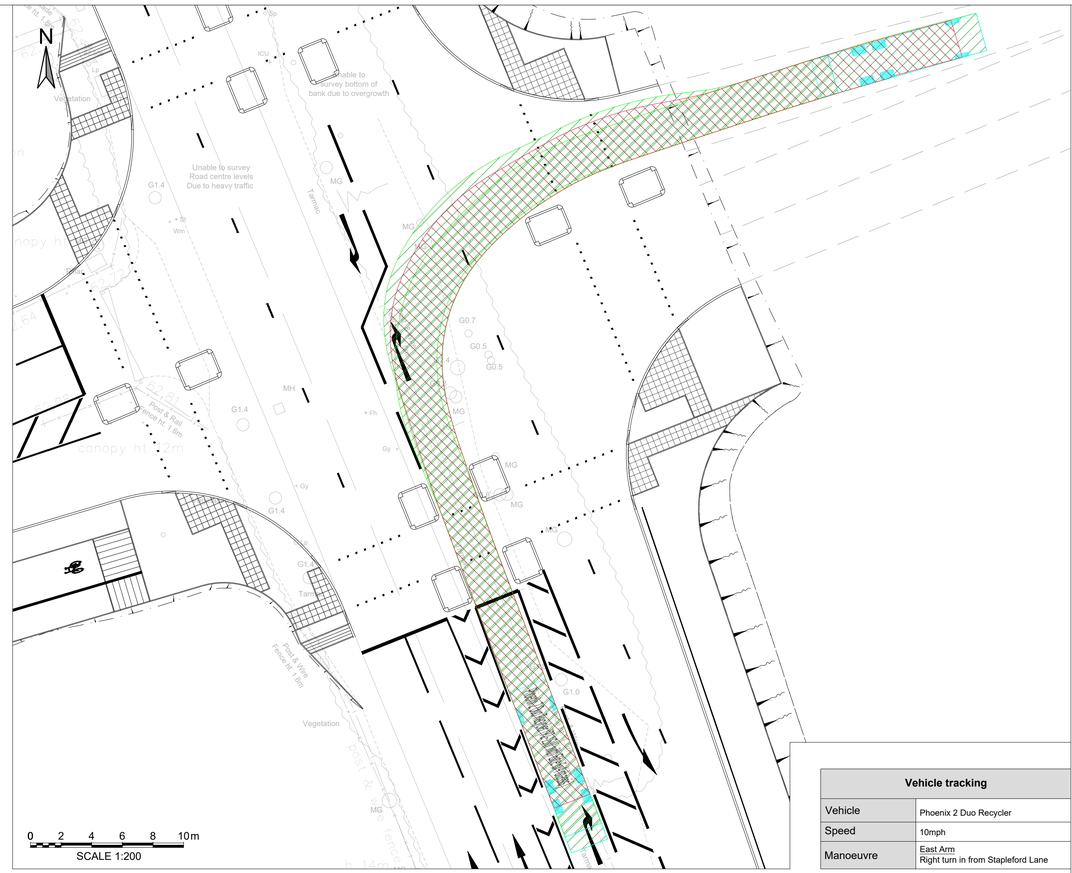
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Vehicle tracking	
Vehicle	Phoenix 2 Duo Recycler
Speed	10mph
Manoeuvre	West Arm Right turn in from Stapleford Lane



Vehicle tracking	
Vehicle	Phoenix 2 Duo Recycler
Speed	10mph
Manoeuvre	East Arm Right turn in from Stapleford Lane

Notes

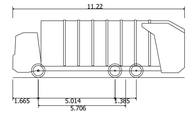
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

Key - Vehicular Tracking

Vehicular wheel track - forward

Vehicular overhang - forward

Vehicle Profile



Phoenix 2 Duo Recycler (P2-15W with Elite 6x4 chassis)

Overall Length	11.220m
Overall Width	2.530m
Overall Body Height	3.756m
Min Body Ground Clearance	0.309m
Track Width	2.530m
Lock to lock time	4.00s
Kerb to Kerb Turning Radius	11.550m



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Vehicle tracking	
Vehicle	Phoenix 2 Duo Recycler
Speed	10mph
Manoeuvre	East Arm Straight ahead West Arm Straight ahead

PRELIMINARY ISSUE

Schedule of Changes	
Last Rev.:	P02
Ref.	Description
1	Shared footway/cycleway on western approach re-aligned to accommodate lay-by.
2	Traffic island shape updated.

Rev	Description	Date	Drn	Chk	App
P03	SEE SCHEDULE OF CHANGES	01.04.2026	JR	IF	IF
P02	SEE SCHEDULE OF CHANGES	13.11.2025	FC	JR	IF
P01	PRELIMINARY FIRST ISSUE	02.10.2025	NN	JR	IF

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BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

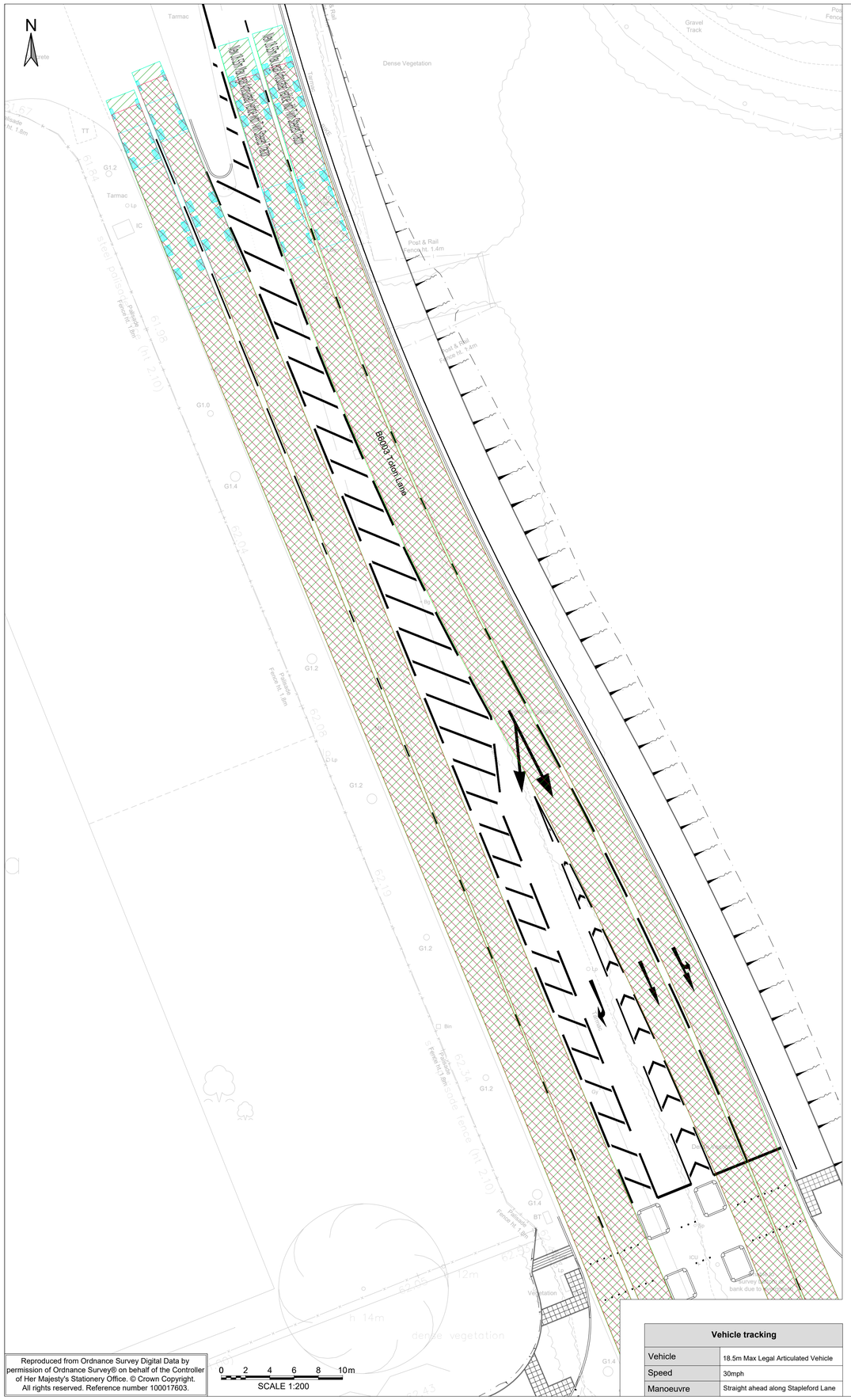
FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 2

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

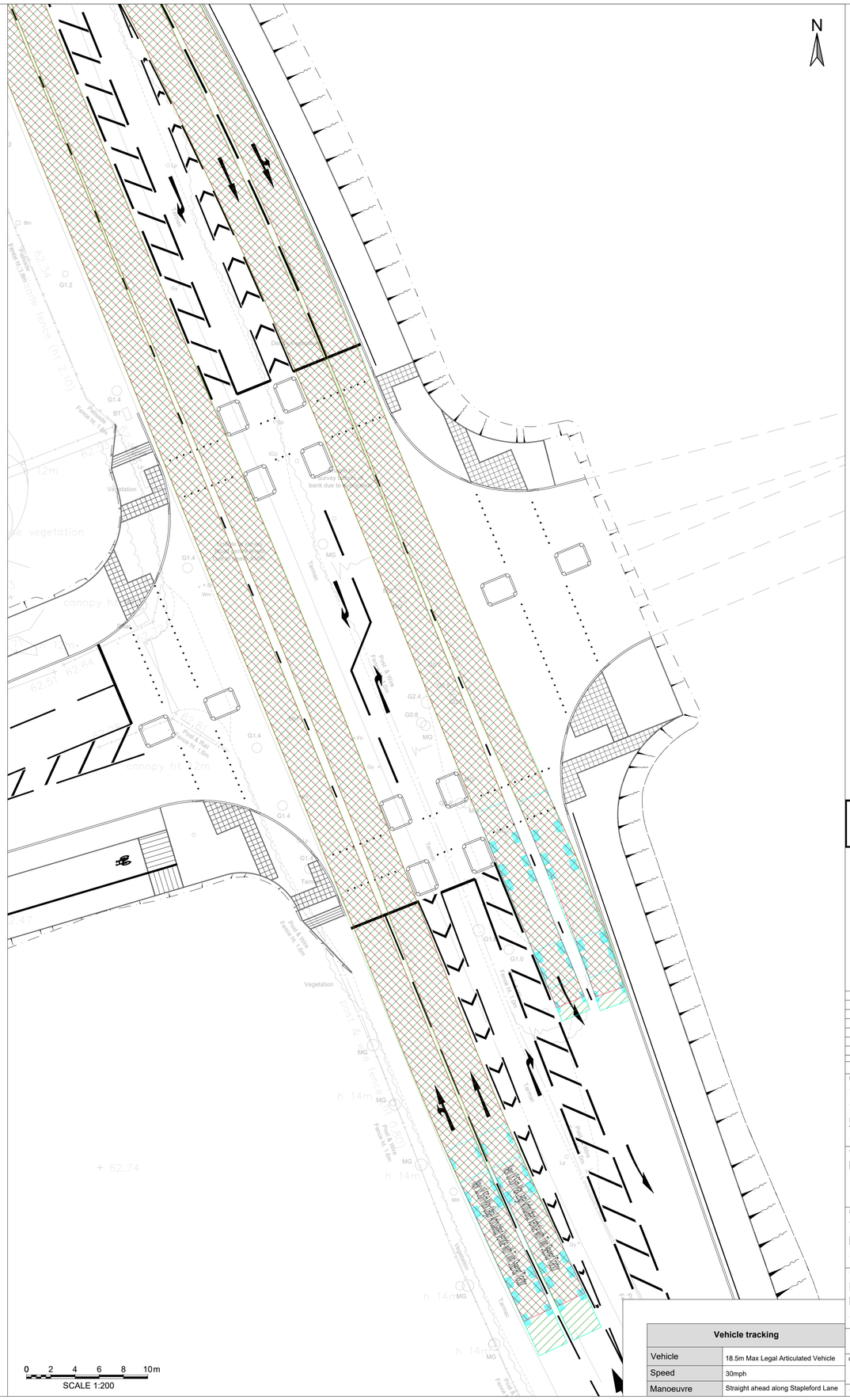
Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	TTE	HGN	XX	DR	CH	010022	P03

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Notes

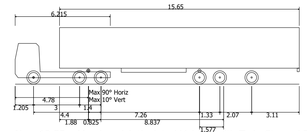
1. Vehicular tracking has been undertaken using Autodesk Vehicle Tracking 2019.
2. Vehicle tracking speeds have been selected based on engineering judgement.

Key - Vehicular Tracking

Vehicular wheel track - forward

Vehicular overhang - forward

Vehicle Profile



New 18.55m Max Legal Articulated Vehicle with Twin Steered Tractor

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

PRELIMINARY ISSUE

Schedule of Changes	
Last Rev.:	P01
Ref.	Description
1	Shared footway/cycleway on western approach re-aligned to accommodate lay-by.
2	Traffic island shape updated.

Rev	Description	Date	Drn	Chk	App
P02	SEE SCHEDULE OF CHANGES	01.04.2026	JR	IF	IF
P01	PRELIMINARY FIRST ISSUE	13.11.2025	FC	JR	IF

Document Control

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TETRA TECH

Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY VEHICLE TRACKING
SHEET 3

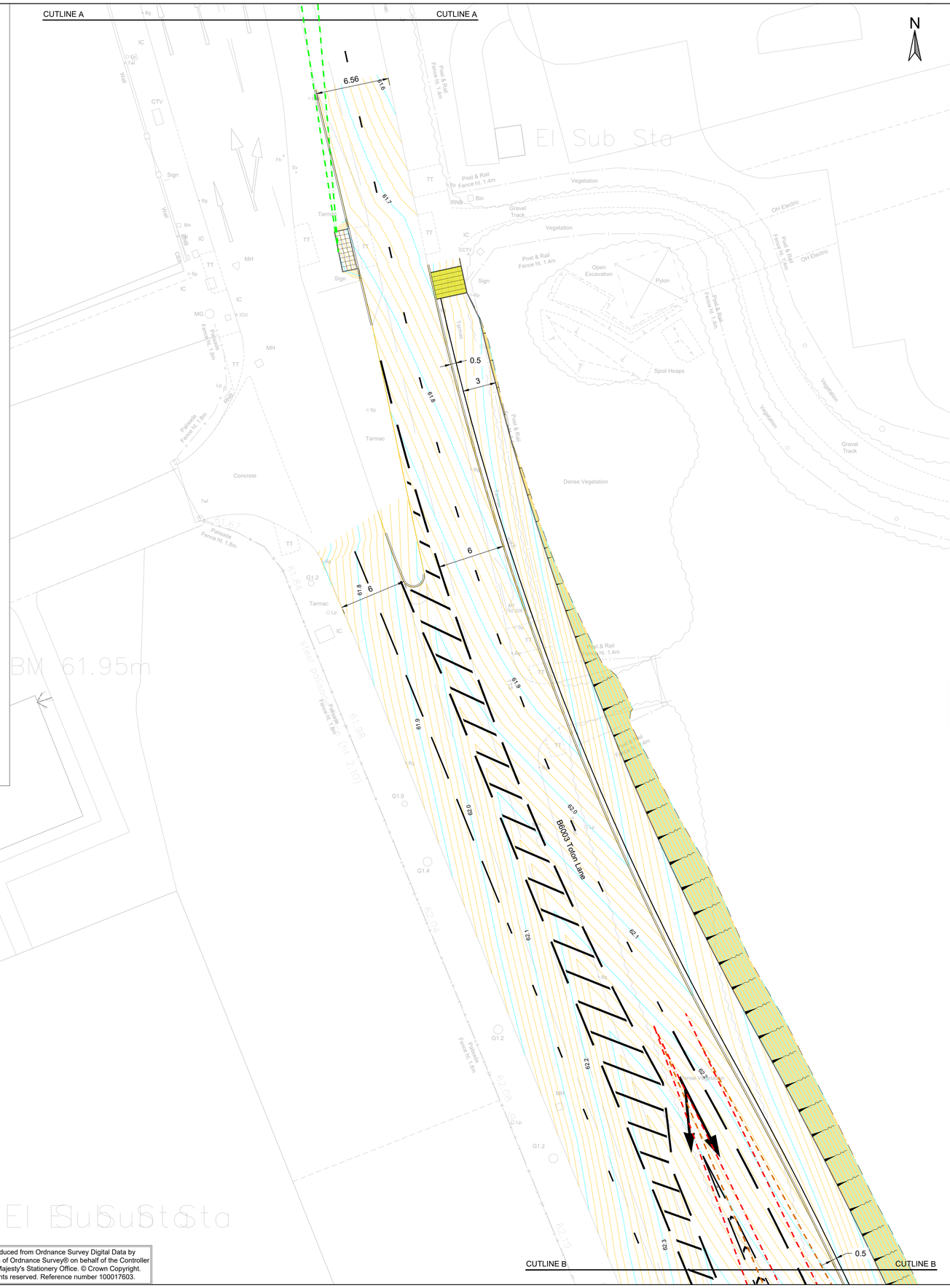
TTE Project Number	Drawn By	Date	Checked By	Date	Approved By	Date	Scale @ A1	Suitability
784-B076224	FC	Nov '25	JR	Nov '25	IF	Nov '25	As Shown	S4

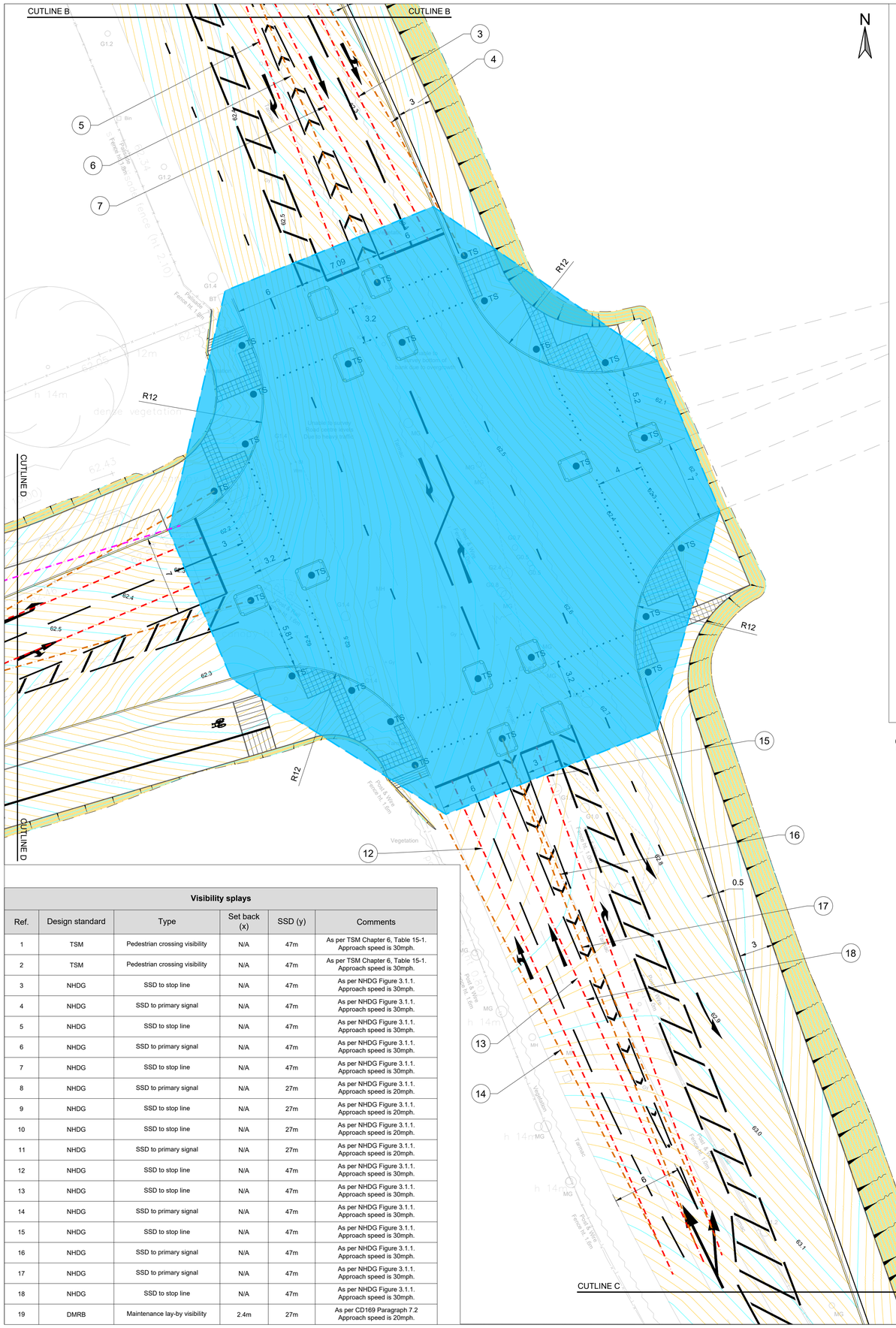
Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HGN	- XX	- DR	- CH	-010023	P02

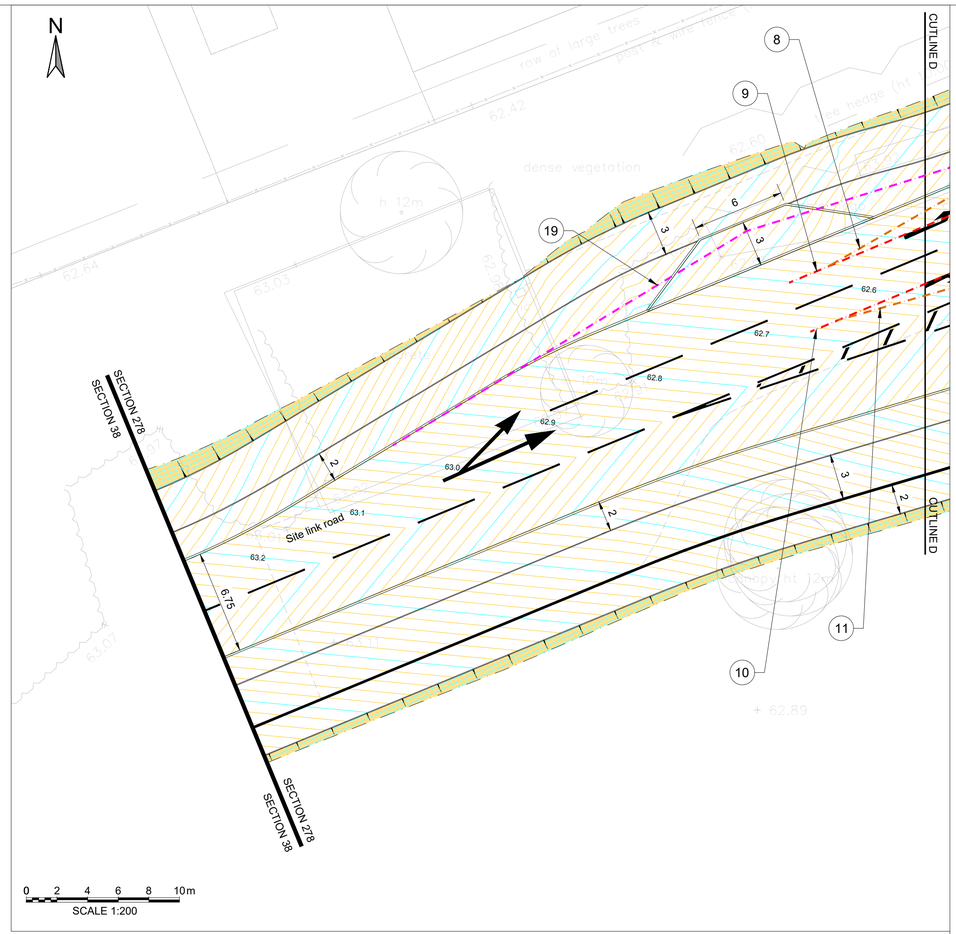
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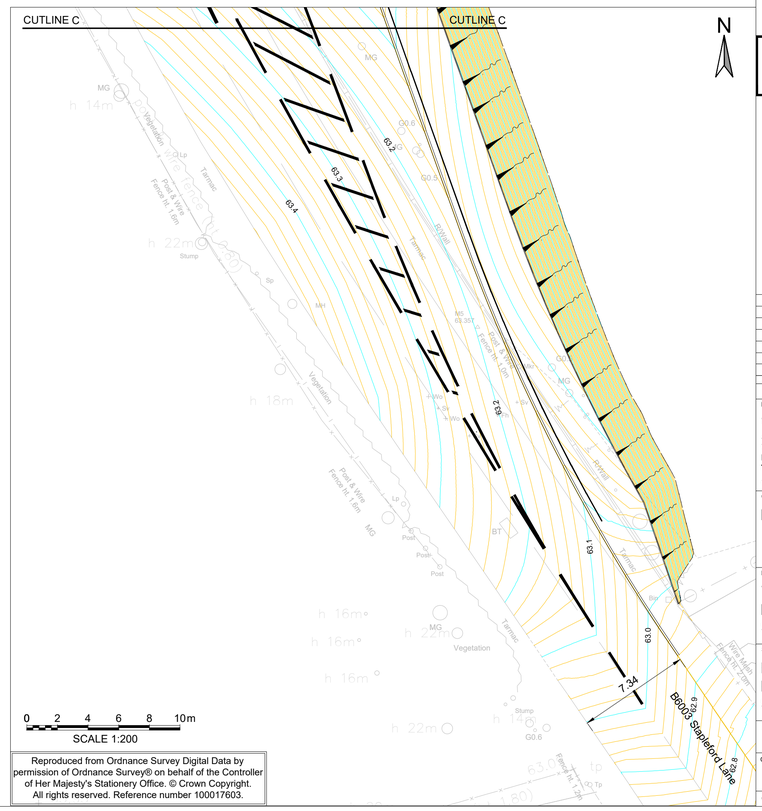
TTE_MT_v1




CUTLINE A
CUTLINE A
N
6.56
61.6
61.7
61.8
61.9
62.0
62.1
62.2
62.3
0.5
3
6
6
0.29
1.79
1.89
6.19
B6003 Toton Lane
CUTLINE B
CUTLINE B
0.5
El Sub Sta
Vegetation
Gravel Track
Open Excavation
Pylon
Spoil Heaps
Dense Vegetation
OH Electric
Post & Rail Fence Ht. 1.4m
Palisade Fence Ht. 1.8m
Concrete
Tarmac
Sign
Bin
CCTV
CTV
Wall
Gravel Track
Overhead Line Pylon
Tarmac
Concrete
Palisade Fence Ht. 1.8m
Post & Rail Fence Ht. 1.4m
Vegetation
Gravel Track
Dense Vegetation
Spoil Heaps
Open Excavation
Pylon
OH Electric
Sign
Bin
CCTV
CTV
Wall







Notes

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

Key - Geometry

- Major contour
- Minor contour

Key - Visibility

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

PRELIMINARY ISSUE

Schedule of Changes	
Last Rev.:	P01
Ref.	Description
1	Shared footway/cycleway on western approach re-aligned to accommodate lay-by.
2	Proposed Contours updated
3	Lay-by visibility included.
4	Traffic island shape updated.
5	Extents of section 278 extended to west.

Visibility splays					
Ref.	Design standard	Type	Set back (x)	SSD (y)	Comments
1	TSM	Pedestrian crossing visibility	N/A	47m	As per TSM Chapter 6, Table 15-1. Approach speed is 30mph.
2	TSM	Pedestrian crossing visibility	N/A	47m	As per TSM Chapter 6, Table 15-1. Approach speed is 30mph.
3	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
4	NHDG	SSD to primary signal	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
5	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
6	NHDG	SSD to primary signal	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
7	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
8	NHDG	SSD to primary signal	N/A	27m	As per NHDG Figure 3.1.1. Approach speed is 20mph.
9	NHDG	SSD to stop line	N/A	27m	As per NHDG Figure 3.1.1. Approach speed is 20mph.
10	NHDG	SSD to stop line	N/A	27m	As per NHDG Figure 3.1.1. Approach speed is 20mph.
11	NHDG	SSD to primary signal	N/A	27m	As per NHDG Figure 3.1.1. Approach speed is 20mph.
12	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
13	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
14	NHDG	SSD to primary signal	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
15	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
16	NHDG	SSD to primary signal	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
17	NHDG	SSD to primary signal	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
18	NHDG	SSD to stop line	N/A	47m	As per NHDG Figure 3.1.1. Approach speed is 30mph.
19	DMRB	Maintenance lay-by visibility	2.4m	27m	As per CD169 Paragraph 7.2 Approach speed is 20mph.

Rev	Description	Date	Drn	Chk	App
P02	SEE SCHEDULE OF CHANGES	01.04.2026	JR	IF	IF
P01	PRELIMINARY FIRST ISSUE	13.11.2025	FC	JR	IF

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Client

BLOOR HOMES

Project Name

TOTON WEST
B6003 STAPLEFORD LANE, NOTTINGHAMSHIRE
SECTION 278 WORKS

Sheet Title

FOUR ARM SIGNALISED JUNCTION
PRELIMINARY GEOMETRY & VISIBILITY
SHEET 2

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

Client Project Number	Originator	Function	Spatial	Form	Role	Number	Revision
B076224	- TTE	- HML	- XX	- DR	- CH	-010012	P02

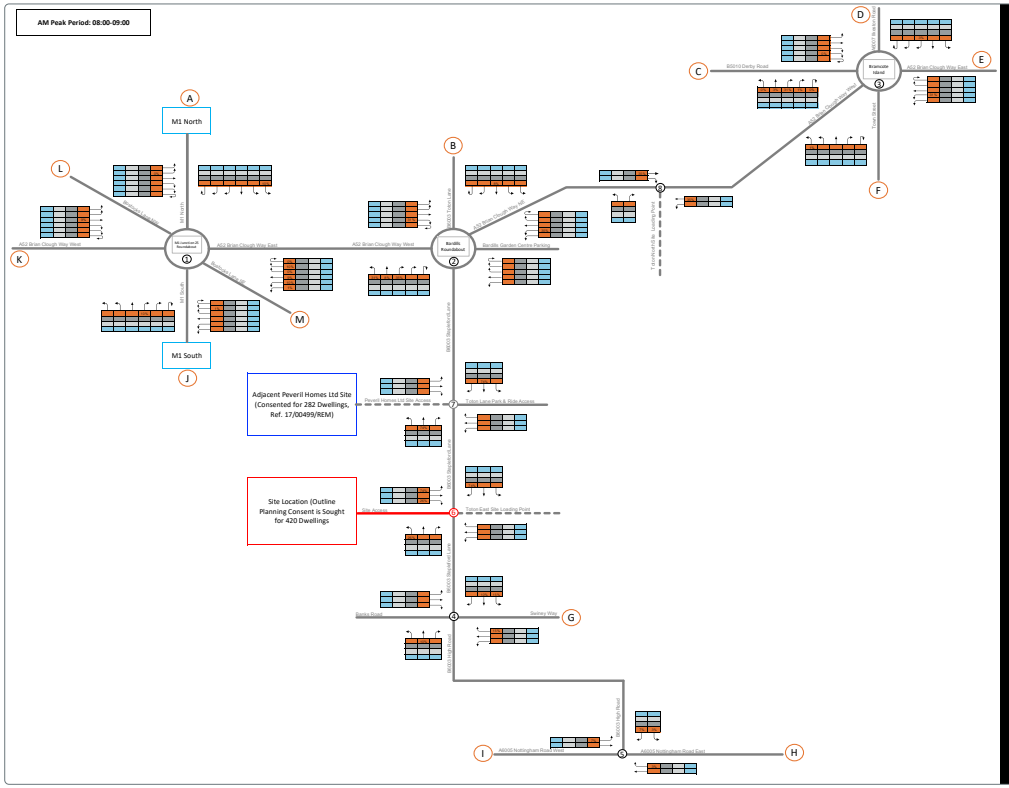
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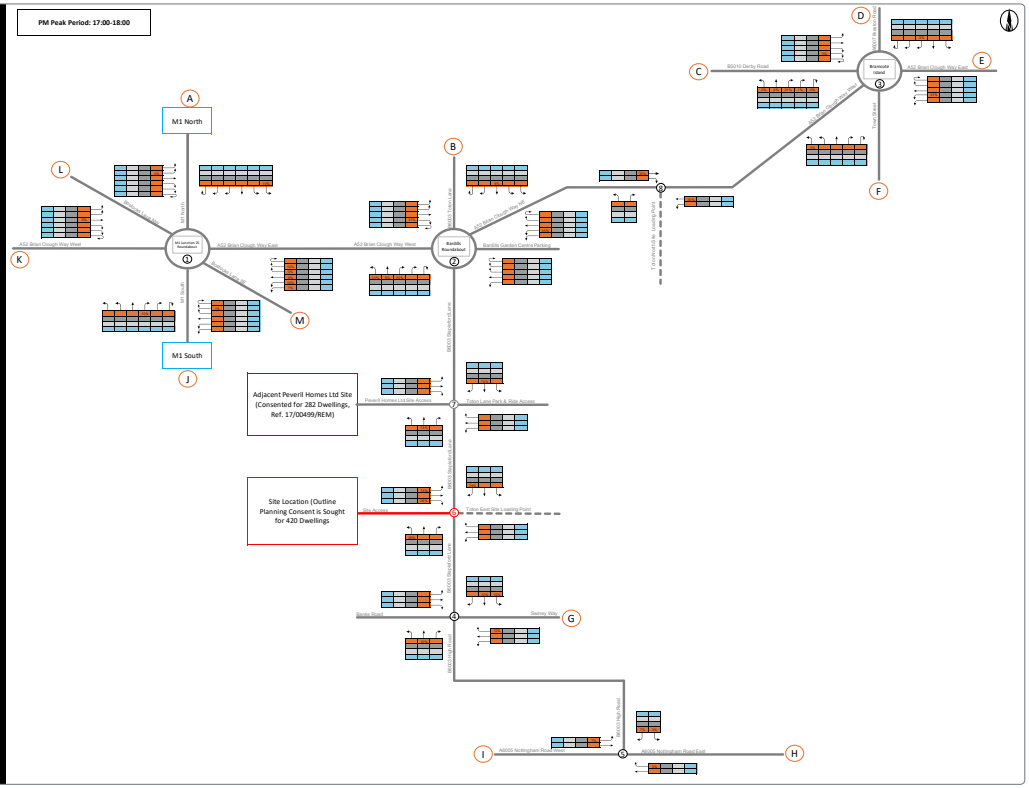
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APPENDIX C

Traffic Flow Diagram: Distribution





NOTES

LEGEND

All Vehicles
HGV
% HGV
Site Access
Peveril Homes Ltd Site Access

Gravity Model Zone Proportions Split

A	8%
B	9%
C	6%
D	32%
E	3%
F	19%
G	3%
H	7%
I	10%
K	9%
L	3%
M	1%

Toton West

Distribution

mode
transport planning

APPENDIX D

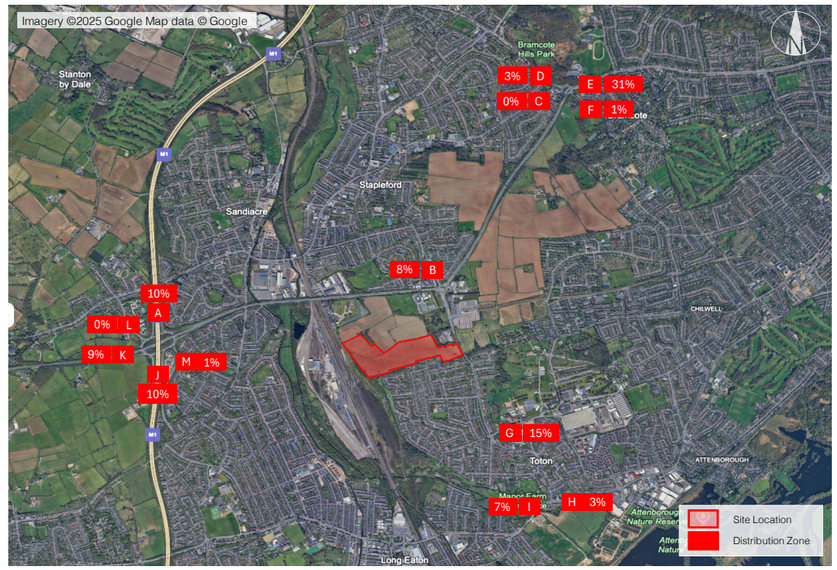
Distribution Assumptions / Workings

WU03EW - Location of usual residence and place of work by method of travel to work (MSOA level)
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population All usual residents aged 16 and over in employment the week before the census
units Persons
date 2011
usual residence E02005864 : Broxtowe 015 (2011 super output area - middle layer)

Place of Work	Driving a Car or Van	%	A	B	C	D	E	F	G	H	I	J	K	L	M	CHECK	A	B	C	D	E	F	G	H	I	J	K	L	M
Derby	188	7%											100%			YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	0%
E02002898 : Nottingha	173	7%					50%		25%	25%						YES	0%	0%	0%	0%	3%	0%	2%	2%	0%	0%	0%	0%	0%
E02005864 : Broxtowe	131	5%							100%							YES	0%	0%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%
E02005860 : Broxtowe	118	5%					50%		50%							YES	0%	0%	0%	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%
E02004089 : Erewash C	95	4%									100%					YES	0%	0%	0%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%
E02002899 : Nottingha	91	3%					100%									YES	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
E02006904 : Nottingha	91	3%					100%									YES	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
E02005863 : Broxtowe	89	3%							50%	50%						YES	0%	0%	0%	0%	0%	0%	2%	2%	0%	0%	0%	0%	0%
North West Leicestersh	87	3%										100%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	0%	0%
Gedling	75	3%					100%									YES	0%	0%	0%	0%	3%	0%	0%	0%	0%	0%	0%	0%	0%
Ashfield	74	3%	100%													YES	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006905 : Nottingha	63	2%					100%									YES	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
E02004091 : Erewash C	61	2%									100%					YES	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%
E02004085 : Erewash C	59	2%		100%												YES	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02005862 : Broxtowe	58	2%						25%	75%							YES	0%	0%	0%	0%	0%	1%	2%	0%	0%	0%	0%	0%	0%
E02005859 : Broxtowe	57	2%		100%												YES	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Chamwood	53	2%							100%							YES	0%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%
Amber Valley	47	2%	50%										50%			YES	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%
E02005861 : Broxtowe	44	2%					50%		50%							YES	0%	0%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%
E02002874 : Nottingha	43	2%	50%				50%									YES	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
E02005910 : Rushcliffe	42	2%					100%									YES	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%
E02002895 : Nottingha	35	1%		100%												YES	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02005856 : Broxtowe	29	1%					50%	50%								YES	0%	0%	0%	0%	0%	1%	1%	0%	0%	0%	0%	0%	0%
E02004083 : Erewash C	29	1%		75%										25%		YES	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002889 : Nottingha	29	1%					100%									YES	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
Newark and Sherwood	29	1%	50%				50%									YES	1%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
E02002887 : Nottingha	28	1%				75%	25%									YES	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Leicester	28	1%										100%				YES	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
E02005916 : Rushcliffe	27	1%					50%					50%				YES	0%	0%	0%	0%	1%	0%	0%	0%	0%	1%	0%	0%	0%
E02002893 : Nottingha	24	1%					100%									YES	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
E02002881 : Nottingha	22	1%				100%										YES	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002892 : Nottingha	22	1%				100%										YES	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%
South Derbyshire	21	1%										100%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
E02004087 : Erewash C	20	1%									50%				50%	YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002886 : Nottingha	20	1%	50%				50%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02005912 : Rushcliffe	19	1%					100%									YES	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
E02005919 : Rushcliffe	19	1%										100%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%
East Lindsey	19	1%	50%				50%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02004088 : Erewash C	18	1%									50%				50%	YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002884 : Nottingha	17	1%	50%				50%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Blaby	17	1%										100%				YES	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
Hillingdon	17	1%										100%				YES	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%
E02006906 : Broxtowe	16	1%	75%	25%												YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02004080 : Erewash C	16	1%		75%										25%		YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002890 : Nottingha	16	1%					100%									YES	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
E02005857 : Broxtowe	15	1%		100%												YES	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02004092 : Erewash C	15	1%									50%				50%	YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02005858 : Broxtowe	14	1%					100%									YES	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%
E02002896 : Nottingha	14	1%					50%					50%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Chesterfield	14	1%	100%													YES	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02005851 : Broxtowe	13	0%	100%													YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
East Staffordshire	13	0%										100%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02006828 : Erewash C	12	0%		100%												YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02005917 : Rushcliffe	12	0%					100%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002872 : Nottingha	12	0%	50%			50%										YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002897 : Nottingha	11	0%					100%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002902 : Nottingha	11	0%					50%					50%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Sheffield	11	0%	50%										50%			YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Mansfield	11	0%	100%													YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Bolsover	10	0%	100%													YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Birmingham	10	0%										100%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002901 : Nottingha	9	0%					100%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Cannock Chase	9	0%										50%	50%			YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02005852 : Broxtowe	8	0%	100%													YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02005853 : Broxtowe	8	0%	75%			25%										YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02005908 : Rushcliffe	8	0%					100%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Manchester	8	0%	50%									50%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Derbyshire Dales	8	0%	50%										50%			YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Melton	8	0%					50%					50%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Luton	8	0%										100%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02005913 : Rushcliffe	7	0%					100%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002879 : Nottingha	7	0%	50%				50%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Rugby	7	0%										100%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Milton Keynes	7	0%										100%				YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002869 : Nottingha	6	0%	50%			50%										YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002885 : Nottingha	6	0%					50%		50%							YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02004090 : Erewash C	5	0%													100%	YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002875 : Nottingha	5	0%	50%				50%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002877 : Nottingha	5	0%					100%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002882 : Nottingha	5	0%	25%				75%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
E02002888 : Nottingha	5	0%					100%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
South Kesteven	5	0%					100%									YES	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Total	2,618	100%															**10%**	**8%**	**0%**	**3%**	**31%**	**1%**	**15%**	**3%**	**7%**	**10%**	**9%**	**0%**	**1%**

Distribution Diagram



APPENDIX E

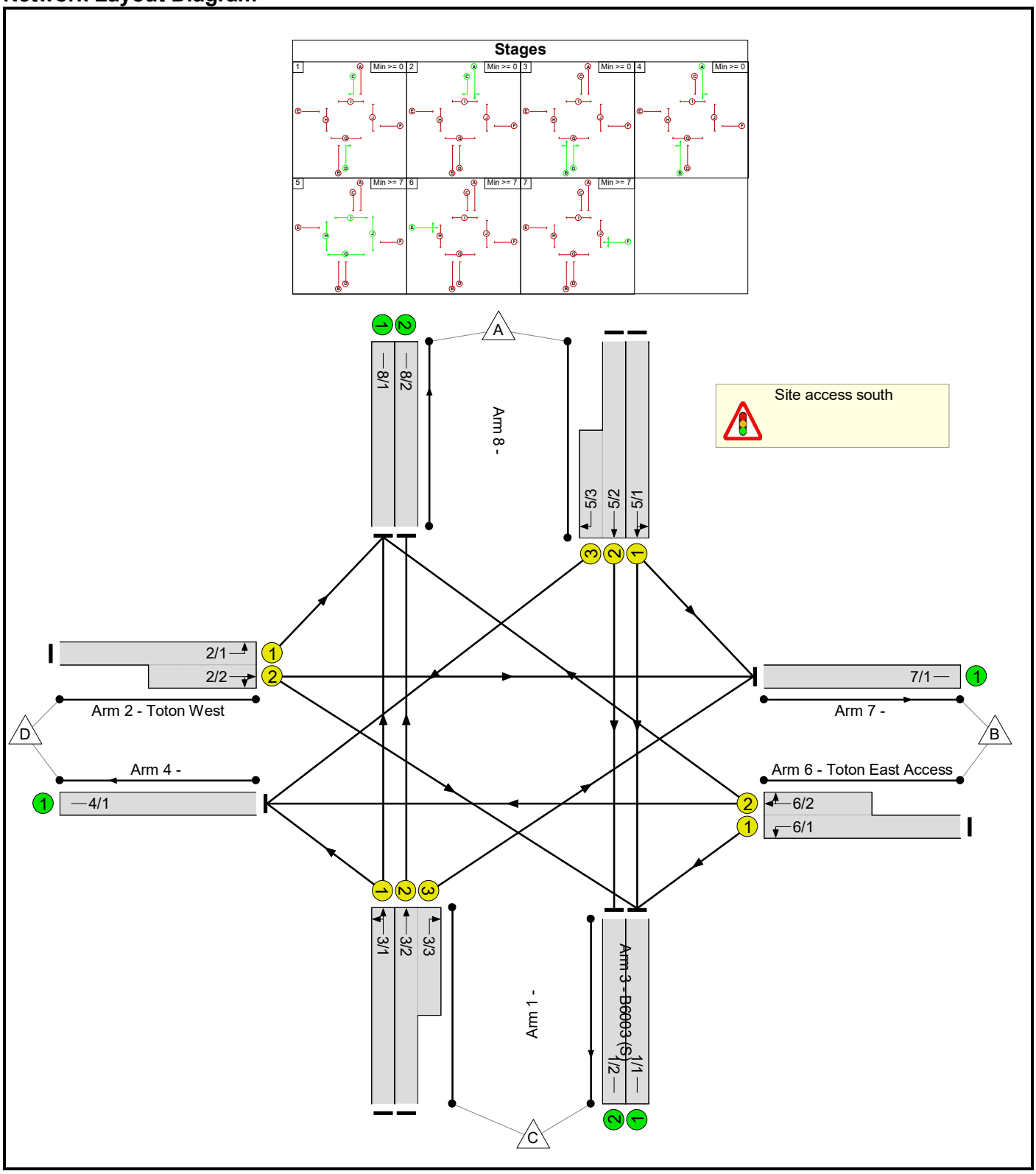
LINSIG Output Reports

Detailed 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 v2 -Tt Update.lsg3x
Author:	
Company:	ADC Infrastructure Ltd
Address:	
Linsig Version:	3, 2, 44, 1

Network Layout Diagram



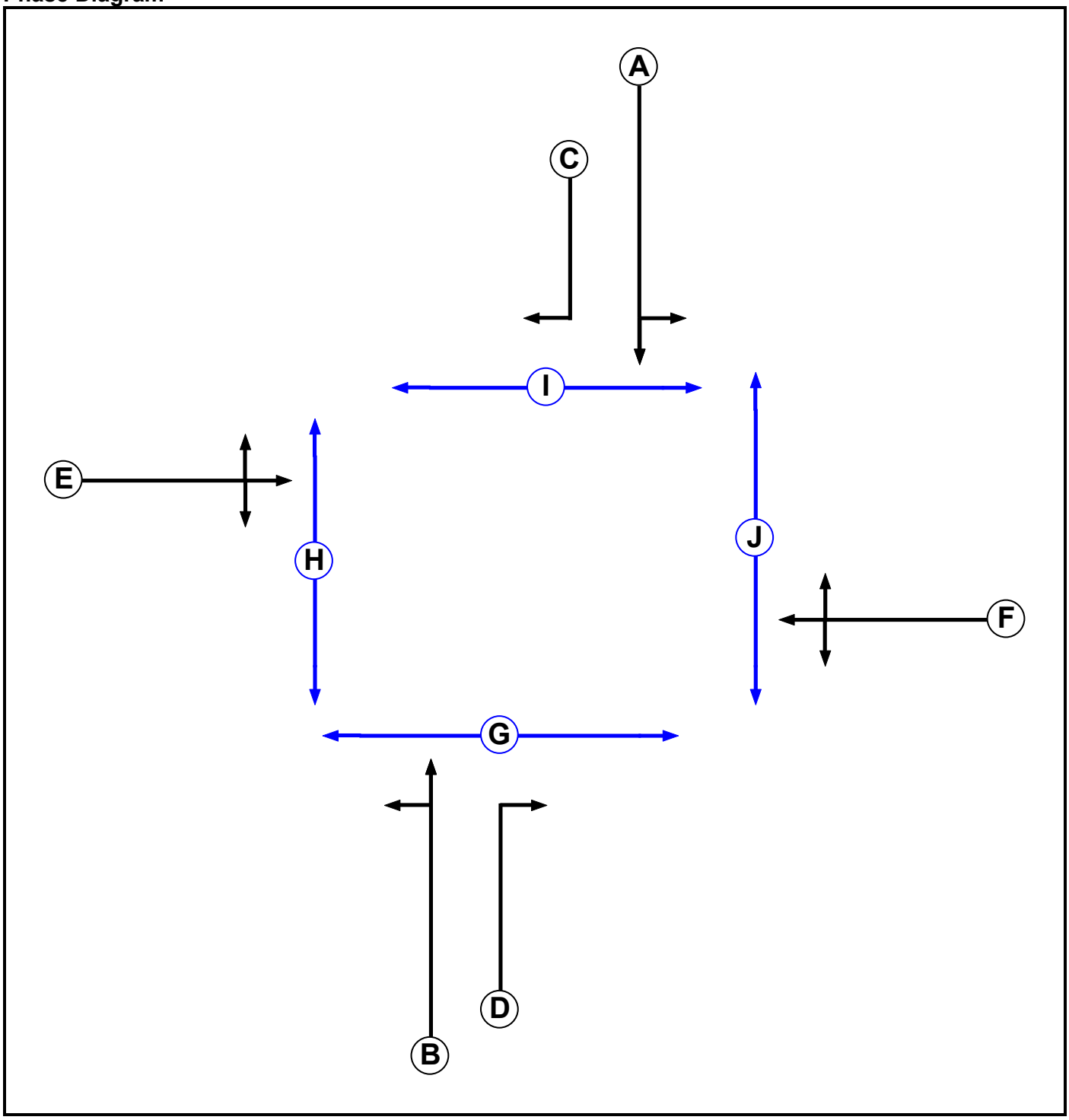
Scenarios

Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	2028 Base + Development AM	2028 Base + Development AM	W Access, Peds alt	08:00 - 09:00	130	36.1	13.46
2	2028 Base + Development PM	2028 Base + Development PM	W Access, Peds alt	17:00 - 18:00	130	28.2	13.36
3	2041 Base + Development AM	2041 Base + Development AM	W Access, Peds alt	08:00 - 09:00	130	25.0	15.19
4	2041 Base + Development PM	2041 Base + Develoment PM	W Access, Peds alt	17:00 - 18:00	130	18.8	15.33
5	2028 Base + Sensitivity + Development AM	2028 Base + Sensitivty + Development AM	W Access, Peds alt	08:00 - 09:00	130	34.9	13.76
6	2028 Base + Sensitivty + Development PM	2028 Base + Sensitivty + Development PM	W Access, Peds alt	17:00 - 18:00	130	25.0	13.83
7	2041 Base + Sensitivty + Development AM	2041 Base + Sensitivity + Development AM	W Access, Peds alt	08:00 - 09:00	130	24.2	15.53
8	2041 Baae + Sensitivity + Development PM	2041 Base + Sensitivity + Development PM	W Access, Peds alt	17:00 - 18:00	130	15.8	15.95
9	2028 Base + Sensitivity + Development +Toton E+N AM	2028 Base + Sensitivty + Development +Toton E+N AM	E+W Access, Peds alt	08:00 - 09:00	180	29.8	20.49
10	2028 Base + Sensitivty + Development + Toton E+N PM	2028 Base + Sensitivty + Development + Toton E+N PM	E+W access, Peds alt 2028 PM	17:00 - 18:00	180	23.6	21.78
11	2041 Base + Sensitivty + Development + Toton E+N AM	2041 Base + Sensitivity + Development + Toton E+N AM	E+W Access, Peds alt	08:00 - 09:00	180	23.0	22.38
12	2041 Base + Sensitivity + Development + Toton E+N PM	2041 Base + Sensitivity + Development + Toton E+N PM	E+W access, Peds alt 2028 PM	17:00 - 18:00	180	11.8	24.85

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - Southern Access	Gen		Stage Stream 1	10	7	Site access south	

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	7
F	Traffic		7	7
G	Pedestrian		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Pedestrian		7	7

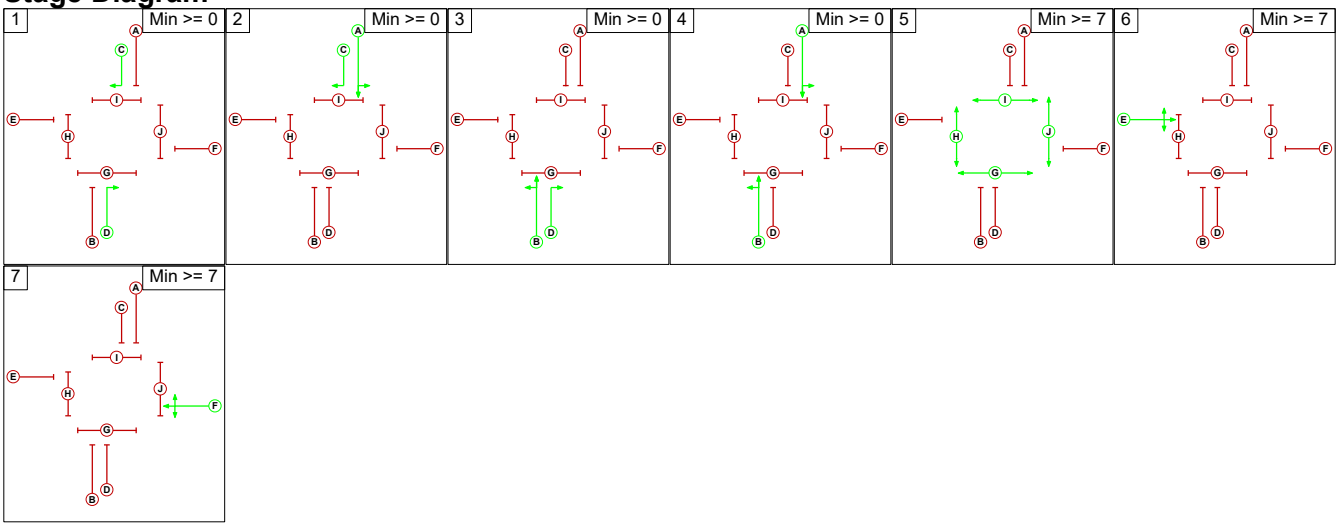
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J
A		-	-	6	5	6	8	-	5	7
B	-		6	-	6	5	5	7	8	-
C	-	7		-	6	6	-	8	5	-
D	7	-	-		5	5	5	-	-	8
E	7	5	6	6		7	8	5	7	8
F	5	7	6	7	7		7	8	8	5
G	15	15	-	15	15	15		-	-	-
H	-	11	11	-	11	11	-		-	-
I	11	11	11	-	11	11	-	-		-
J	15	-	-	15	15	15	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	C D
2	A C
3	B D
4	A B
5	G H I J
6	E
7	F

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5	6	7
1		7	7	7	8	6	6
2	6		7	7	8	6	6
3	6	7		7	8	6	5
4	6	6	6		8	6	6
5	15	15	15	15		15	15
6	6	7	6	7	8		7
7	7	6	7	7	8	7	

Lane Input Data

Junction: Site access south

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1	U		2	3	5.0	Inf	-	-	-	-	-	-
1/2	U		2	3	5.0	Inf	-	-	-	-	-	-
2/1 (Toton West)	U	E	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 8 Left	12.00
2/2 (Toton West)	U	E	2	3	7.0	Geom	-	3.50	0.00	N	Arm 1 Right Arm 7 Ahead	20.00 Inf
3/1 (B6003 (S))	U	B	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left Arm 8 Ahead	12.00 Inf
3/2 (B6003 (S))	U	B	2	3	11.5	Geom	-	3.00	0.00	N	Arm 8 Ahead	Inf
3/3 (B6003 (S))	U	D	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 7 Right	15.00
4/1	U		2	3	4.0	Inf	-	-	-	-	-	-
5/1 (B6003 (N))	U	A	2	3	33.0	Geom	-	3.00	0.00	Y	Arm 1 Ahead Arm 7 Left	Inf 12.00
5/2 (B6003 (N))	U	A	2	3	33.0	Geom	-	3.00	0.00	N	Arm 1 Ahead	Inf
5/3 (B6003 (N))	U	C	2	3	7.0	Geom	-	3.00	0.00	Y	Arm 4 Right	15.00
6/1 (Toton East Access)	U	F	2	3	60.0	Geom	-	3.50	0.00	Y	Arm 1 Left	12.00
6/2 (Toton East Access)	U	F	2	3	7.0	Geom	-	3.50	0.00	N	Arm 4 Ahead Arm 8 Right	Inf 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	-	-	-	-	-	-

Give-Way Lane Input Data

Junction: Site access south
There are no Opposed Lanes in this Junction

Lane Connector Input Data

Junction: Site access south				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
2/1	8/1	Internal	5	35
2/2	1/1	Internal	5	35
2/2	7/1	Internal	5	35
3/1	4/1	Internal	3	35
3/1	8/1	Internal	5	35
3/2	8/2	Internal	5	35
3/3	7/1	Internal	5	35
5/1	1/1	Internal	5	35
5/1	7/1	Internal	5	35
5/2	1/2	Internal	5	35
5/3	4/1	Internal	3	35
6/1	1/1	Internal	5	35
6/2	4/1	Internal	5	35
6/2	8/1	Internal	5	35

Scenario 1: '2028 Base + Development AM' (FG1: '2028 Base + Development AM', Plan 2: 'W Access, Peds alt')

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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 2: '2028 Base + Development PM' (FG2: '2028 Base + Development PM', Plan 2: 'W Access, Peds alt')

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	8.7 %	1894	1894
				Arm 8 Ahead	Inf	91.3 %		
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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 3: '2041 Base + Development AM' (FG3: '2041 Base + Development AM', Plan 2: 'W Access, Peds alt')

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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 4: '2041 Base + Development PM' (FG4: '2041 Base + Develoment PM', Plan 2: 'W Access, Peds alt')

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	8.0 %	1896	1896
				Arm 8 Ahead	Inf	92.0 %		
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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 5: '2028 Base + Sensitivity + Development AM ' (FG5: '2028 Base + Sensitivty + Development AM', Plan 2: 'W Access, Peds alt')

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	2.4 %	1909	1909
				Arm 8 Ahead	Inf	97.6 %		
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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 6: '2028 Base + Sensitivty + Development PM' (FG6: '2028 Base + Sensitivty + Development PM', Plan 2: 'W Access, Peds alt')

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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 7: '2041 Base + Sensitivty + Development AM' (FG7: '2041 Base + Sensitivity + Development AM', Plan 2: 'W Access, Peds alt')

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	2.2 %	1910	1910
				Arm 8 Ahead	Inf	97.8 %		
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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 8: '2041 Baae + Sensitivity + Development PM' (FG8: '2041 Base + Sensitivity + Development PM', Plan 2: 'W Access, Peds alt')

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	7.8 %	1896	1896
				Arm 8 Ahead	Inf	92.2 %		
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

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 9: '2028 Base + Sensitivity + Development +Toton E+N AM ' (FG9: '2028 Base + Sensitivty + Development +Toton E+N AM', Plan 4: 'E+W Access, Peds alt')

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	2.4 %	1909	1909
				Arm 8 Ahead	Inf	97.6 %		
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	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	96.5 %	1907	1907
				Arm 7 Left	12.00	3.5 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	100.0 %	1747	1747
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	1958	1958
				Arm 8 Right	20.00	100.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 10: '2028 Base + Sensitivty + Development + Toton E+N PM' (FG10: '2028 Base + Sensitivty + Development + Toton E+N PM', Plan 5: 'E+W access, Peds alt 2028 PM')

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	8.5 %	1895	1895
				Arm 8 Ahead	Inf	91.5 %		
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	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	88.0 %	1887	1887
				Arm 7 Left	12.00	12.0 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	100.0 %	1747	1747
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	1958	1958
				Arm 8 Right	20.00	100.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 11: '2041 Base + Sensitivty + Development + Toton E+N AM' (FG11: '2041 Base + Sensitivity + Development + Toton E+N AM', Plan 4: 'E+W Access, Peds alt')

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	2.2 %	1910	1910
				Arm 8 Ahead	Inf	97.8 %		
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	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	96.7 %	1907	1907
				Arm 7 Left	12.00	3.3 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	100.0 %	1747	1747
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	1958	1958
				Arm 8 Right	20.00	100.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

Scenario 12: '2041 Base + Sensitivity + Development + Toton E+N PM' (FG12: '2041 Base + Sensitivity + Development + Toton E+N PM', Plan 5: 'E+W access, Peds alt 2028 PM')

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	7.8 %	1896	1896
				Arm 8 Ahead	Inf	92.2 %		
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	100.0 %	1741	1741
4/1	Infinite Saturation Flow						Inf	Inf
5/1 (B6003 (N))	3.00	0.00	Y	Arm 1 Ahead	Inf	88.5 %	1888	1888
				Arm 7 Left	12.00	11.5 %		
5/2 (B6003 (N))	3.00	0.00	N	Arm 1 Ahead	Inf	100.0 %	2055	2055
5/3 (B6003 (N))	3.00	0.00	Y	Arm 4 Right	15.00	100.0 %	1741	1741
6/1 (Toton East Access)	3.50	0.00	Y	Arm 1 Left	12.00	100.0 %	1747	1747
6/2 (Toton East Access)	3.50	0.00	N	Arm 4 Ahead	Inf	0.0 %	1958	1958
				Arm 8 Right	20.00	100.0 %		
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
8/2	Infinite Saturation Flow						Inf	Inf

Bonus Green Times

No Bonus Green Data For This Scenario

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	
9: '2028 Base + Sensitivty + Development +Toton E+N AM'	08:00	09:00	01:00	
10: '2028 Base + Sensitivty + Development + Toton E+N PM'	17:00	18:00	01:00	
11: '2041 Base + Sensitivity + Development + Toton E+N AM'	08:00	09:00	01:00	
12: '2041 Base + Sensitivity + Development + Toton E+N PM'	17:00	18:00	01:00	

Traffic Flows, Desired

FG1: '2028 Base + Development AM'

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1011	29	1040
	B	0	0	0	0	0
	C	835	0	0	10	845
	D	142	0	49	0	191
	Tot.	977	0	1060	39	2076

FG2: '2028 Base + Development PM'
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

FG3: '2041 Base + Development AM'
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

FG4: '2041 Base + Develoment PM'
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

FG5: '2028 Base + Sensitivty + Development AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1043	29	1072
	B	0	0	0	0	0
	C	842	0	0	10	852
	D	142	0	49	0	191
	Tot.	984	0	1092	39	2115

FG6: '2028 Base + Sensitivty + Development PM'
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

FG7: '2041 Base + Sensitivity + Development AM'
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

FG8: '2041 Base + Sensitivity + Development PM'
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

FG9: '2028 Base + Sensitivty + Development +Toton E+N AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	18	1043	29	1090
	B	88	0	30	0	118
	C	842	6	0	10	858
	D	142	0	49	0	191
	Tot.	1072	24	1122	39	2257

FG10: '2028 Base + Sensitivty + Development + Toton E+N PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	67	1063	108	1238
	B	27	0	9	0	36
	C	880	23	0	37	940
	D	43	0	15	0	58
	Tot.	950	90	1087	145	2272

FG11: '2041 Base + Sensitivity + Development + Toton E+N AM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	18	1133	29	1180
	B	88	0	30	0	118
	C	916	6	0	10	932
	D	142	0	49	0	191
	Tot.	1146	24	1212	39	2421

FG12: '2041 Base + Sensitivity + Development + Toton E+N PM'
Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	67	1153	108	1328
	B	27	0	9	0	36
	C	953	23	0	37	1013
	D	43	0	15	0	58
	Tot.	1023	90	1177	145	2435

Scenario 1: '2028 Base + Development AM' (FG1: '2028 Base + Development AM', Plan 2: 'W Access, Peds alt')
Traffic Flows, Actual
Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1011	29	1040
	B	0	0	0	0	0
	C	835	0	0	10	845
	D	142	0	49	0	191
	Tot.	977	0	1060	39	2076

Traffic Flows, Difference

Difference :

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

Scenario 2: '2028 Base + Development PM' (FG2: '2028 Base + Development PM', Plan 2: 'W Access, Peds alt')

Traffic Flows, Actual

Actual 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 Flows, Difference

Difference :

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

Scenario 3: '2041 Base + Development AM' (FG3: '2041 Base + Development AM', Plan 2: 'W Access, Peds alt')

Traffic Flows, Actual

Actual 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 Flows, Difference

Difference :

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

Scenario 4: '2041 Base + Development PM' (FG4: '2041 Base + Develoment PM', Plan 2: 'W Access, Peds alt')

Traffic Flows, Actual

Actual 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 Flows, Difference

Difference :

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

Scenario 5: '2028 Base + Sensitivity + Development AM ' (FG5: '2028 Base + Sensitivty + Development AM', Plan 2: 'W Access, Peds alt')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	0	1043	29	1072
	B	0	0	0	0	0
	C	842	0	0	10	852
	D	142	0	49	0	191
	Tot.	984	0	1092	39	2115

Traffic Flows, Difference

Difference :

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

Scenario 6: '2028 Base + Sensitivty + Development PM' (FG6: '2028 Base + Sensitivty + Development PM', Plan 2: 'W Access, Peds alt')

Traffic Flows, Actual

Actual 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 Flows, Difference

Difference :

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

Scenario 7: '2041 Base + Sensitivty + Development AM' (FG7: '2041 Base + Sensitivity + Development AM', Plan 2: 'W Access, Peds alt')

Traffic Flows, Actual

Actual 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 Flows, Difference

Difference :

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

Scenario 8: '2041 Baae + Sensitivity + Development PM' (FG8: '2041 Base + Sensitivity + Development PM', Plan 2: 'W Access, Peds alt')

Traffic Flows, Actual

Actual 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 Flows, Difference

Difference :

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

Scenario 9: '2028 Base + Sensitivity + Development +Toton E+N AM ' (FG9: '2028 Base + Sensitivty + Development +Toton E+N AM', Plan 4: 'E+W Access, Peds alt')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	18	1043	29	1090
	B	88	0	30	0	118
	C	842	6	0	10	858
	D	142	0	49	0	191
	Tot.	1072	24	1122	39	2257

Traffic Flows, Difference

Difference :

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

Scenario 10: '2028 Base + Sensitivty + Development + Toton E+N PM' (FG10: '2028 Base + Sensitivty + Development + Toton E+N PM', Plan 5: 'E+W access, Peds alt 2028 PM')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	67	1063	108	1238
	B	27	0	9	0	36
	C	880	23	0	37	940
	D	43	0	15	0	58
	Tot.	950	90	1087	145	2272

Traffic Flows, Difference

Difference :

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

Scenario 11: '2041 Base + Sensitivty + Development + Toton E+N AM' (FG11: '2041 Base + Sensitivity + Development + Toton E+N AM', Plan 4: 'E+W Access, Peds alt')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	18	1133	29	1180
	B	88	0	30	0	118
	C	916	6	0	10	932
	D	142	0	49	0	191
	Tot.	1146	24	1212	39	2421

Traffic Flows, Difference

Difference :

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

Scenario 12: '2041 Base + Sensitivity + Development + Toton E+N PM' (FG12: '2041 Base + Sensitivity + Development + Toton E+N PM', Plan 5: 'E+W access, Peds alt 2028 PM')

Traffic Flows, Actual

Actual Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	67	1153	108	1328
	B	27	0	9	0	36
	C	953	23	0	37	1013
	D	43	0	15	0	58
	Tot.	1023	90	1177	145	2435

Traffic Flows, Difference

Difference :

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

Traffic Lane Flows

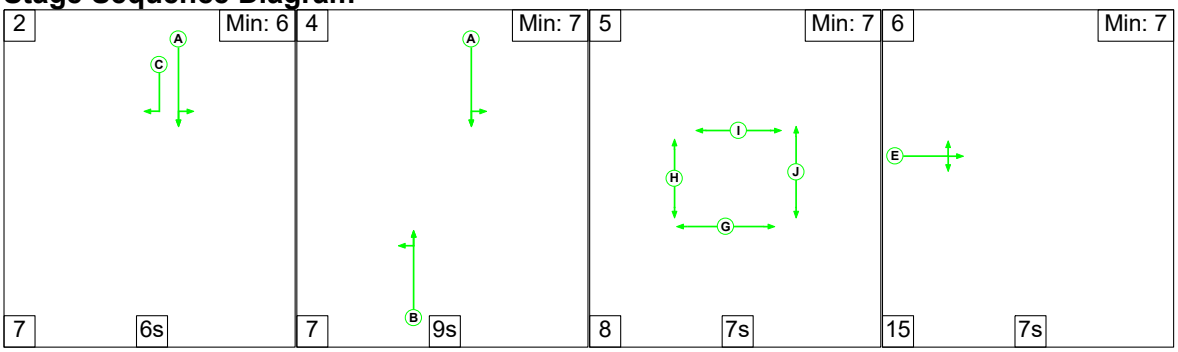
Lane	Scenario 1: 2028 Base + Development AM	Scenario 2: 2028 Base + Development PM	Scenario 3: 2041 Base + Development AM	Scenario 4: 2041 Base + Development PM	Scenario 5: 2028 Base + Sensitivity + Development AM	Scenario 6: 2028 Base + Sensitivty + Development PM
Junction: Site access south						
1/1	529	525	573	571	545	530
1/2	531	543	576	587	547	548
2/1 (with short)	191(In) 142(Out)	58(In) 43(Out)	191(In) 142(Out)	58(In) 43(Out)	191(In) 142(Out)	58(In) 43(Out)
2/2 (short)	49	15	49	15	49	15
3/1	406	427	442	462	409	439
3/2 (with short)	439(In) 439(Out)	466(In) 466(Out)	478(In) 478(Out)	503(In) 503(Out)	443(In) 443(Out)	478(In) 478(Out)
3/3 (short)	0	0	0	0	0	0
4/1	39	145	39	145	39	145
5/1	480	510	524	556	496	515
5/2 (with short)	560(In) 531(Out)	651(In) 543(Out)	605(In) 576(Out)	695(In) 587(Out)	576(In) 547(Out)	656(In) 548(Out)
5/3 (short)	29	108	29	108	29	108
6/1 (with short)	0(In) 0(Out)	0(In) 0(Out)	0(In) 0(Out)	0(In) 0(Out)	0(In) 0(Out)	0(In) 0(Out)
6/2 (short)	0	0	0	0	0	0
7/1	0	0	0	0	0	0
8/1	538	433	574	468	541	445
8/2	439	466	478	503	443	478

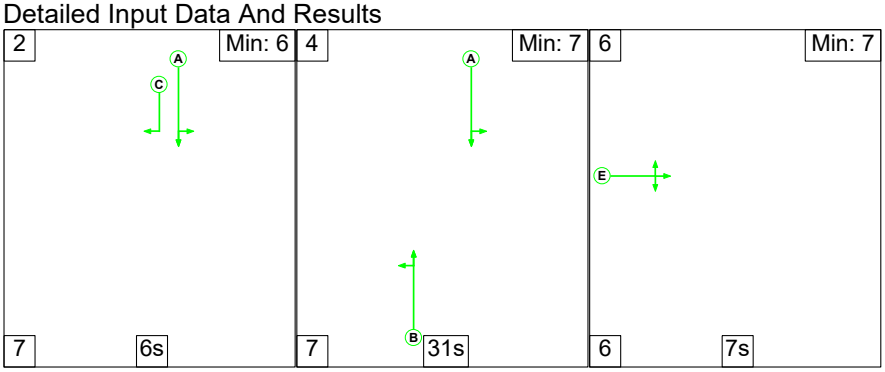
Detailed Input Data And Results

Lane	Scenario 7: 2041 Base + Sensitivty + Development AM	Scenario 8: 2041 Baae + Sensitivity + Development PM	Scenario 9: 2028 Base + Sensitivity + Development +Toton E+N AM	Scenario 10: 2028 Base + Sensitivty + Development + Toton E+N PM	Scenario 11: 2041 Base + Sensitivty + Development + Toton E+N AM	Scenario 12: 2041 Base + Sensitivity + Development + Toton E+N PM
Junction: Site access south						
1/1	589	576	570	516	613	538
1/2	593	592	552	571	599	639
2/1 (with short)	191(In) 142(Out)	58(In) 43(Out)	191(In) 142(Out)	58(In) 43(Out)	191(In) 142(Out)	58(In) 43(Out)
2/2 (short)	49	15	49	15	49	15
3/1	445	474	409	436	445	473
3/2 (with short)	481(In) 481(Out)	516(In) 516(Out)	449(In) 443(Out)	504(In) 481(Out)	487(In) 481(Out)	540(In) 517(Out)
3/3 (short)	0	0	6	23	6	23
4/1	39	145	39	145	39	145
5/1	540	561	509	559	552	581
5/2 (with short)	622(In) 593(Out)	700(In) 592(Out)	581(In) 552(Out)	679(In) 571(Out)	628(In) 599(Out)	747(In) 639(Out)
5/3 (short)	29	108	29	108	29	108
6/1 (with short)	0(In) 0(Out)	0(In) 0(Out)	118(In) 30(Out)	36(In) 9(Out)	118(In) 30(Out)	36(In) 9(Out)
6/2 (short)	0	0	88	27	88	27
7/1	0	0	24	90	24	90
8/1	577	480	629	469	665	506
8/2	481	516	443	481	481	517

Scenario 1: '2028 Base + Development AM' (FG1: '2028 Base + Development AM', Plan 2: 'W Access, Peds alt')

Stage Sequence Diagram





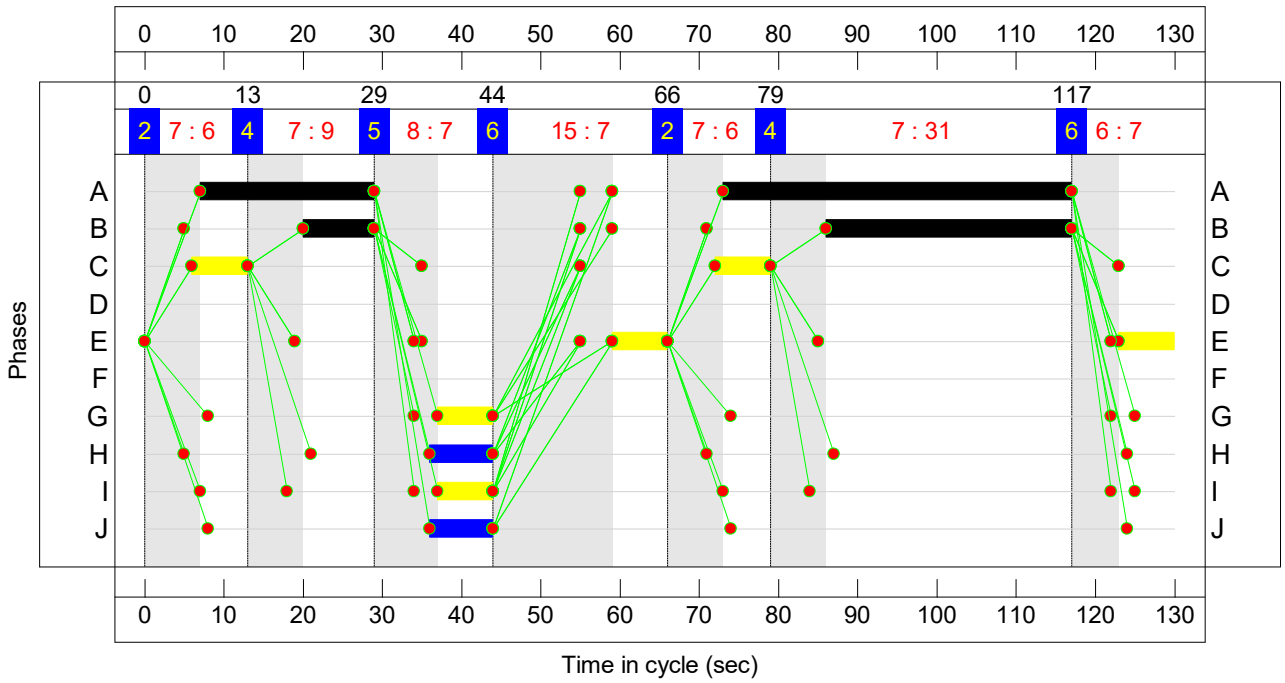
Stage Timings

Stage	2	4	5	6	2	4	6
Duration	6	9	7	7	6	31	7
Change Point	0	13	29	44	66	79	117

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	22	7	29	44	73	117
B	B6003 (S) Left Ahead	Traffic	9	20	29	31	86	117
C	B6003 (N) Right	Traffic	7	6	13	7	72	79
D	B6003 (S) Right	Traffic						
E	Toton West Right Ahead Left	Traffic	7	59	66	7	123	0
F	Toton East Access Left Ahead Right	Traffic						
G	Pedestrians across	Pedestrian	7	37	44			
H	Pedestrians across	Pedestrian	8	36	44			
I	Pedestrians across	Pedestrian	7	37	44			
J	Pedestrians across	Pedestrian	8	36	44			

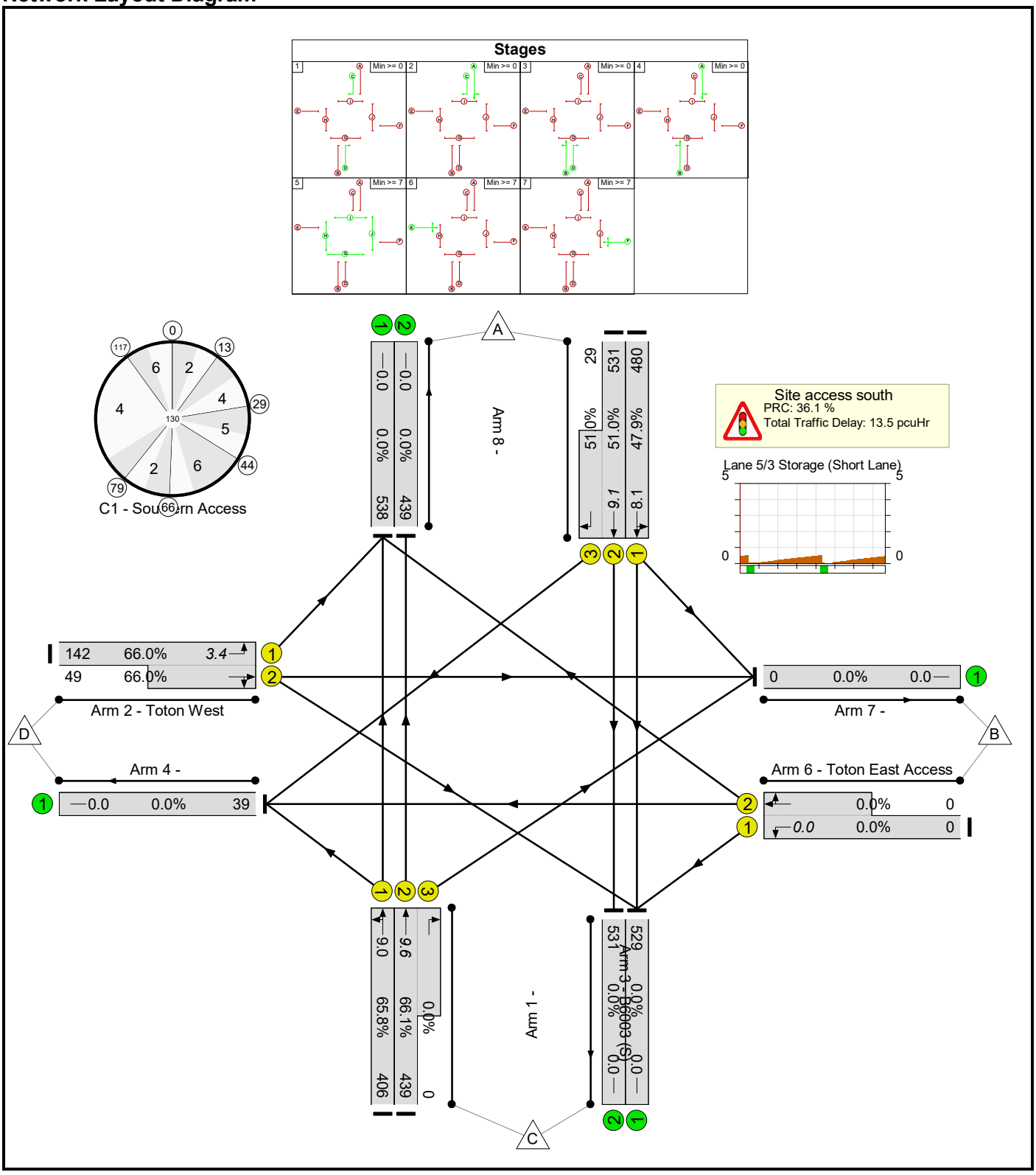
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	59	66
				123	0
2/2	Toton West Right Ahead	U	E	59	66
				123	0
3/1	B6003 (S) Left Ahead	U	B	20	29
				86	117
3/2	B6003 (S) Ahead	U	B	20	29
				86	117
5/1	B6003 (N) Ahead Left	U	A	7	29
				73	117
5/2	B6003 (N) Ahead	U	A	7	29
				73	117
5/3	B6003 (N) Right	U	C	6	13
				72	79

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**66.1%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**66.1%**
1/1		U	N/A	N/A	-		-	-	-	-	529	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	531	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	14	-	-	191	1747:1958	215+74	66.0 : 66.0%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	40	-	-	406	1909	617	65.8%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:0	40:0	-	-	439	2055:1915	664+0	66.1 : 0.0%
4/1		U	N/A	N/A	-		-	-	-	-	39	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	66	-	-	480	1915	1002	47.9%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2	66:14	-	-	560	2055:1741	1041+57	51.0 : 51.0%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		0	0	-	-	0	1965:2105	0+0	0.0 : 0.0%
7/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	538	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	439	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**9.6**	**3.9**	**0.0**	**13.5**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**9.6**	**3.9**	**0.0**	**13.5**	**-**	**-**	**-**	**-**	**Site access south**
1/1	529	529	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	191	191	-	-	-	1.4	1.0	-	2.4 (1.8+0.6)	44.8 (45.2:43.7)	2.5	1.0	3.4	2/1+2/2
3/1	406	406	-	-	-	2.3	1.0	-	3.2	28.8	8.0	1.0	9.0	3/1
3/2+3/3	439	439	-	-	-	2.5	1.0	-	3.4 (3.4+0.0)	28.3 (28.3:0.0)	8.7	1.0	9.6	3/2+3/3
4/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	480	480	-	-	-	1.5	0.5	-	2.0	14.8	7.6	0.5	8.1	5/1
5/2+5/3	560	560	-	-	-	1.9	0.5	-	2.4 (2.2+0.2)	15.5 (14.8:29.0)	8.6	0.5	9.1	5/2+5/3
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	6/1+6/2
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	439	439	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

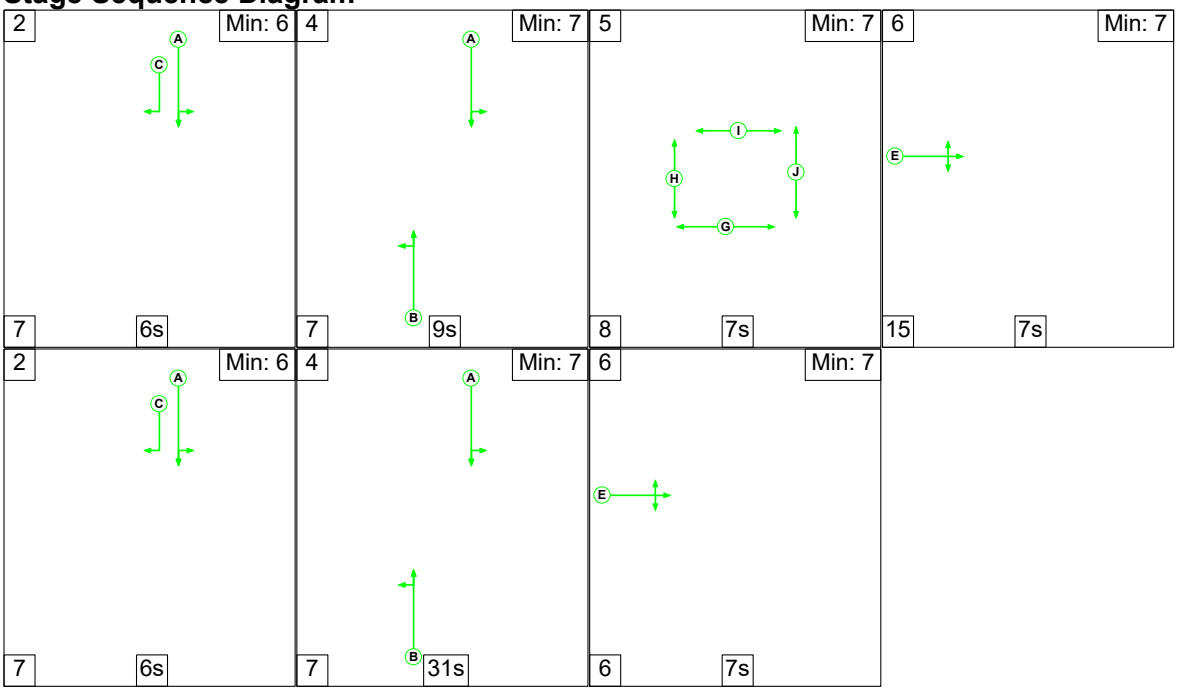
PRC for Signalled Lanes (%): 36.1
PRC Over All Lanes (%): 36.1

Total Delay for Signalled Lanes (pcuHr): 13.46
Total Delay Over All Lanes(pcuHr): 13.46

Cycle Time (s): 130

Scenario 2: '2028 Base + Development PM' (FG2: '2028 Base + Development PM', Plan 2: 'W Access, Peds alt')

Stage Sequence Diagram



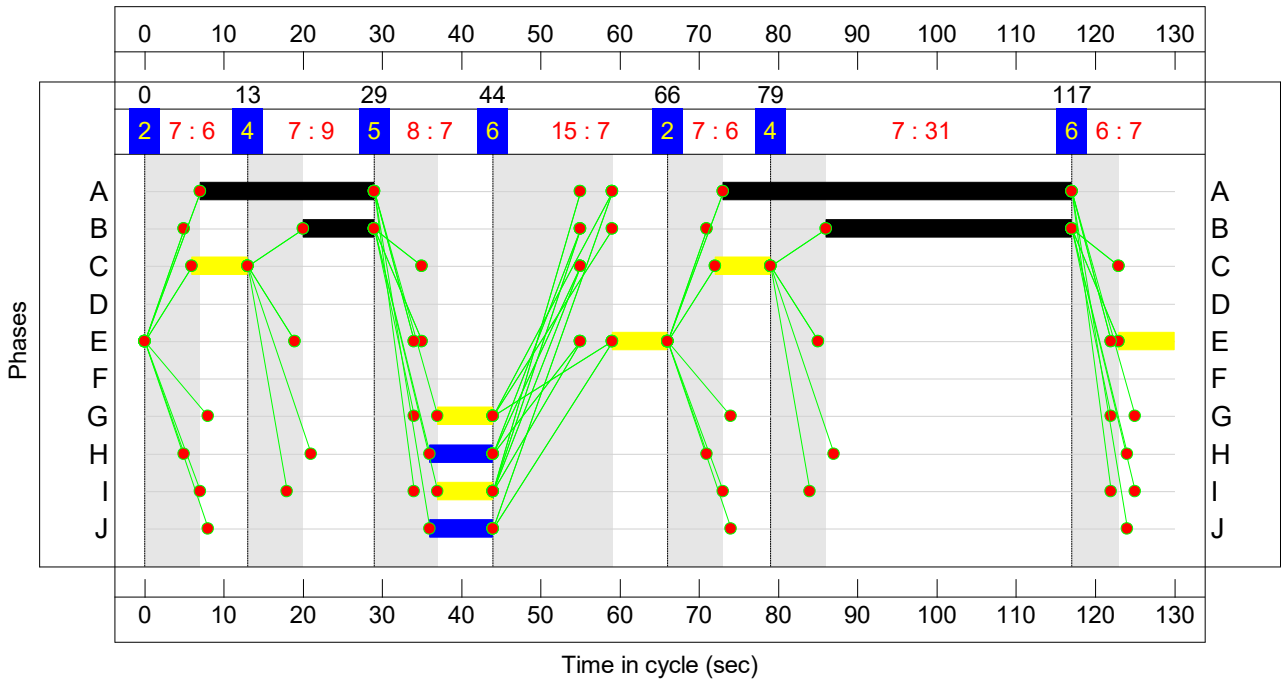
Stage Timings

Stage	2	4	5	6	2	4	6
Duration	6	9	7	7	6	31	7
Change Point	0	13	29	44	66	79	117

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	22	7	29	44	73	117
B	B6003 (S) Left Ahead	Traffic	9	20	29	31	86	117
C	B6003 (N) Right	Traffic	7	6	13	7	72	79
D	B6003 (S) Right	Traffic						
E	Toton West Right Ahead Left	Traffic	7	59	66	7	123	0
F	Toton East Access Left Ahead Right	Traffic						
G	Pedestrians across	Pedestrian	7	37	44			
H	Pedestrians across	Pedestrian	8	36	44			
I	Pedestrians across	Pedestrian	7	37	44			
J	Pedestrians across	Pedestrian	8	36	44			

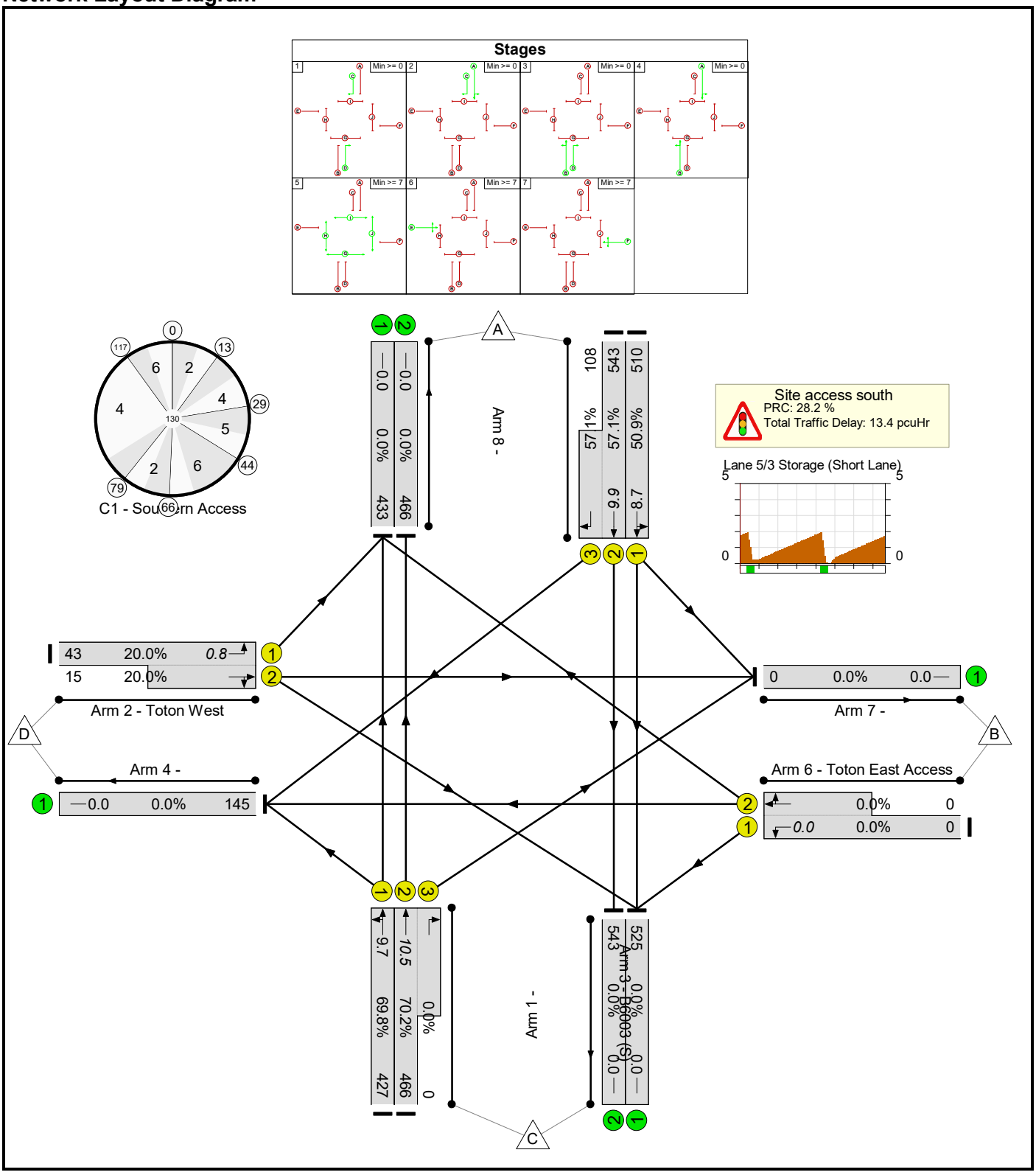
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	59	66
				123	0
2/2	Toton West Right Ahead	U	E	59	66
				123	0
3/1	B6003 (S) Left Ahead	U	B	20	29
				86	117
3/2	B6003 (S) Ahead	U	B	20	29
				86	117
5/1	B6003 (N) Ahead Left	U	A	7	29
				73	117
5/2	B6003 (N) Ahead	U	A	7	29
				73	117
5/3	B6003 (N) Right	U	C	6	13
				72	79

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**70.2%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**70.2%**
1/1		U	N/A	N/A	-		-	-	-	-	525	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	543	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	14	-	-	58	1747:1958	215+75	20.0 : 20.0%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	40	-	-	427	1894	612	69.8%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:0	40:0	-	-	466	2055:1915	664+0	70.2 : 0.0%
4/1		U	N/A	N/A	-		-	-	-	-	145	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	66	-	-	510	1915	1002	50.9%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2	66:14	-	-	651	2055:1741	951+189	57.1 : 57.1%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		0	0	-	-	0	1965:2105	0+0	0.0 : 0.0%
7/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	433	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	466	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**9.8**	**3.6**	**0.0**	**13.4**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**9.8**	**3.6**	**0.0**	**13.4**	**-**	**-**	**-**	**-**	**Site access south**
1/1	525	525	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	58	58	-	-	-	0.4	0.1	-	0.5 (0.4+0.1)	33.4 (33.5:33.2)	0.7	0.1	0.8	2/1+2/2
3/1	427	427	-	-	-	2.5	1.1	-	3.6	30.3	8.5	1.1	9.7	3/1
3/2+3/3	466	466	-	-	-	2.7	1.2	-	3.8 (3.8+0.0)	29.7 (29.7:0.0)	9.3	1.2	10.5	3/2+3/3
4/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	510	510	-	-	-	1.6	0.5	-	2.2	15.2	8.2	0.5	8.7	5/1
5/2+5/3	651	651	-	-	-	2.6	0.7	-	3.2 (2.3+0.9)	17.9 (15.2:31.1)	9.3	0.7	9.9	5/2+5/3
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	6/1+6/2
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	433	433	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	466	466	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

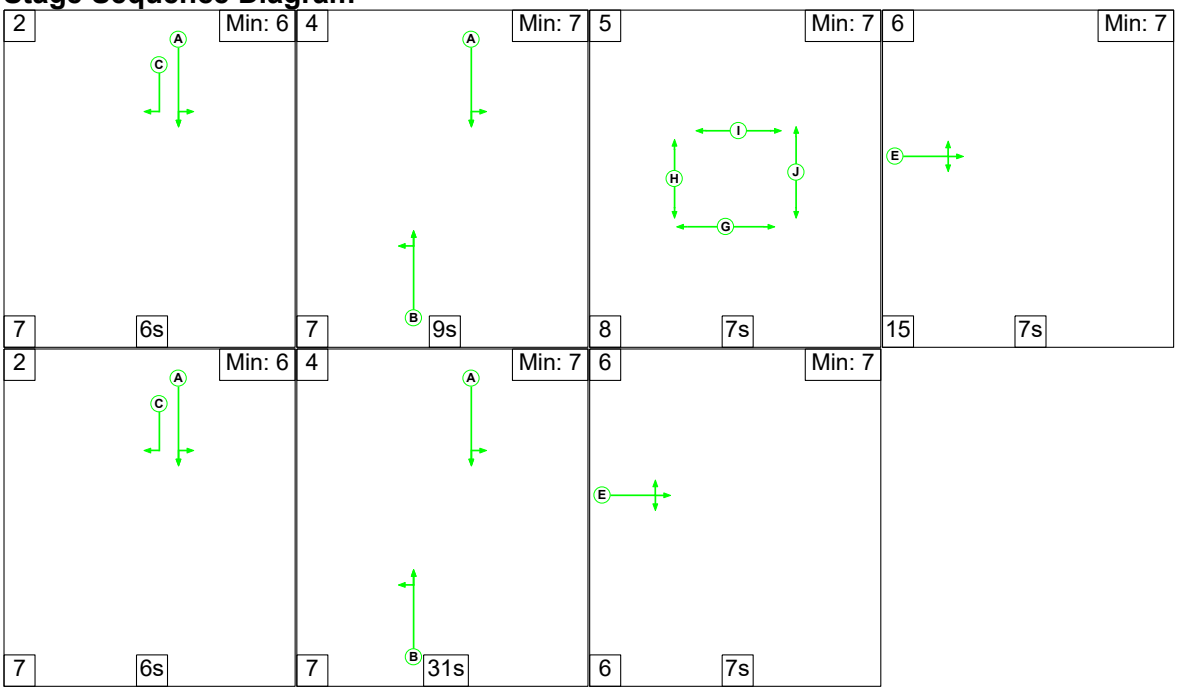
PRC for Signalled Lanes (%): 28.2
PRC Over All Lanes (%): 28.2

Total Delay for Signalled Lanes (pcuHr): 13.36
Total Delay Over All Lanes(pcuHr): 13.36

Cycle Time (s): 130

Scenario 3: '2041 Base + Development AM' (FG3: '2041 Base + Development AM', Plan 2: 'W Access, Peds alt')

Stage Sequence Diagram



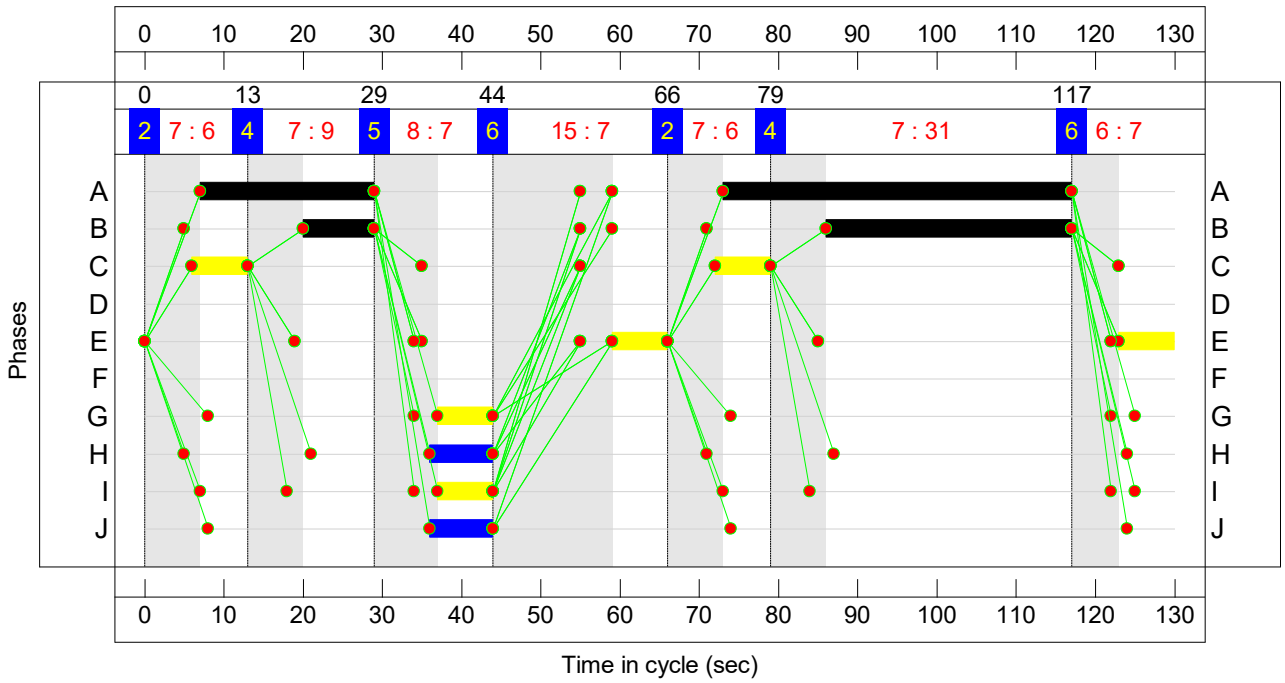
Stage Timings

Stage	2	4	5	6	2	4	6
Duration	6	9	7	7	6	31	7
Change Point	0	13	29	44	66	79	117

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	22	7	29	44	73	117
B	B6003 (S) Left Ahead	Traffic	9	20	29	31	86	117
C	B6003 (N) Right	Traffic	7	6	13	7	72	79
D	B6003 (S) Right	Traffic						
E	Toton West Right Ahead Left	Traffic	7	59	66	7	123	0
F	Toton East Access Left Ahead Right	Traffic						
G	Pedestrians across	Pedestrian	7	37	44			
H	Pedestrians across	Pedestrian	8	36	44			
I	Pedestrians across	Pedestrian	7	37	44			
J	Pedestrians across	Pedestrian	8	36	44			

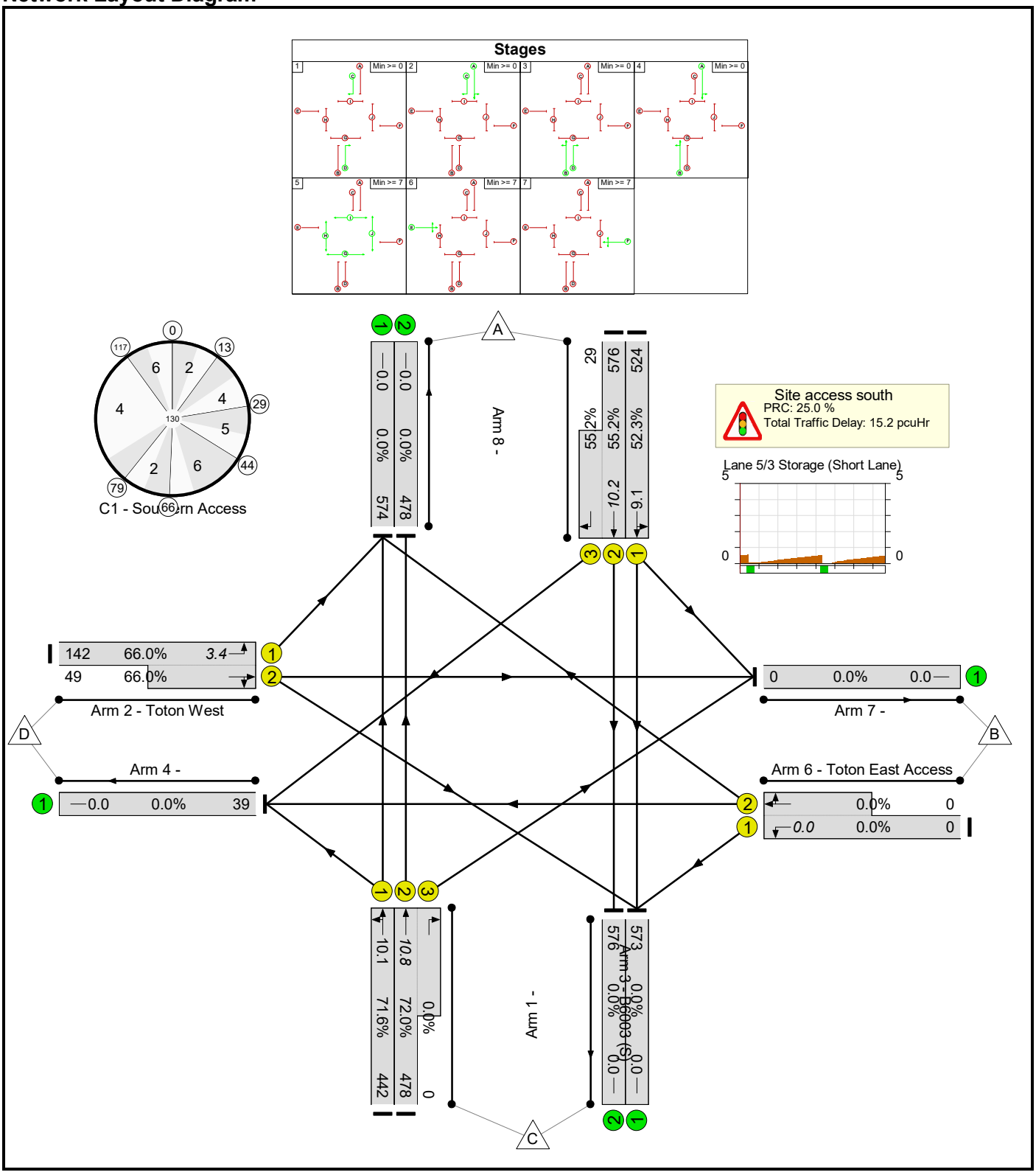
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	59	66
				123	0
2/2	Toton West Right Ahead	U	E	59	66
				123	0
3/1	B6003 (S) Left Ahead	U	B	20	29
				86	117
3/2	B6003 (S) Ahead	U	B	20	29
				86	117
5/1	B6003 (N) Ahead Left	U	A	7	29
				73	117
5/2	B6003 (N) Ahead	U	A	7	29
				73	117
5/3	B6003 (N) Right	U	C	6	13
				72	79

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**72.0%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**72.0%**
1/1		U	N/A	N/A	-		-	-	-	-	573	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	576	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	14	-	-	191	1747:1958	215+74	66.0 : 66.0%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	40	-	-	442	1910	617	71.6%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:0	40:0	-	-	478	2055:1915	664+0	72.0 : 0.0%
4/1		U	N/A	N/A	-		-	-	-	-	39	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	66	-	-	524	1915	1002	52.3%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2	66:14	-	-	605	2055:1741	1044+53	55.2 : 55.2%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		0	0	-	-	0	1965:2105	0+0	0.0 : 0.0%
7/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	574	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	478	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**10.6**	**4.6**	**0.0**	**15.2**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**10.6**	**4.6**	**0.0**	**15.2**	**-**	**-**	**-**	**-**	**Site access south**
1/1	573	573	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	191	191	-	-	-	1.4	1.0	-	2.4 (1.8+0.6)	44.8 (45.2:43.7)	2.5	1.0	3.4	2/1+2/2
3/1	442	442	-	-	-	2.6	1.2	-	3.8	31.0	8.8	1.2	10.1	3/1
3/2+3/3	478	478	-	-	-	2.8	1.3	-	4.0 (4.0+0.0)	30.4 (30.4:0.0)	9.6	1.3	10.8	3/2+3/3
4/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	524	524	-	-	-	1.7	0.5	-	2.3	15.5	8.6	0.5	9.1	5/1
5/2+5/3	605	605	-	-	-	2.1	0.6	-	2.7 (2.5+0.2)	16.2 (15.5:31.0)	9.6	0.6	10.2	5/2+5/3
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	6/1+6/2
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

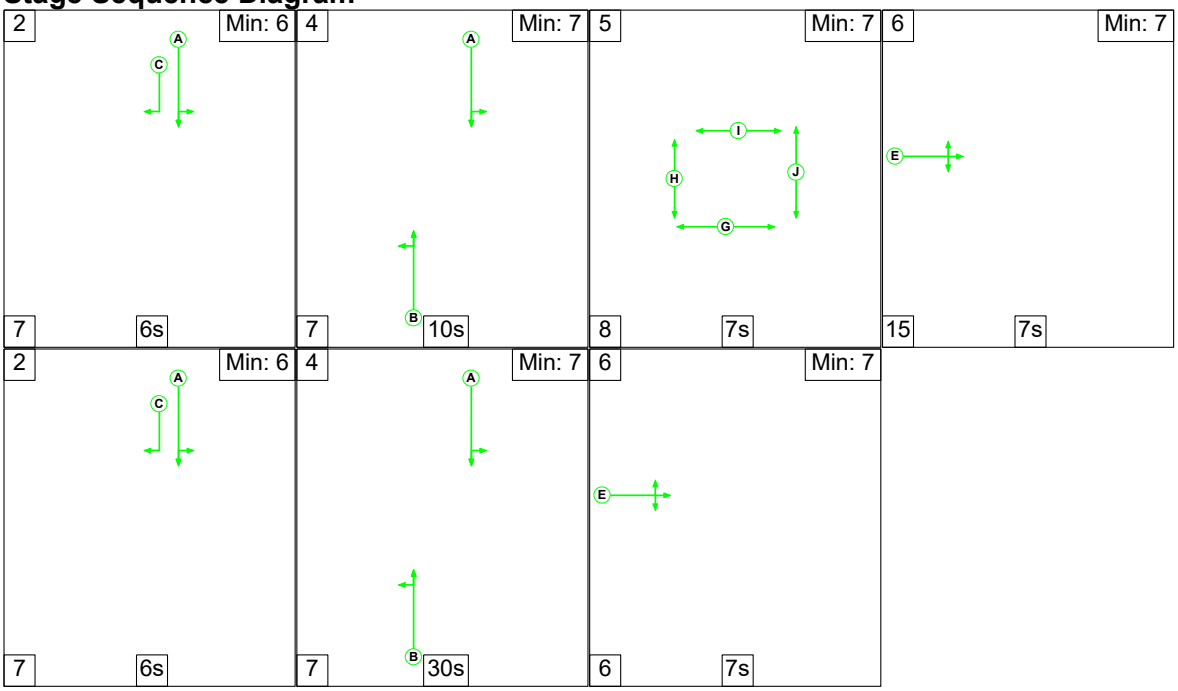
PRC for Signalled Lanes (%): 25.0
PRC Over All Lanes (%): 25.0

Total Delay for Signalled Lanes (pcuHr): 15.19
Total Delay Over All Lanes(pcuHr): 15.19

Cycle Time (s): 130

Scenario 4: '2041 Base + Development PM' (FG4: '2041 Base + Develoment PM', Plan 2: 'W Access, Peds alt')

Stage Sequence Diagram



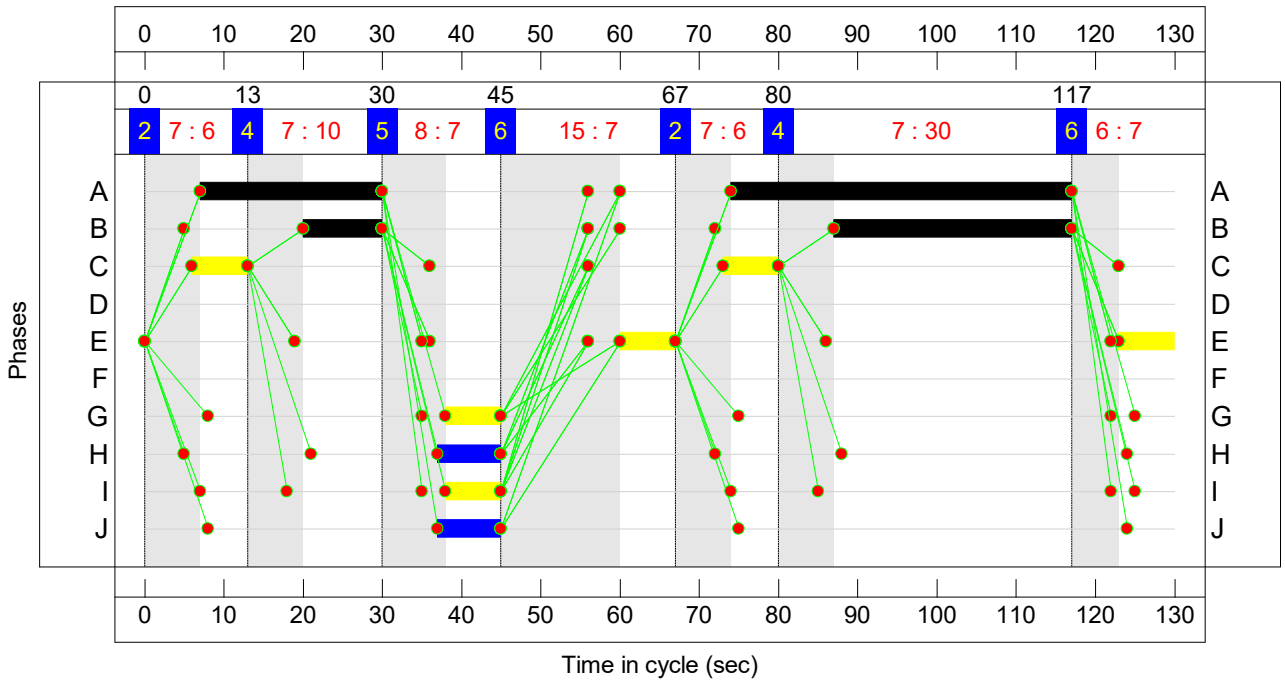
Stage Timings

Stage	2	4	5	6	2	4	6
Duration	6	10	7	7	6	30	7
Change Point	0	13	30	45	67	80	117

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	23	7	30	43	74	117
B	B6003 (S) Left Ahead	Traffic	10	20	30	30	87	117
C	B6003 (N) Right	Traffic	7	6	13	7	73	80
D	B6003 (S) Right	Traffic						
E	Toton West Right Ahead Left	Traffic	7	60	67	7	123	0
F	Toton East Access Left Ahead Right	Traffic						
G	Pedestrians across	Pedestrian	7	38	45			
H	Pedestrians across	Pedestrian	8	37	45			
I	Pedestrians across	Pedestrian	7	38	45			
J	Pedestrians across	Pedestrian	8	37	45			

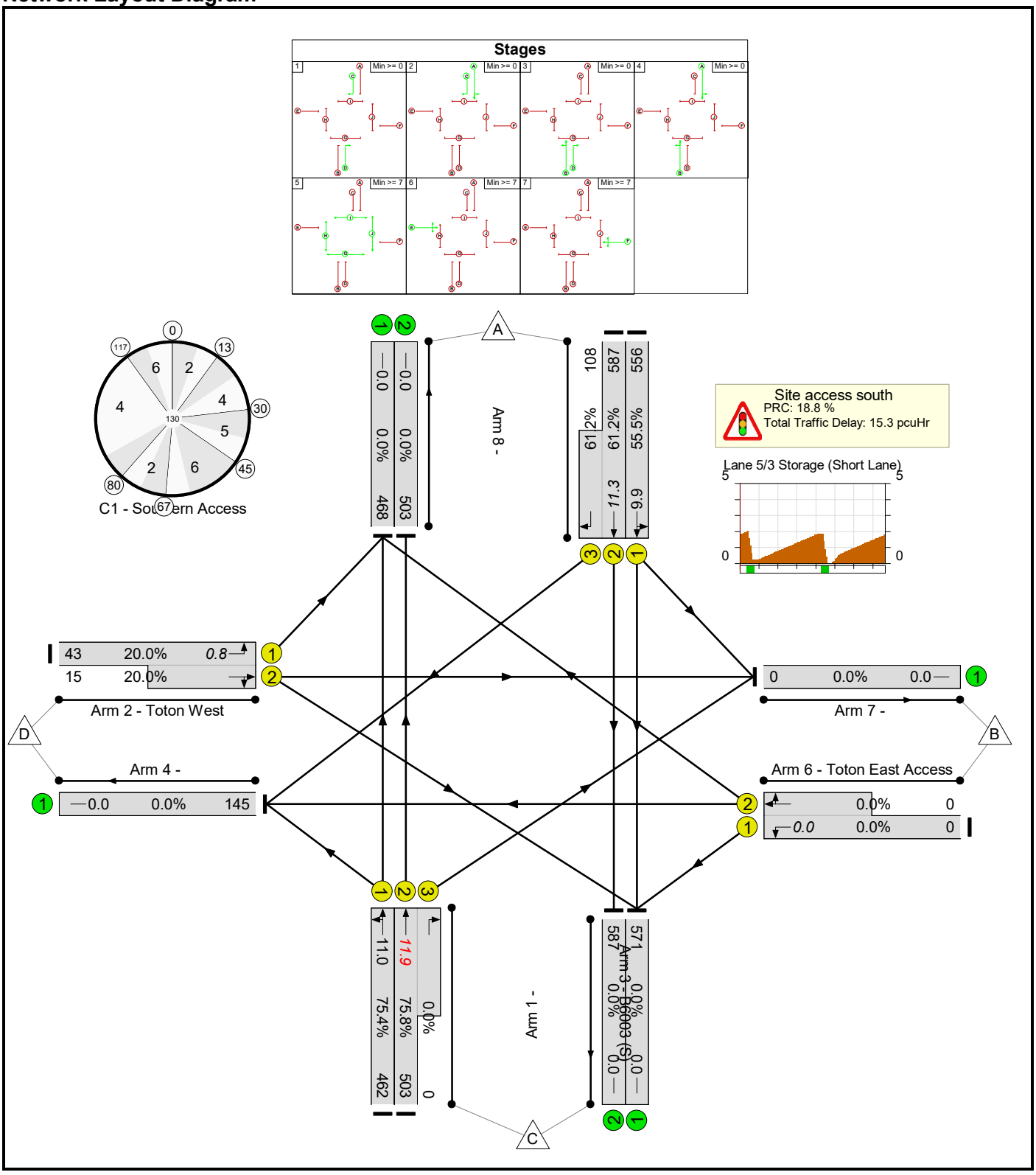
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	60	67
				123	0
2/2	Toton West Right Ahead	U	E	60	67
				123	0
3/1	B6003 (S) Left Ahead	U	B	20	30
				87	117
3/2	B6003 (S) Ahead	U	B	20	30
				87	117
5/1	B6003 (N) Ahead Left	U	A	7	30
				74	117
5/2	B6003 (N) Ahead	U	A	7	30
				74	117
5/3	B6003 (N) Right	U	C	6	13
				73	80

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**75.8%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**75.8%**
1/1		U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	587	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	14	-	-	58	1747:1958	215+75	20.0 : 20.0%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	40	-	-	462	1896	613	75.4%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:0	40:0	-	-	503	2055:1915	664+0	75.8 : 0.0%
4/1		U	N/A	N/A	-		-	-	-	-	145	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	66	-	-	556	1915	1002	55.5%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2	66:14	-	-	695	2055:1741	959+176	61.2 : 61.2%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		0	0	-	-	0	1965:2105	0+0	0.0 : 0.0%
7/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	468	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	503	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**10.8**	**4.6**	**0.0**	**15.3**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**10.8**	**4.6**	**0.0**	**15.3**	**-**	**-**	**-**	**-**	**Site access south**
1/1	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	587	587	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	58	58	-	-	-	0.4	0.1	-	0.5 (0.4+0.1)	33.4 (33.5:33.2)	0.7	0.1	0.8	2/1+2/2
3/1	462	462	-	-	-	2.7	1.5	-	4.2	32.9	9.5	1.5	11.0	3/1
3/2+3/3	503	503	-	-	-	3.0	1.5	-	4.5 (4.5+0.0)	32.2 (32.2:0.0)	10.3	1.5	11.9	3/2+3/3
4/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	556	556	-	-	-	1.9	0.6	-	2.5	16.0	9.3	0.6	9.9	5/1
5/2+5/3	695	695	-	-	-	2.8	0.8	-	3.6 (2.6+1.0)	18.7 (16.0:33.1)	10.5	0.8	11.3	5/2+5/3
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	6/1+6/2
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	468	468	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

PRC for Signalled Lanes (%): 18.8
PRC Over All Lanes (%): 18.8

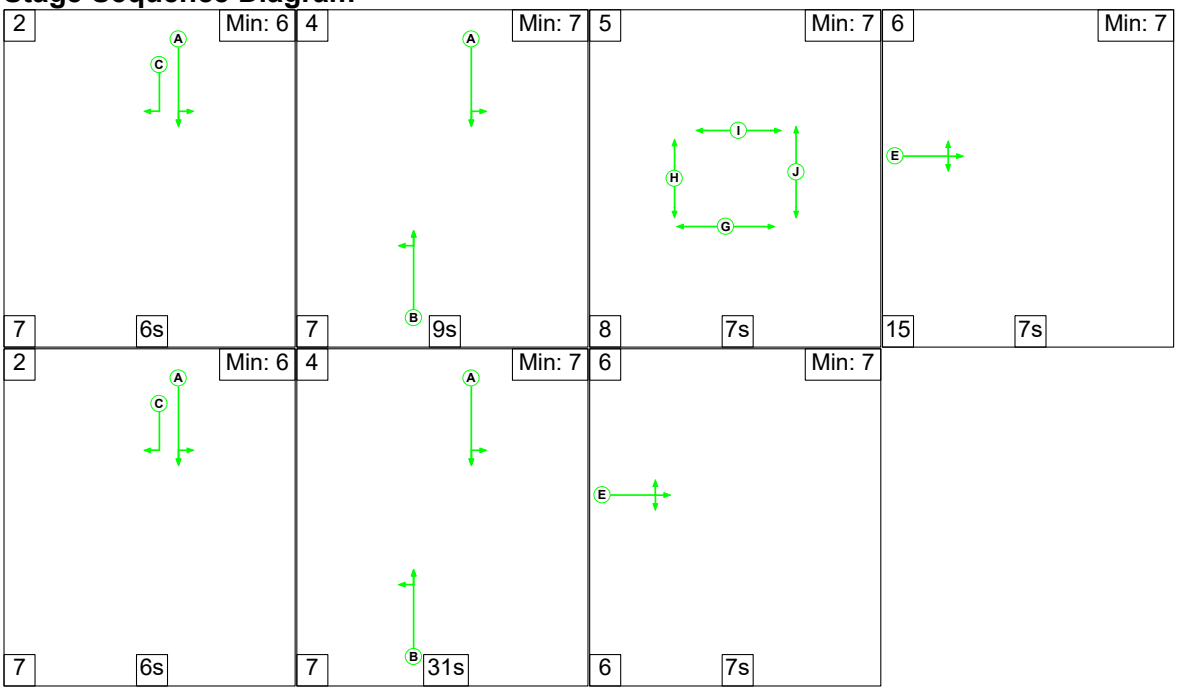
Total Delay for Signalled Lanes (pcuHr): 15.33
Total Delay Over All Lanes(pcuHr): 15.33

Cycle Time (s): 130

Detailed Input Data And Results

Scenario 5: '2028 Base + Sensitivity + Development AM ' (FG5: '2028 Base + Sensitivty + Development AM', Plan 2: 'W Access, Peds alt')

Stage Sequence Diagram



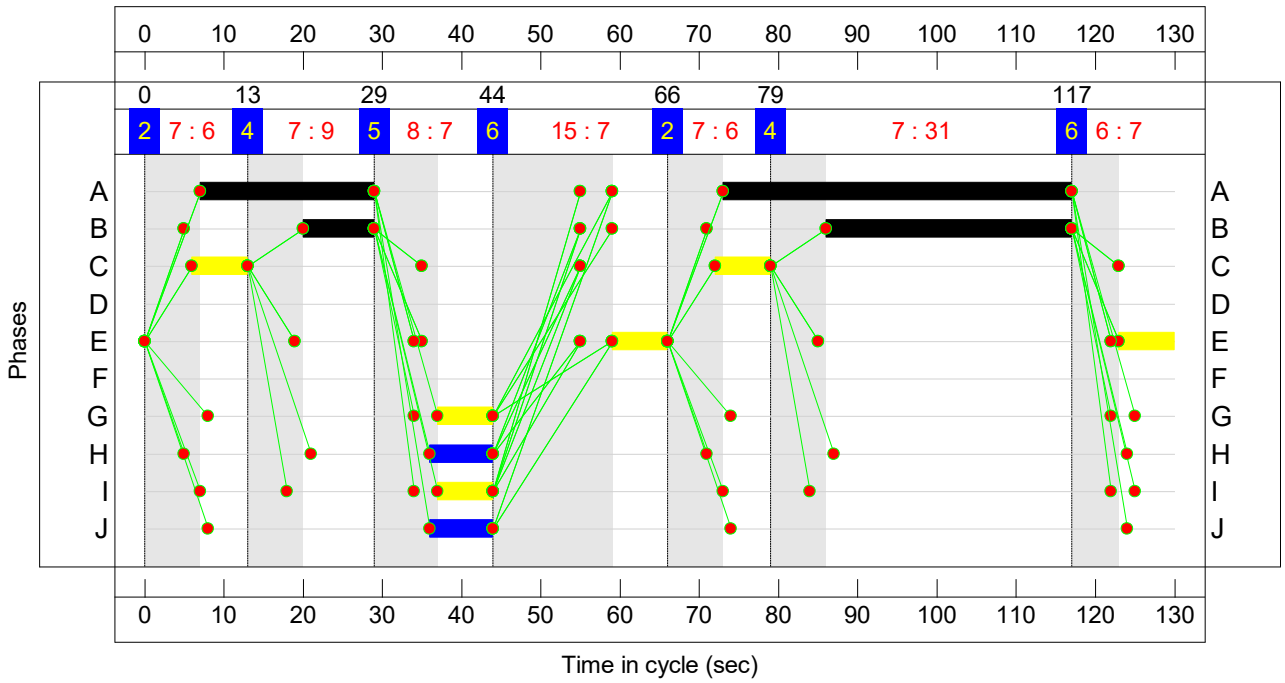
Stage Timings

Stage	2	4	5	6	2	4	6
Duration	6	9	7	7	6	31	7
Change Point	0	13	29	44	66	79	117

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	22	7	29	44	73	117
B	B6003 (S) Left Ahead	Traffic	9	20	29	31	86	117
C	B6003 (N) Right	Traffic	7	6	13	7	72	79
D	B6003 (S) Right	Traffic						
E	Toton West Right Ahead Left	Traffic	7	59	66	7	123	0
F	Toton East Access Left Ahead Right	Traffic						
G	Pedestrians across	Pedestrian	7	37	44			
H	Pedestrians across	Pedestrian	8	36	44			
I	Pedestrians across	Pedestrian	7	37	44			
J	Pedestrians across	Pedestrian	8	36	44			

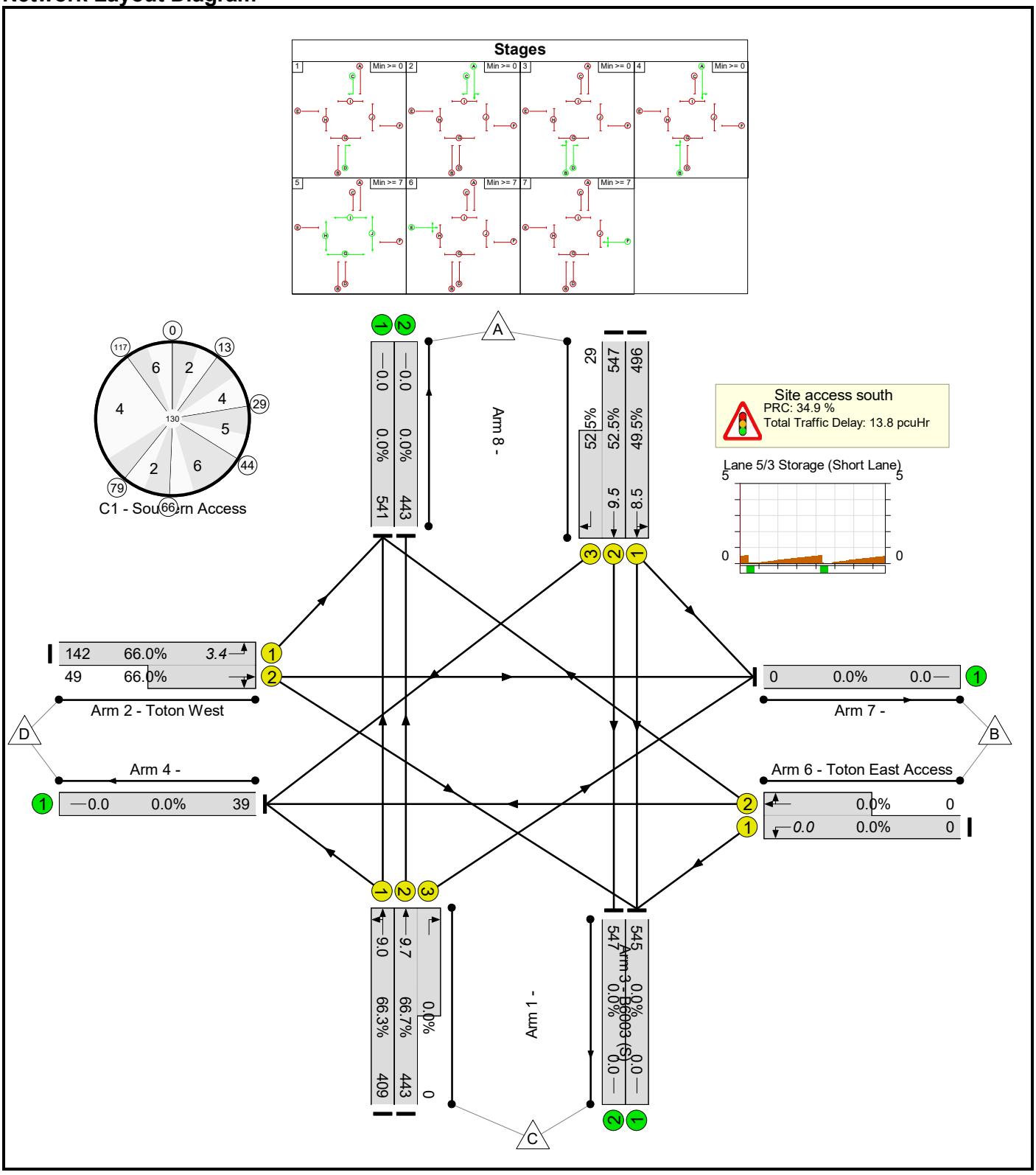
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	59	66
				123	0
2/2	Toton West Right Ahead	U	E	59	66
				123	0
3/1	B6003 (S) Left Ahead	U	B	20	29
				86	117
3/2	B6003 (S) Ahead	U	B	20	29
				86	117
5/1	B6003 (N) Ahead Left	U	A	7	29
				73	117
5/2	B6003 (N) Ahead	U	A	7	29
				73	117
5/3	B6003 (N) Right	U	C	6	13
				72	79

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**66.7%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**66.7%**
1/1		U	N/A	N/A	-		-	-	-	-	545	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	547	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	14	-	-	191	1747:1958	215+74	66.0 : 66.0%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	40	-	-	409	1909	617	66.3%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:0	40:0	-	-	443	2055:1915	664+0	66.7 : 0.0%
4/1		U	N/A	N/A	-		-	-	-	-	39	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	66	-	-	496	1915	1002	49.5%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2	66:14	-	-	576	2055:1741	1042+55	52.5 : 52.5%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		0	0	-	-	0	1965:2105	0+0	0.0 : 0.0%
7/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	541	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	443	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**9.8**	**4.0**	**0.0**	**13.8**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**9.8**	**4.0**	**0.0**	**13.8**	**-**	**-**	**-**	**-**	**Site access south**
1/1	545	545	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	547	547	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	191	191	-	-	-	1.4	1.0	-	2.4 (1.8+0.6)	44.8 (45.2:43.7)	2.5	1.0	3.4	2/1+2/2
3/1	409	409	-	-	-	2.3	1.0	-	3.3	29.0	8.1	1.0	9.0	3/1
3/2+3/3	443	443	-	-	-	2.5	1.0	-	3.5 (3.5+0.0)	28.5 (28.5:0.0)	8.7	1.0	9.7	3/2+3/3
4/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	496	496	-	-	-	1.6	0.5	-	2.1	15.0	8.0	0.5	8.5	5/1
5/2+5/3	576	576	-	-	-	2.0	0.6	-	2.5 (2.3+0.2)	15.8 (15.0:29.7)	8.9	0.6	9.5	5/2+5/3
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	6/1+6/2
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	541	541	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

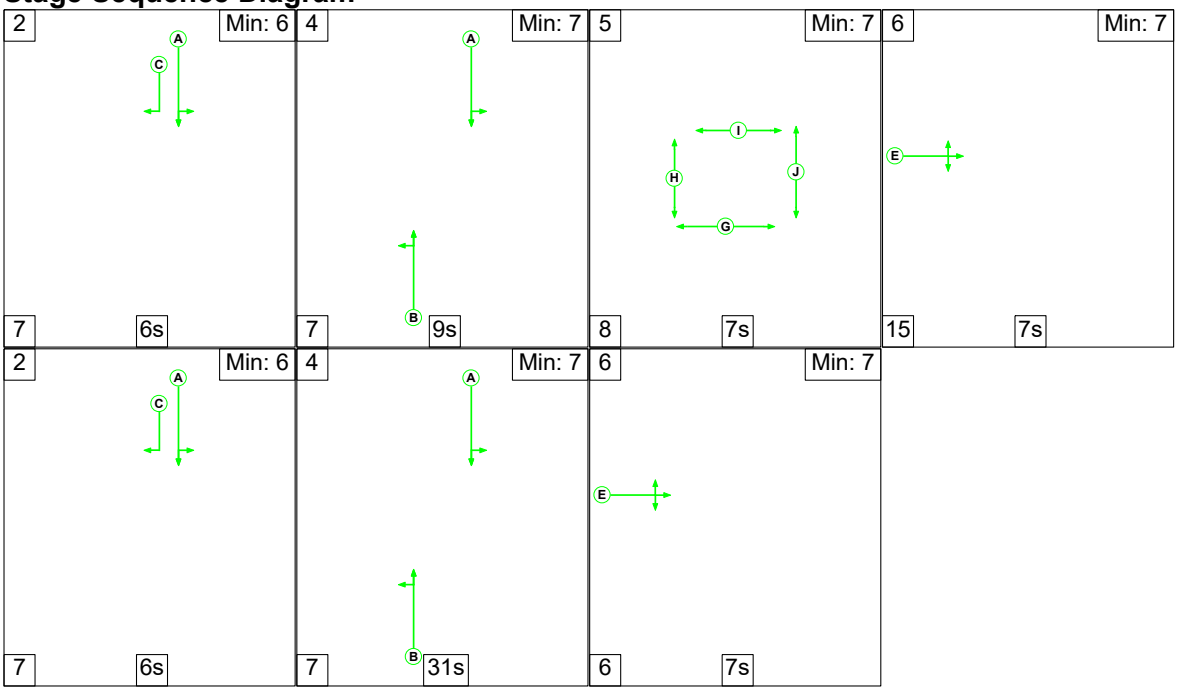
PRC for Signalled Lanes (%): 34.9
PRC Over All Lanes (%): 34.9

Total Delay for Signalled Lanes (pcuHr): 13.76
Total Delay Over All Lanes(pcuHr): 13.76

Cycle Time (s): 130

Scenario 6: '2028 Base + Sensitivty + Development PM' (FG6: '2028 Base + Sensitivty + Development PM', Plan 2: 'W Access, Peds alt')

Stage Sequence Diagram



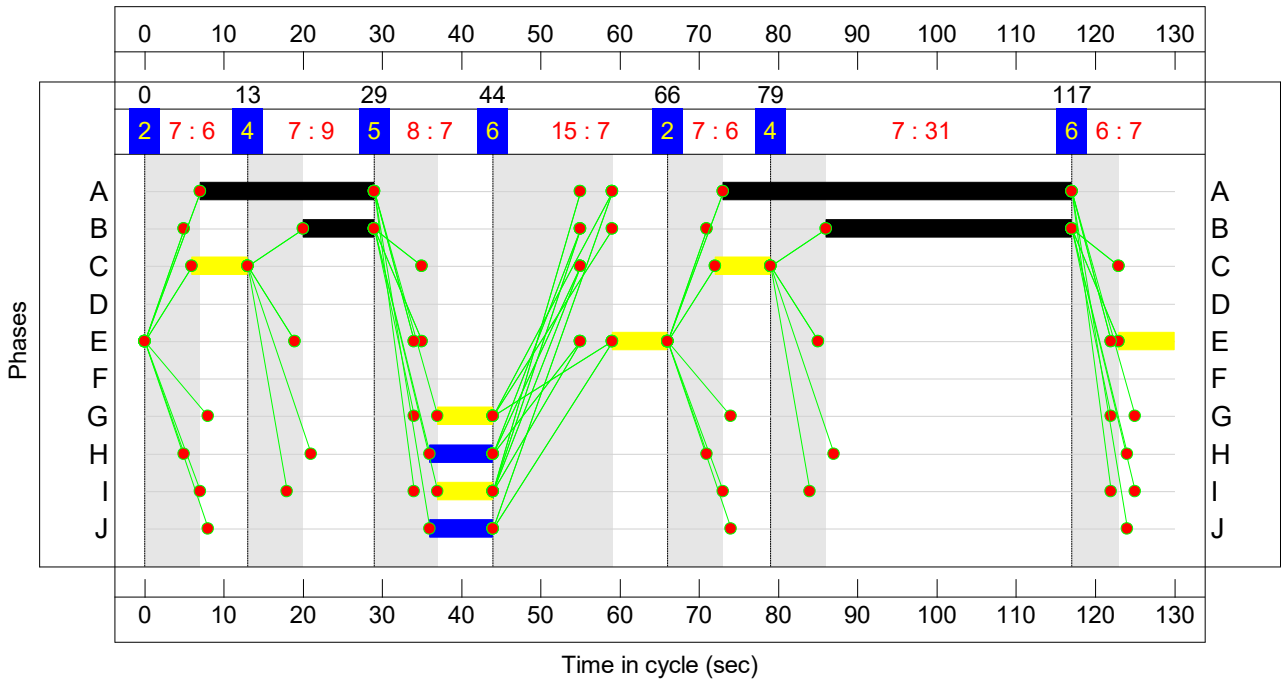
Stage Timings

Stage	2	4	5	6	2	4	6
Duration	6	9	7	7	6	31	7
Change Point	0	13	29	44	66	79	117

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	22	7	29	44	73	117
B	B6003 (S) Left Ahead	Traffic	9	20	29	31	86	117
C	B6003 (N) Right	Traffic	7	6	13	7	72	79
D	B6003 (S) Right	Traffic						
E	Toton West Right Ahead Left	Traffic	7	59	66	7	123	0
F	Toton East Access Left Ahead Right	Traffic						
G	Pedestrians across	Pedestrian	7	37	44			
H	Pedestrians across	Pedestrian	8	36	44			
I	Pedestrians across	Pedestrian	7	37	44			
J	Pedestrians across	Pedestrian	8	36	44			

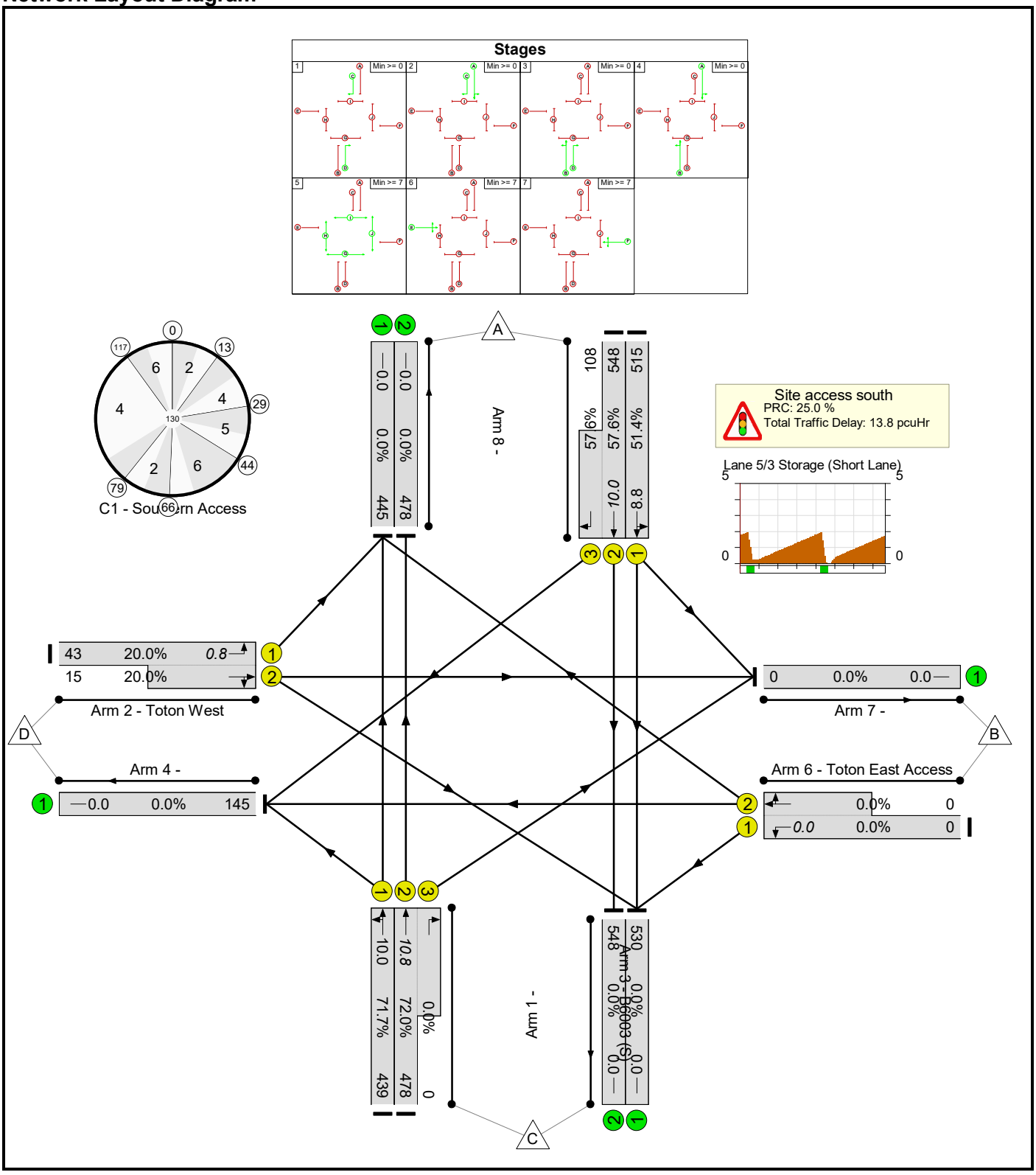
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	59	66
				123	0
2/2	Toton West Right Ahead	U	E	59	66
				123	0
3/1	B6003 (S) Left Ahead	U	B	20	29
				86	117
3/2	B6003 (S) Ahead	U	B	20	29
				86	117
5/1	B6003 (N) Ahead Left	U	A	7	29
				73	117
5/2	B6003 (N) Ahead	U	A	7	29
				73	117
5/3	B6003 (N) Right	U	C	6	13
				72	79

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**72.0%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**72.0%**
1/1		U	N/A	N/A	-		-	-	-	-	530	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	548	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	14	-	-	58	1747:1958	215+75	20.0 : 20.0%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	40	-	-	439	1895	612	71.7%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:0	40:0	-	-	478	2055:1915	664+0	72.0 : 0.0%
4/1		U	N/A	N/A	-		-	-	-	-	145	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	66	-	-	515	1915	1002	51.4%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2	66:14	-	-	656	2055:1741	952+188	57.6 : 57.6%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		0	0	-	-	0	1965:2105	0+0	0.0 : 0.0%
7/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	445	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	478	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**10.0**	**3.8**	**0.0**	**13.8**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**10.0**	**3.8**	**0.0**	**13.8**	**-**	**-**	**-**	**-**	**Site access south**
1/1	530	530	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	548	548	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	58	58	-	-	-	0.4	0.1	-	0.5 (0.4+0.1)	33.4 (33.5:33.2)	0.7	0.1	0.8	2/1+2/2
3/1	439	439	-	-	-	2.5	1.2	-	3.8	31.1	8.8	1.2	10.0	3/1
3/2+3/3	478	478	-	-	-	2.8	1.3	-	4.0 (4.0+0.0)	30.4 (30.4:0.0)	9.6	1.3	10.8	3/2+3/3
4/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	515	515	-	-	-	1.7	0.5	-	2.2	15.3	8.3	0.5	8.8	5/1
5/2+5/3	656	656	-	-	-	2.6	0.7	-	3.3 (2.3+0.9)	18.0 (15.3:31.3)	9.4	0.7	10.0	5/2+5/3
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	6/1+6/2
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	478	478	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

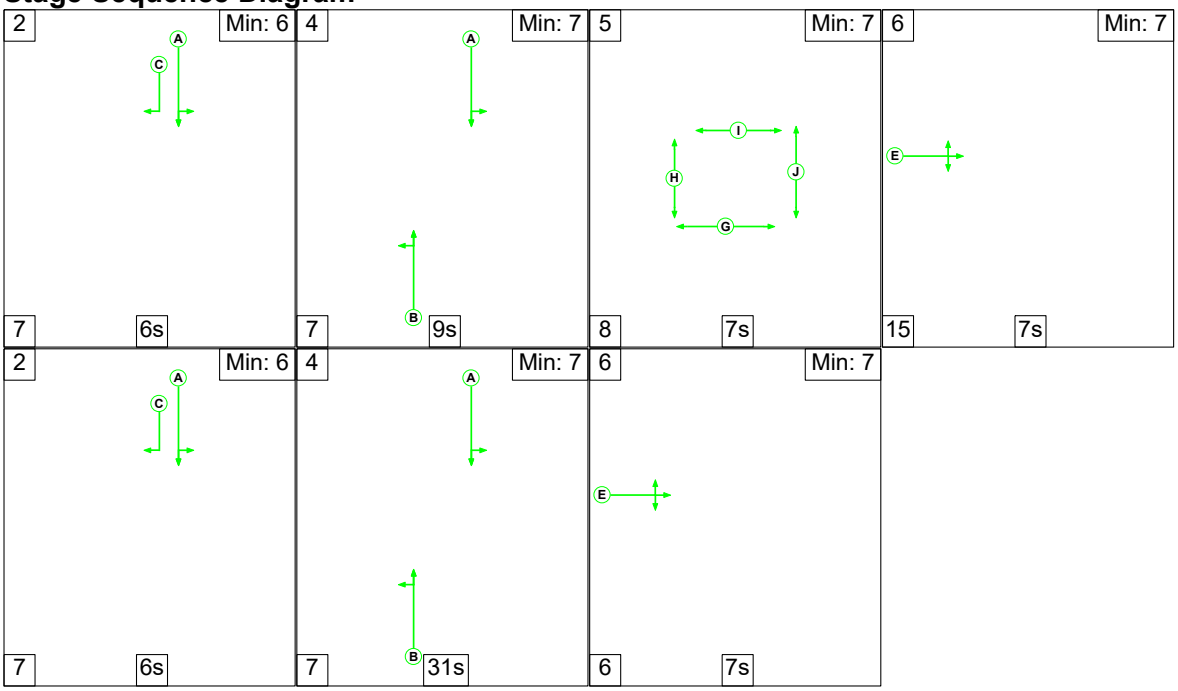
PRC for Signalled Lanes (%): 25.0
PRC Over All Lanes (%): 25.0

Total Delay for Signalled Lanes (pcuHr): 13.83
Total Delay Over All Lanes(pcuHr): 13.83

Cycle Time (s): 130

Scenario 7: '2041 Base + Sensitivty + Development AM' (FG7: '2041 Base + Sensitivity + Development AM', Plan 2: 'W Access, Peds alt')

Stage Sequence Diagram



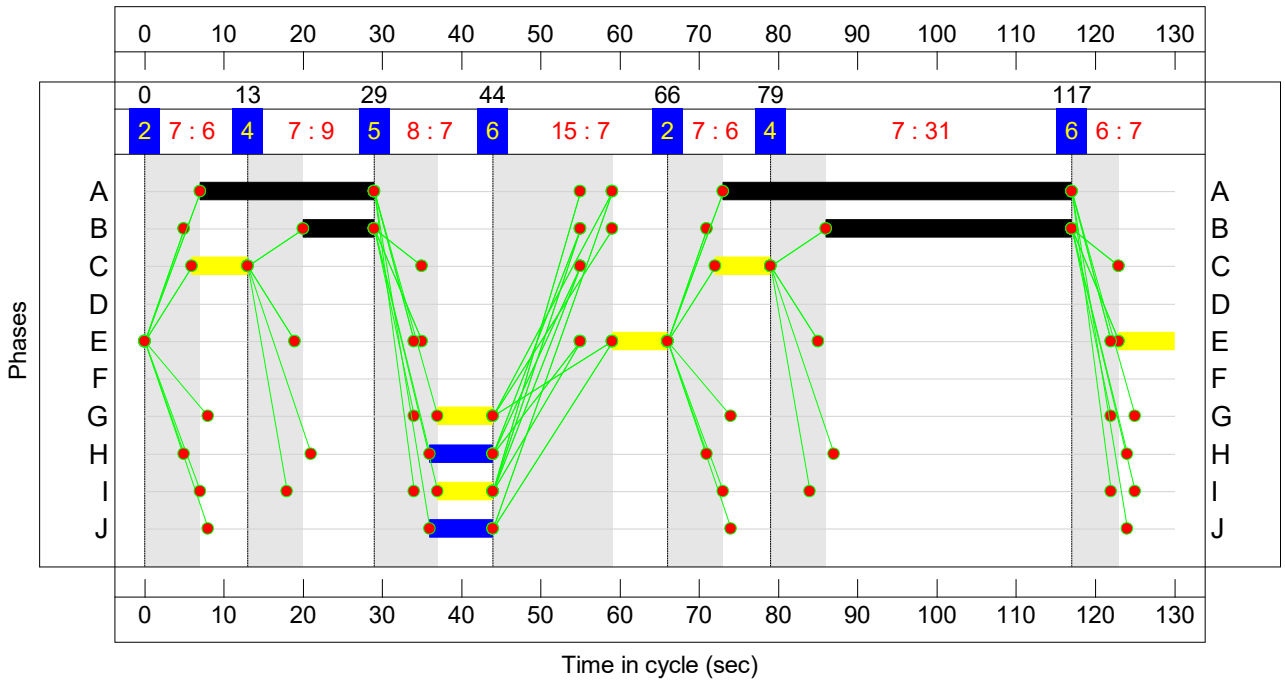
Stage Timings

Stage	2	4	5	6	2	4	6
Duration	6	9	7	7	6	31	7
Change Point	0	13	29	44	66	79	117

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	22	7	29	44	73	117
B	B6003 (S) Left Ahead	Traffic	9	20	29	31	86	117
C	B6003 (N) Right	Traffic	7	6	13	7	72	79
D	B6003 (S) Right	Traffic						
E	Toton West Right Ahead Left	Traffic	7	59	66	7	123	0
F	Toton East Access Left Ahead Right	Traffic						
G	Pedestrians across	Pedestrian	7	37	44			
H	Pedestrians across	Pedestrian	8	36	44			
I	Pedestrians across	Pedestrian	7	37	44			
J	Pedestrians across	Pedestrian	8	36	44			

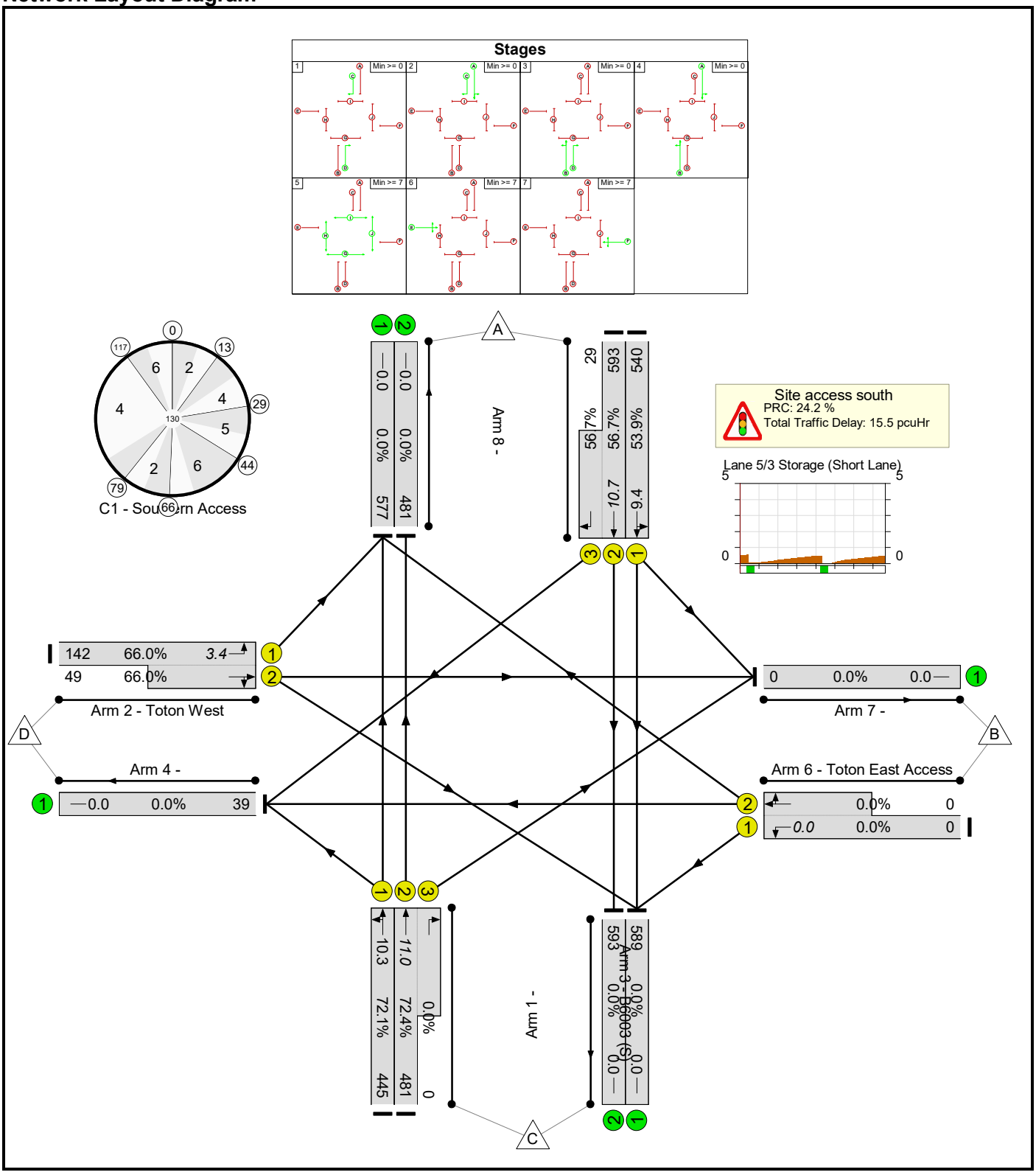
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	59	66
				123	0
2/2	Toton West Right Ahead	U	E	59	66
				123	0
3/1	B6003 (S) Left Ahead	U	B	20	29
				86	117
3/2	B6003 (S) Ahead	U	B	20	29
				86	117
5/1	B6003 (N) Ahead Left	U	A	7	29
				73	117
5/2	B6003 (N) Ahead	U	A	7	29
				73	117
5/3	B6003 (N) Right	U	C	6	13
				72	79

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**72.4%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**72.4%**
1/1		U	N/A	N/A	-		-	-	-	-	589	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	593	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	14	-	-	191	1747:1958	215+74	66.0 : 66.0%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	40	-	-	445	1910	617	72.1%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:0	40:0	-	-	481	2055:1915	664+0	72.4 : 0.0%
4/1		U	N/A	N/A	-		-	-	-	-	39	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	66	-	-	540	1915	1002	53.9%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2	66:14	-	-	622	2055:1741	1045+51	56.7 : 56.7%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		0	0	-	-	0	1965:2105	0+0	0.0 : 0.0%
7/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	577	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	481	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**10.8**	**4.8**	**0.0**	**15.5**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**10.8**	**4.8**	**0.0**	**15.5**	**-**	**-**	**-**	**-**	**Site access south**
1/1	589	589	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	593	593	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	191	191	-	-	-	1.4	1.0	-	2.4 (1.8+0.6)	44.8 (45.2:43.7)	2.5	1.0	3.4	2/1+2/2
3/1	445	445	-	-	-	2.6	1.3	-	3.9	31.2	9.0	1.3	10.3	3/1
3/2+3/3	481	481	-	-	-	2.8	1.3	-	4.1 (4.1+0.0)	30.6 (30.6:0.0)	9.8	1.3	11.0	3/2+3/3
4/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	540	540	-	-	-	1.8	0.6	-	2.4	15.7	8.9	0.6	9.4	5/1
5/2+5/3	622	622	-	-	-	2.2	0.7	-	2.8 (2.6+0.3)	16.5 (15.7:31.8)	10.0	0.7	10.7	5/2+5/3
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	6/1+6/2
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	577	577	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

PRC for Signalled Lanes (%): 24.2
PRC Over All Lanes (%): 24.2

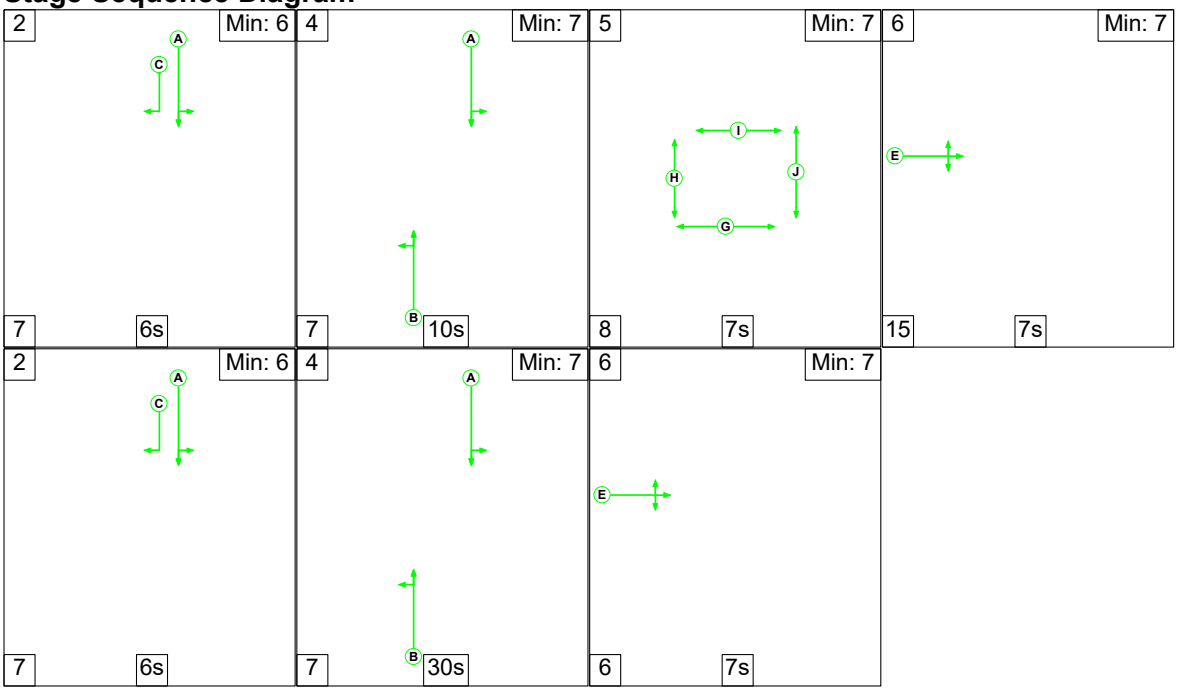
Total Delay for Signalled Lanes (pcuHr): 15.53
Total Delay Over All Lanes(pcuHr): 15.53

Cycle Time (s): 130

Detailed Input Data And Results

Scenario 8: '2041 Baae + Sensitivity + Development PM' (FG8: '2041 Base + Sensitivity + Development PM', Plan 2: 'W Access, Peds alt')

Stage Sequence Diagram



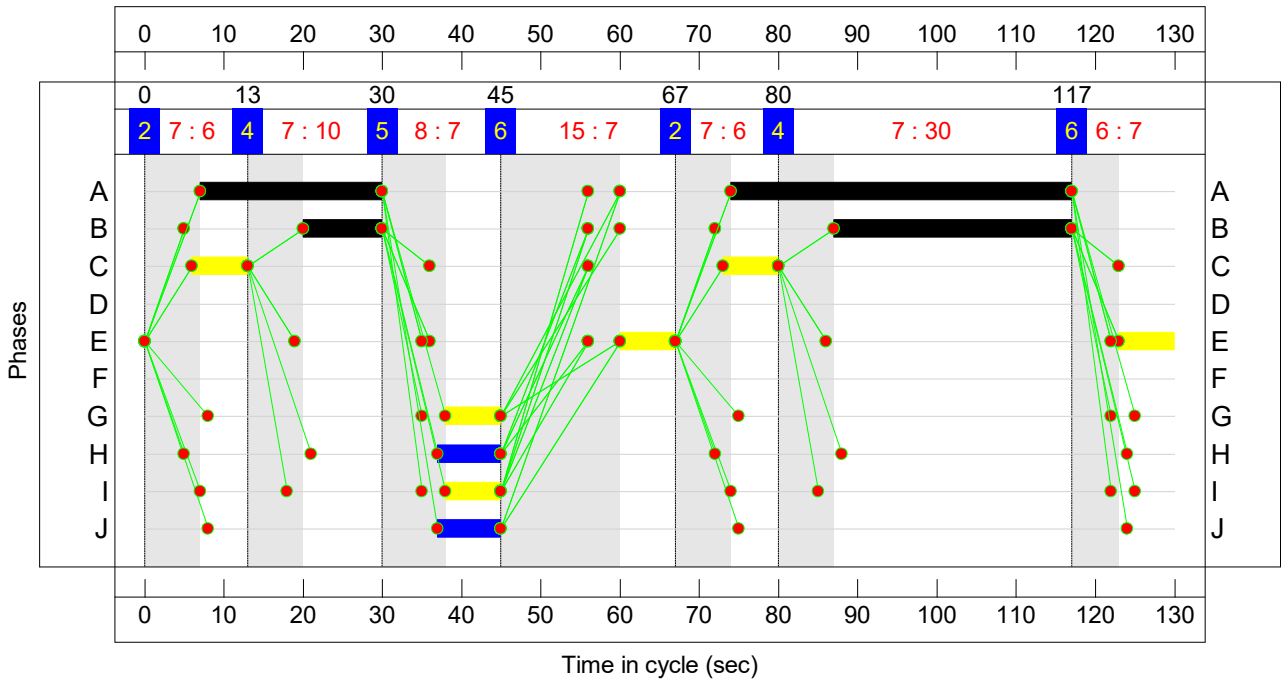
Stage Timings

Stage	2	4	5	6	2	4	6
Duration	6	10	7	7	6	30	7
Change Point	0	13	30	45	67	80	117

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	23	7	30	43	74	117
B	B6003 (S) Left Ahead	Traffic	10	20	30	30	87	117
C	B6003 (N) Right	Traffic	7	6	13	7	73	80
D	B6003 (S) Right	Traffic						
E	Toton West Right Ahead Left	Traffic	7	60	67	7	123	0
F	Toton East Access Left Ahead Right	Traffic						
G	Pedestrians across	Pedestrian	7	38	45			
H	Pedestrians across	Pedestrian	8	37	45			
I	Pedestrians across	Pedestrian	7	38	45			
J	Pedestrians across	Pedestrian	8	37	45			

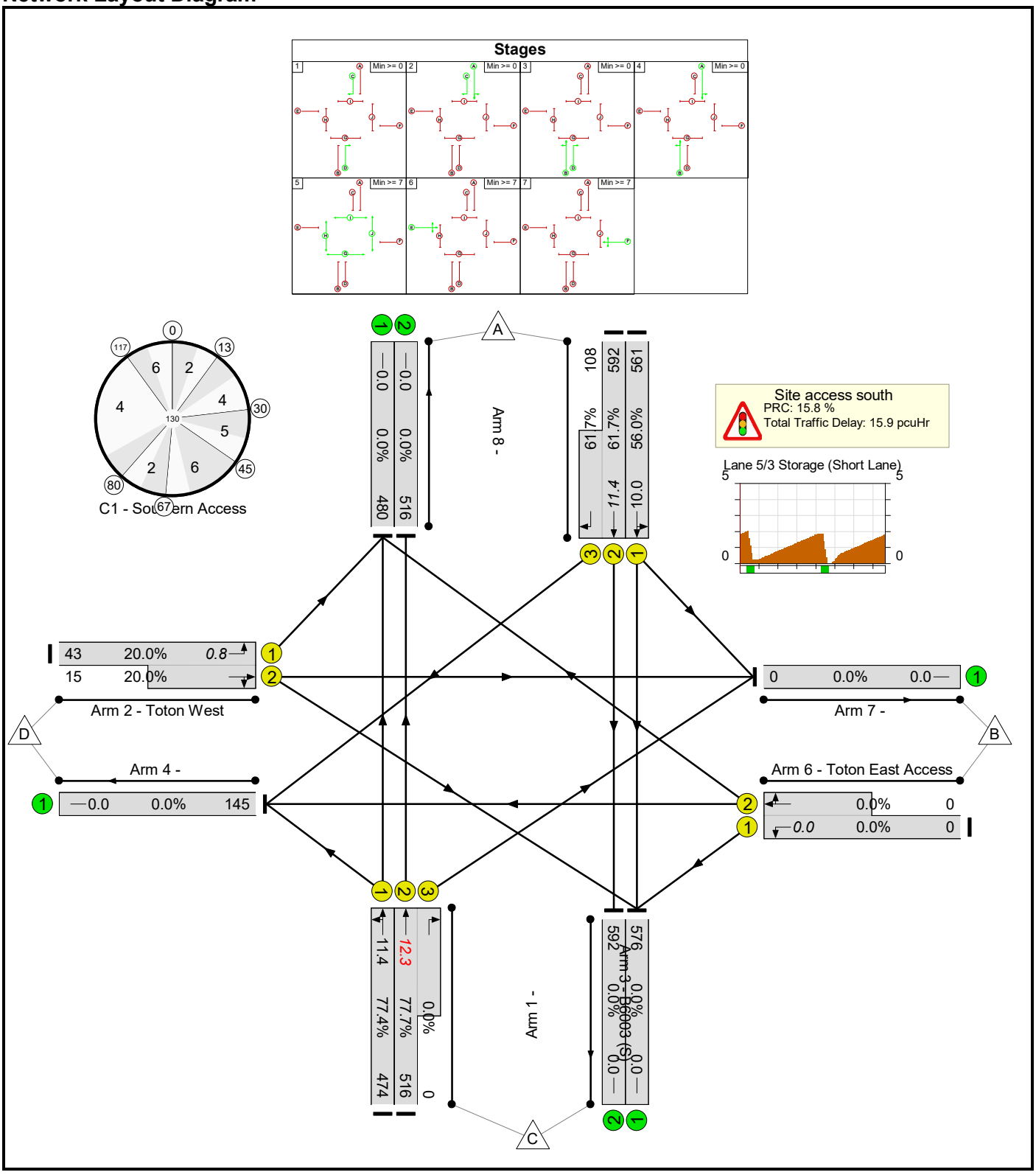
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	60	67
				123	0
2/2	Toton West Right Ahead	U	E	60	67
				123	0
3/1	B6003 (S) Left Ahead	U	B	20	30
				87	117
3/2	B6003 (S) Ahead	U	B	20	30
				87	117
5/1	B6003 (N) Ahead Left	U	A	7	30
				74	117
5/2	B6003 (N) Ahead	U	A	7	30
				74	117
5/3	B6003 (N) Right	U	C	6	13
				73	80

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**77.7%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**77.7%**
1/1		U	N/A	N/A	-		-	-	-	-	576	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	592	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	14	-	-	58	1747:1958	215+75	20.0 : 20.0%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	40	-	-	474	1896	613	77.4%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:0	40:0	-	-	516	2055:1915	664+0	77.7 : 0.0%
4/1		U	N/A	N/A	-		-	-	-	-	145	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	66	-	-	561	1915	1002	56.0%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2	66:14	-	-	700	2055:1741	960+175	61.7 : 61.7%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		0	0	-	-	0	1965:2105	0+0	0.0 : 0.0%
7/1		U	N/A	N/A	-		-	-	-	-	0	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	480	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	516	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**11.0**	**4.9**	**0.0**	**15.9**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**11.0**	**4.9**	**0.0**	**15.9**	**-**	**-**	**-**	**-**	**Site access south**
1/1	576	576	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	592	592	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	58	58	-	-	-	0.4	0.1	-	0.5 (0.4+0.1)	33.4 (33.5:33.2)	0.7	0.1	0.8	2/1+2/2
3/1	474	474	-	-	-	2.8	1.7	-	4.5	34.0	9.7	1.7	11.4	3/1
3/2+3/3	516	516	-	-	-	3.1	1.7	-	4.8 (4.8+0.0)	33.3 (33.3:0.0)	10.6	1.7	12.3	3/2+3/3
4/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	561	561	-	-	-	1.9	0.6	-	2.5	16.1	9.3	0.6	10.0	5/1
5/2+5/3	700	700	-	-	-	2.8	0.8	-	3.7 (2.6+1.0)	18.8 (16.1:33.4)	10.6	0.8	11.4	5/2+5/3
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	6/1+6/2
7/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

PRC for Signalled Lanes (%): 15.8
PRC Over All Lanes (%): 15.8

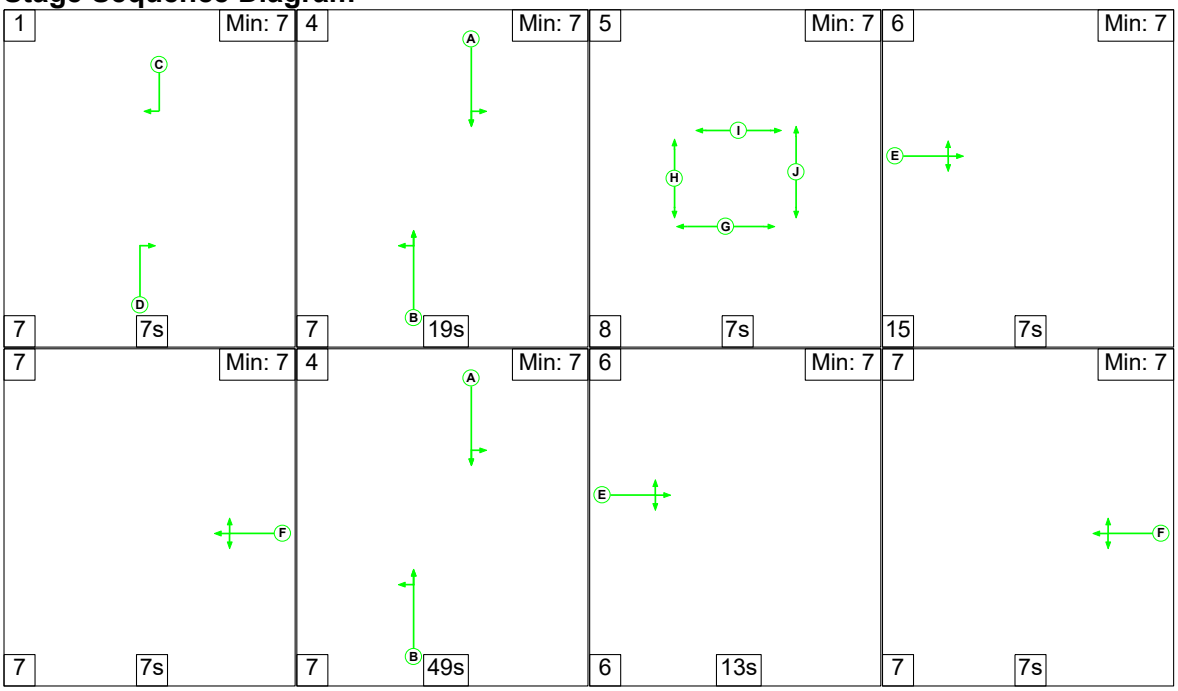
Total Delay for Signalled Lanes (pcuHr): 15.95
Total Delay Over All Lanes(pcuHr): 15.95

Cycle Time (s): 130

Detailed Input Data And Results

Scenario 9: '2028 Base + Sensitivity + Development +Toton E+N AM ' (FG9: '2028 Base + Sensitivty + Development +Toton E+N AM', Plan 4: 'E+W Access, Peds alt')

Stage Sequence Diagram



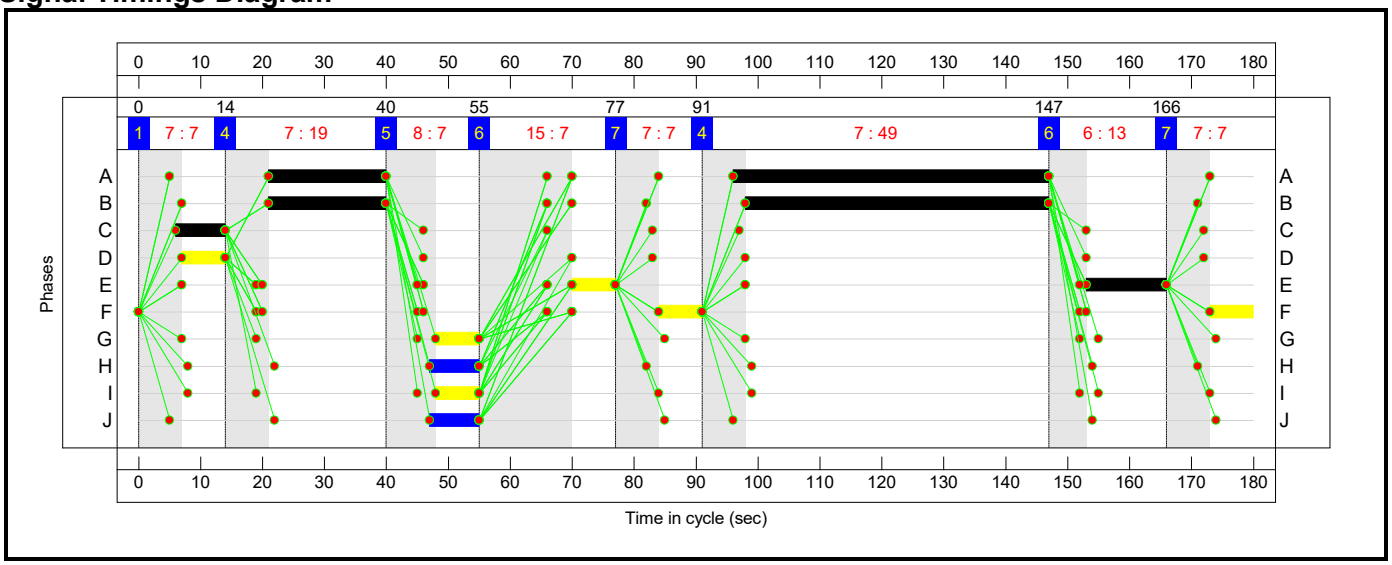
Stage Timings

Stage	1	4	5	6	7	4	6	7
Duration	7	19	7	7	7	49	13	7
Change Point	0	14	40	55	77	91	147	166

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	19	21	40	51	96	147
B	B6003 (S) Left Ahead	Traffic	19	21	40	49	98	147
C	B6003 (N) Right	Traffic	8	6	14			
D	B6003 (S) Right	Traffic	7	7	14			
E	Toton West Right Ahead Left	Traffic	7	70	77	13	153	166
F	Toton East Access Left Ahead Right	Traffic	7	84	91	7	173	0
G	Pedestrians across	Pedestrian	7	48	55			
H	Pedestrians across	Pedestrian	8	47	55			
I	Pedestrians across	Pedestrian	7	48	55			
J	Pedestrians across	Pedestrian	8	47	55			

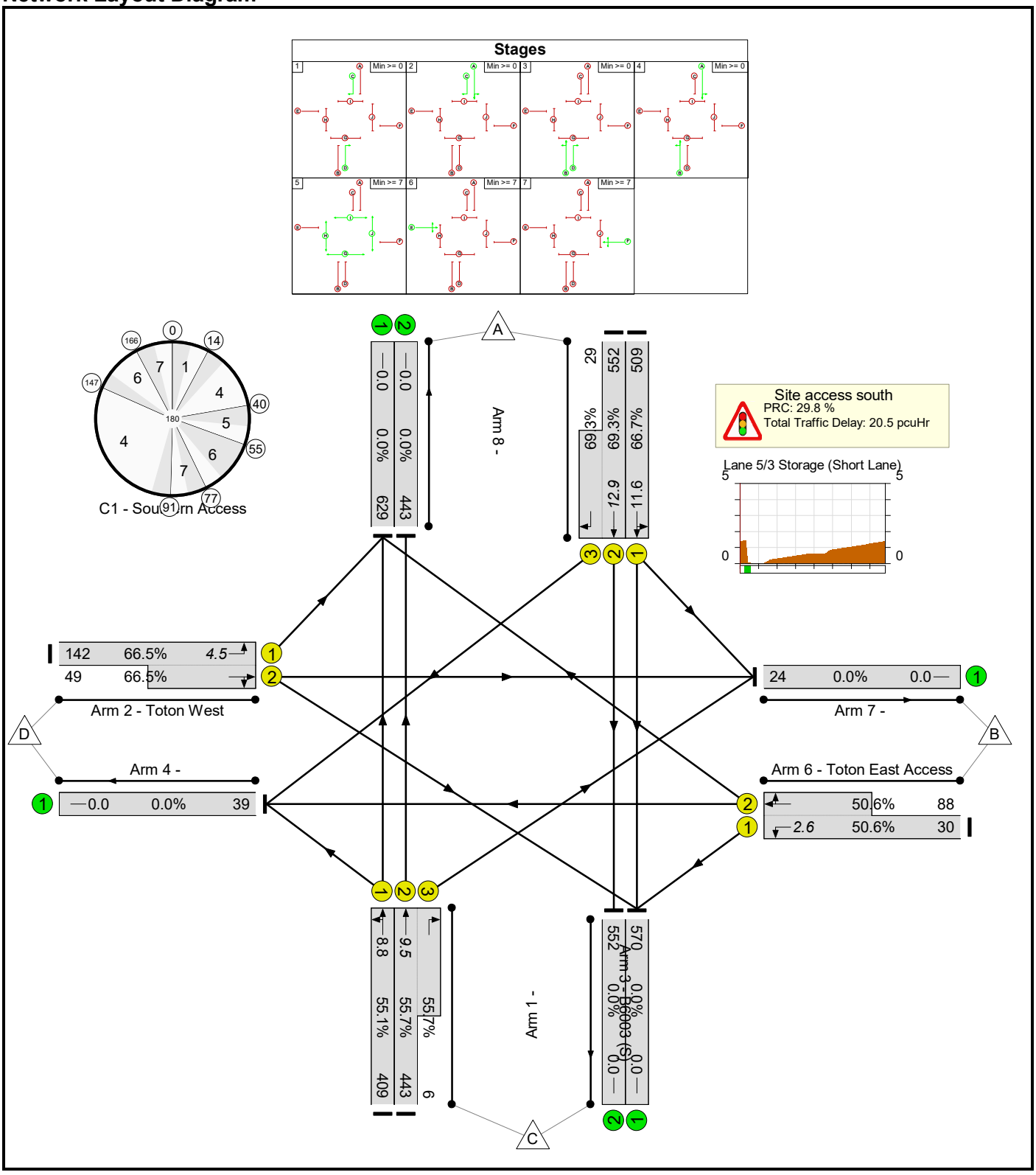
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	70	77
				153	166
2/2	Toton West Right Ahead	U	E	70	77
				153	166
3/1	B6003 (S) Left Ahead	U	B	21	40
				98	147
3/2	B6003 (S) Ahead	U	B	21	40
				98	147
3/3	B6003 (S) Right	U	D	7	14
5/1	B6003 (N) Ahead Left	U	A	21	40
				96	147
5/2	B6003 (N) Ahead	U	A	21	40
				96	147
5/3	B6003 (N) Right	U	C	6	14
6/1	Toton East Access Left	U	F	84	91
				173	0
6/2	Toton East Access Ahead Right	U	F	84	91
				173	0

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**69.3%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**69.3%**
1/1		U	N/A	N/A	-		-	-	-	-	570	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	552	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	20	-	-	191	1747:1958	214+74	66.5 : 66.5%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	68	-	-	409	1909	742	55.1%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:1	68:7	-	-	449	2055:1741	795+11	55.7 : 55.7%
4/1		U	N/A	N/A	-		-	-	-	-	39	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	70	-	-	509	1907	763	66.7%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2:1	70:8	-	-	581	2055:1741	796+42	69.3 : 69.3%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		2	14	-	-	118	1747:1958	59+174	50.6 : 50.6%
7/1		U	N/A	N/A	-		-	-	-	-	24	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	629	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	443	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**15.7**	**4.8**	**0.0**	**20.5**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**15.7**	**4.8**	**0.0**	**20.5**	**-**	**-**	**-**	**-**	**Site access south**
1/1	570	570	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	552	552	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	191	191	-	-	-	2.0	1.0	-	3.0 (2.2+0.7)	55.6 (56.2:54.0)	3.5	1.0	4.5	2/1+2/2
3/1	409	409	-	-	-	2.4	0.6	-	3.0	26.8	8.2	0.6	8.8	3/1
3/2+3/3	449	449	-	-	-	2.8	0.6	-	3.4 (3.3+0.1)	27.3 (26.5:87.7)	8.9	0.6	9.5	3/2+3/3
4/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	509	509	-	-	-	3.1	1.0	-	4.1	29.1	10.6	1.0	11.6	5/1
5/2+5/3	581	581	-	-	-	4.1	1.1	-	5.2 (4.5+0.7)	32.1 (29.1:89.6)	11.7	1.1	12.9	5/2+5/3
6/1+6/2	118	118	-	-	-	1.3	0.5	-	1.8 (0.4+1.3)	54.3 (53.6:54.6)	2.1	0.5	2.6	6/1+6/2
7/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	443	443	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

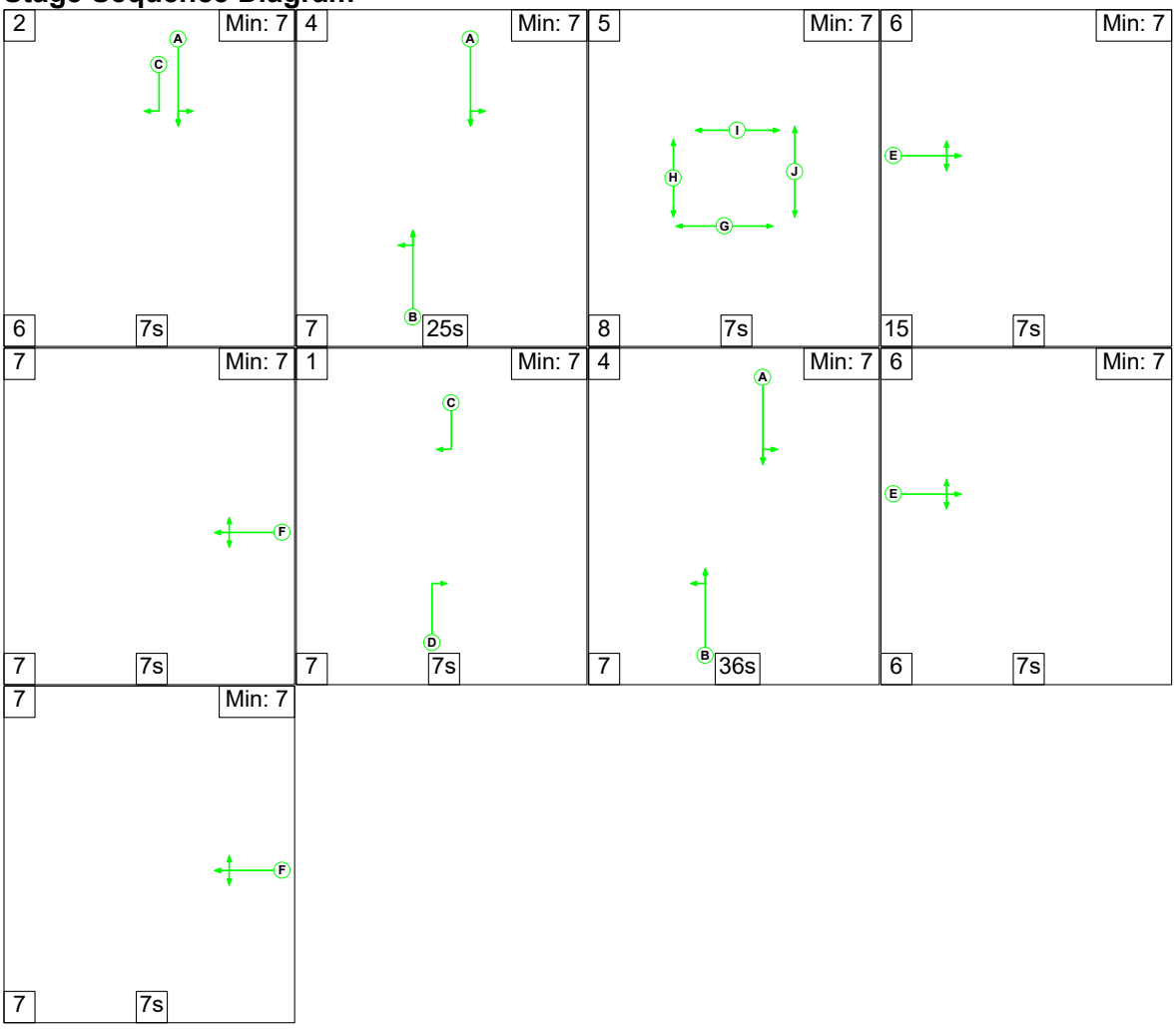
PRC for Signalled Lanes (%): 29.8
PRC Over All Lanes (%): 29.8

Total Delay for Signalled Lanes (pcuHr): 20.49
Total Delay Over All Lanes(pcuHr): 20.49

Cycle Time (s): 180

Scenario 10: '2028 Base + Sensitivty + Development + Toton E+N PM' (FG10: '2028 Base + Sensitivty + Development + Toton E+N PM', Plan 5: 'E+W access, Peds alt 2028 PM')

Stage Sequence Diagram



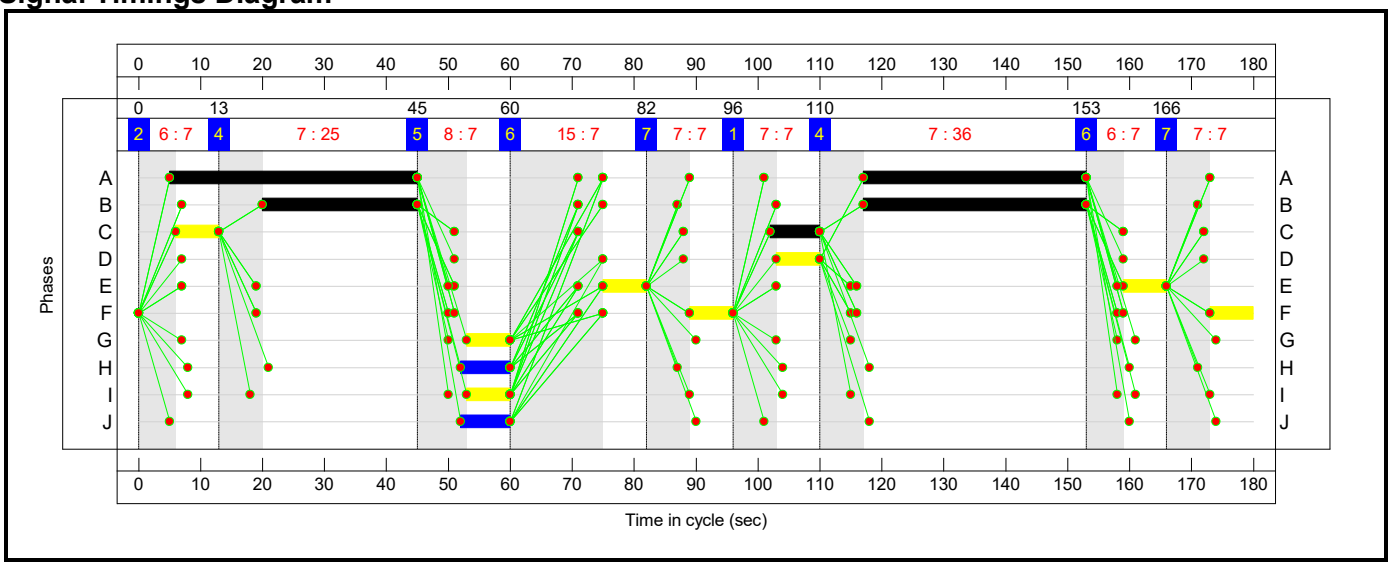
Stage Timings

Stage	2	4	5	6	7	1	4	6	7
Duration	7	25	7	7	7	7	36	7	7
Change Point	0	13	45	60	82	96	110	153	166

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	40	5	45	36	117	153
B	B6003 (S) Left Ahead	Traffic	25	20	45	36	117	153
C	B6003 (N) Right	Traffic	7	6	13	8	102	110
D	B6003 (S) Right	Traffic	7	103	110			
E	Toton West Right Ahead Left	Traffic	7	75	82	7	159	166
F	Toton East Access Left Ahead Right	Traffic	7	89	96	7	173	0
G	Pedestrians across	Pedestrian	7	53	60			
H	Pedestrians across	Pedestrian	8	52	60			
I	Pedestrians across	Pedestrian	7	53	60			
J	Pedestrians across	Pedestrian	8	52	60			

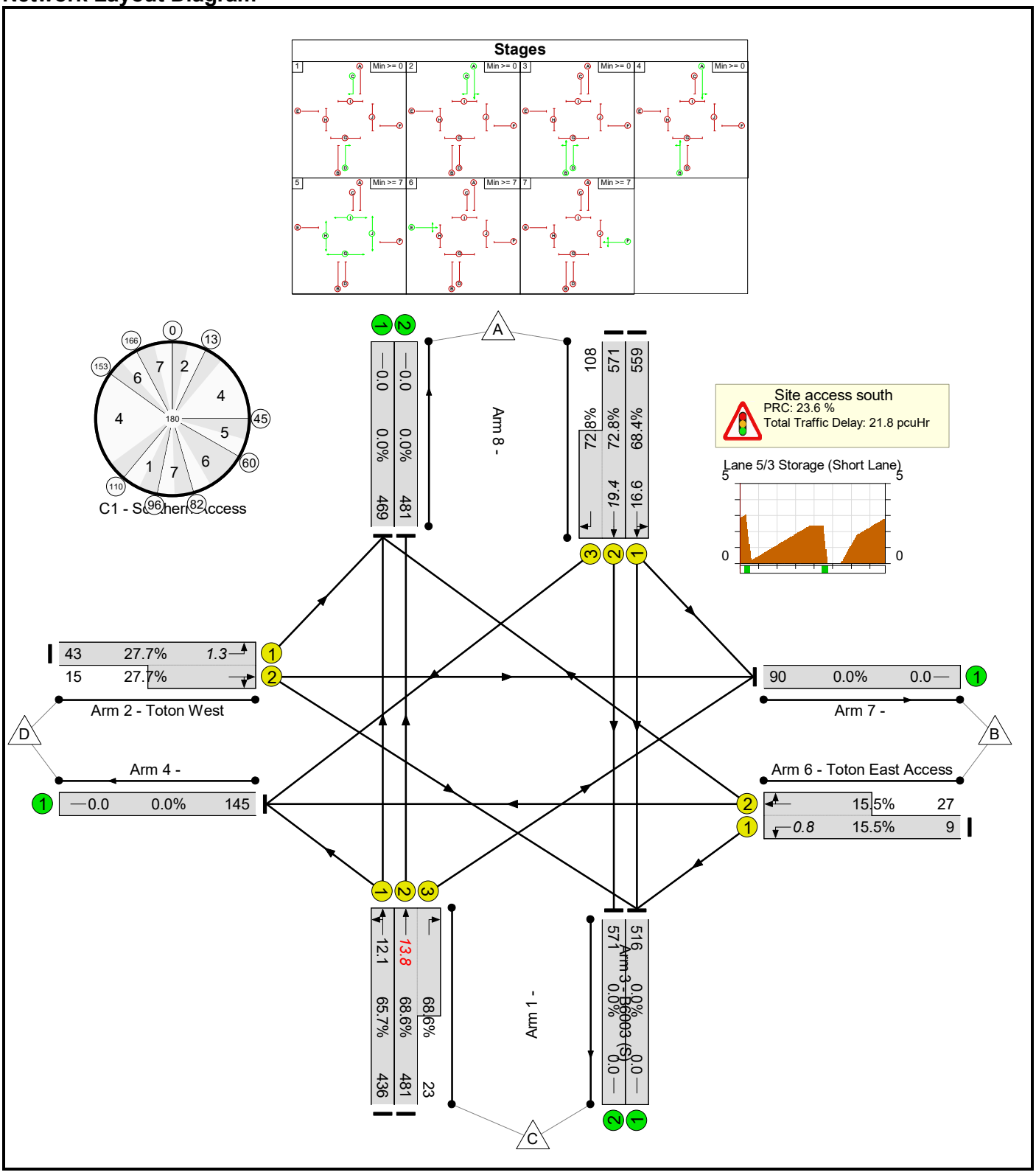
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	75	82
				159	166
2/2	Toton West Right Ahead	U	E	75	82
				159	166
3/1	B6003 (S) Left Ahead	U	B	20	45
				117	153
3/2	B6003 (S) Ahead	U	B	20	45
				117	153
3/3	B6003 (S) Right	U	D	103	110
5/1	B6003 (N) Ahead Left	U	A	5	45
				117	153
5/2	B6003 (N) Ahead	U	A	5	45
				117	153
5/3	B6003 (N) Right	U	C	6	13
				102	110
6/1	Toton East Access Left	U	F	89	96
				173	0
6/2	Toton East Access Ahead Right	U	F	89	96
				173	0

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**72.8%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**72.8%**
1/1		U	N/A	N/A	-		-	-	-	-	516	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	571	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	14	-	-	58	1747:1958	155+54	27.7 : 27.7%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	-	436	1895	663	65.7%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:1	61:7	-	-	504	2055:1741	701+34	68.6 : 68.6%
4/1		U	N/A	N/A	-		-	-	-	-	145	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	76	-	-	559	1887	818	68.4%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2	76:15	-	-	679	2055:1741	784+148	72.8 : 72.8%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		2	14	-	-	36	1747:1958	58+174	15.5 : 15.5%
7/1		U	N/A	N/A	-		-	-	-	-	90	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	469	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	481	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**17.1**	**4.7**	**0.0**	**21.8**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**17.1**	**4.7**	**0.0**	**21.8**	**-**	**-**	**-**	**-**	**Site access south**
1/1	516	516	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	571	571	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	58	58	-	-	-	0.6	0.2	-	0.8 (0.6+0.2)	50.3 (50.4:49.9)	1.1	0.2	1.3	2/1+2/2
3/1	436	436	-	-	-	3.1	1.0	-	4.1	33.7	11.1	1.0	12.1	3/1
3/2+3/3	504	504	-	-	-	4.1	1.1	-	5.2 (4.5+0.6)	36.8 (33.7:101.6)	12.7	1.1	13.8	3/2+3/3
4/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	559	559	-	-	-	3.7	1.1	-	4.8	30.6	15.5	1.1	16.6	5/1
5/2+5/3	679	679	-	-	-	5.2	1.3	-	6.5 (4.9+1.7)	34.5 (30.6:55.4)	18.1	1.3	19.4	5/2+5/3
6/1+6/2	36	36	-	-	-	0.4	0.1	-	0.5 (0.1+0.4)	47.3 (47.2:47.3)	0.7	0.1	0.8	6/1+6/2
7/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	469	469	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

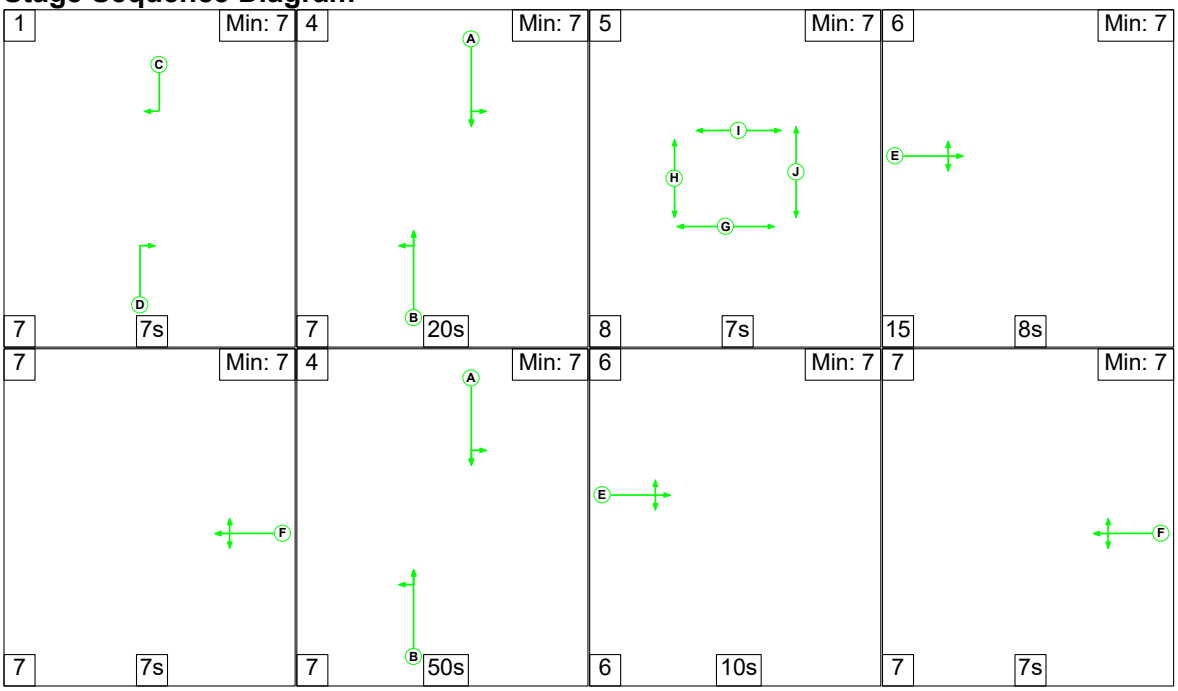
PRC for Signalled Lanes (%): 23.6
PRC Over All Lanes (%): 23.6

Total Delay for Signalled Lanes (pcuHr): 21.78
Total Delay Over All Lanes(pcuHr): 21.78

Cycle Time (s): 180

Scenario 11: '2041 Base + Sensitivty + Development + Toton E+N AM' (FG11: '2041 Base + Sensitivity + Development + Toton E+N AM', Plan 4: 'E+W Access, Peds alt')

Stage Sequence Diagram



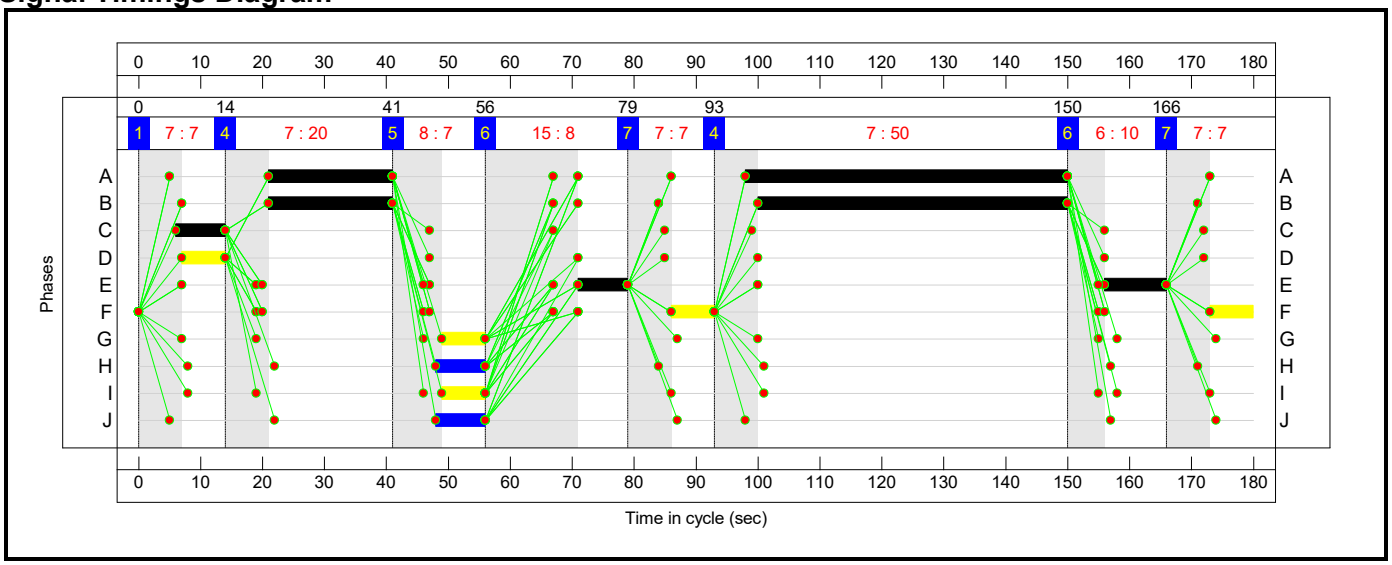
Stage Timings

Stage	1	4	5	6	7	4	6	7
Duration	7	20	7	8	7	50	10	7
Change Point	0	14	41	56	79	93	150	166

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	20	21	41	52	98	150
B	B6003 (S) Left Ahead	Traffic	20	21	41	50	100	150
C	B6003 (N) Right	Traffic	8	6	14			
D	B6003 (S) Right	Traffic	7	7	14			
E	Toton West Right Ahead Left	Traffic	8	71	79	10	156	166
F	Toton East Access Left Ahead Right	Traffic	7	86	93	7	173	0
G	Pedestrians across	Pedestrian	7	49	56			
H	Pedestrians across	Pedestrian	8	48	56			
I	Pedestrians across	Pedestrian	7	49	56			
J	Pedestrians across	Pedestrian	8	48	56			

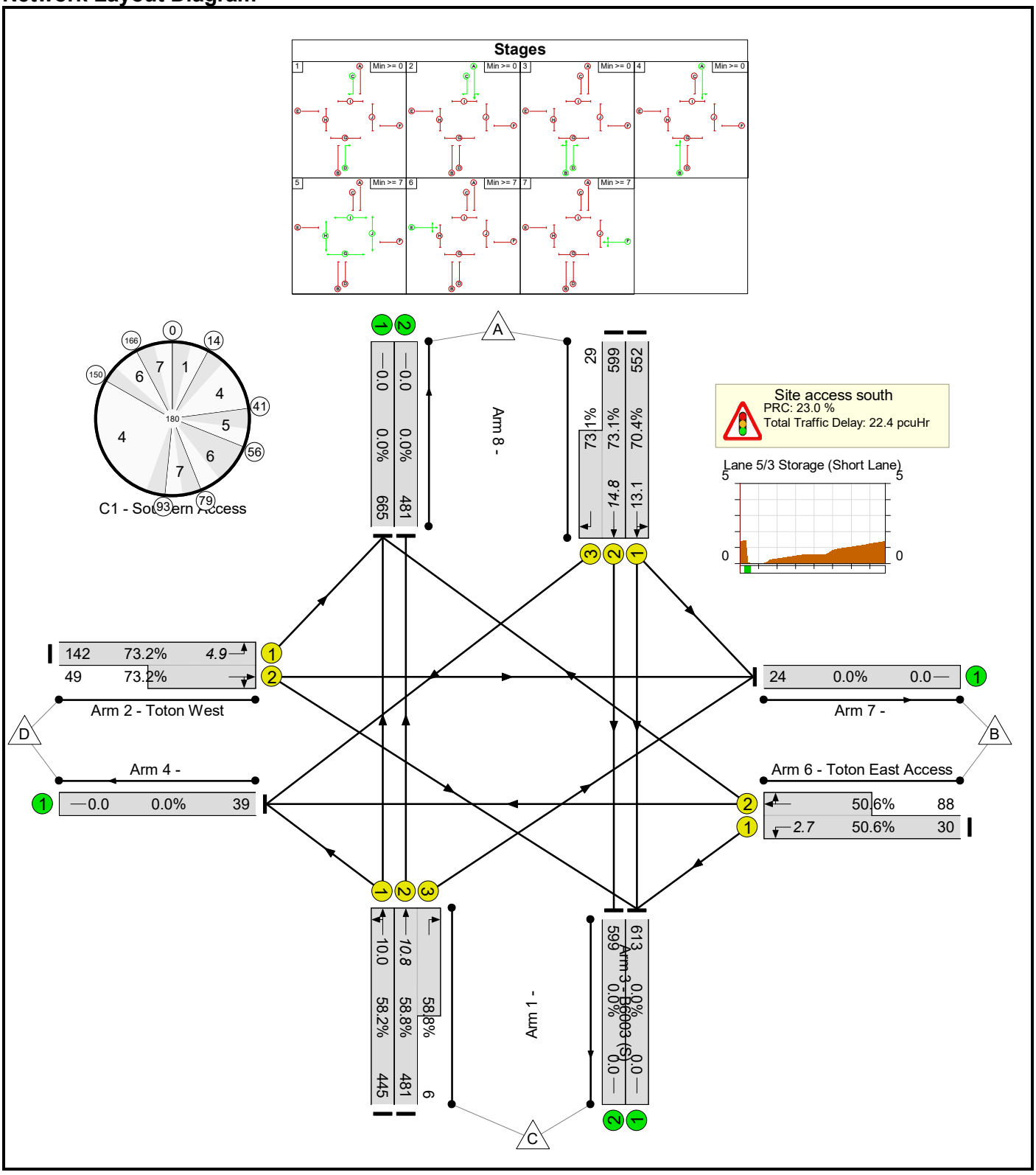
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	71	79
				156	166
2/2	Toton West Right Ahead	U	E	71	79
				156	166
3/1	B6003 (S) Left Ahead	U	B	21	41
				100	150
3/2	B6003 (S) Ahead	U	B	21	41
				100	150
3/3	B6003 (S) Right	U	D	7	14
5/1	B6003 (N) Ahead Left	U	A	21	41
				98	150
5/2	B6003 (N) Ahead	U	A	21	41
				98	150
5/3	B6003 (N) Right	U	C	6	14
6/1	Toton East Access Left	U	F	86	93
				173	0
6/2	Toton East Access Ahead Right	U	F	86	93
				173	0

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**73.2%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**73.2%**
1/1		U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	599	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	18	-	-	191	1747:1958	194+67	73.2 : 73.2%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	70	-	-	445	1910	764	58.2%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:1	70:7	-	-	487	2055:1741	819+10	58.8 : 58.8%
4/1		U	N/A	N/A	-		-	-	-	-	39	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	72	-	-	552	1907	784	70.4%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2:1	72:8	-	-	628	2055:1741	820+40	73.1 : 73.1%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		2	14	-	-	118	1747:1958	59+174	50.6 : 50.6%
7/1		U	N/A	N/A	-		-	-	-	-	24	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	665	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	481	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**16.6**	**5.7**	**0.0**	**22.4**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**16.6**	**5.7**	**0.0**	**22.4**	**-**	**-**	**-**	**-**	**Site access south**
1/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	599	599	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	191	191	-	-	-	2.0	1.3	-	3.3 (2.5+0.8)	63.0 (63.6:61.3)	3.6	1.3	4.9	2/1+2/2
3/1	445	445	-	-	-	2.6	0.7	-	3.3	26.9	9.3	0.7	10.0	3/1
3/2+3/3	487	487	-	-	-	3.0	0.7	-	3.7 (3.5+0.1)	27.3 (26.5:87.9)	10.1	0.7	10.8	3/2+3/3
4/1	39	39	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	552	552	-	-	-	3.4	1.2	-	4.6	29.7	12.0	1.2	13.1	5/1
5/2+5/3	628	628	-	-	-	4.3	1.3	-	5.7 (5.0+0.7)	32.6 (29.8:90.3)	13.4	1.3	14.8	5/2+5/3
6/1+6/2	118	118	-	-	-	1.3	0.5	-	1.8 (0.4+1.3)	54.4 (53.6:54.6)	2.2	0.5	2.7	6/1+6/2
7/1	24	24	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	481	481	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

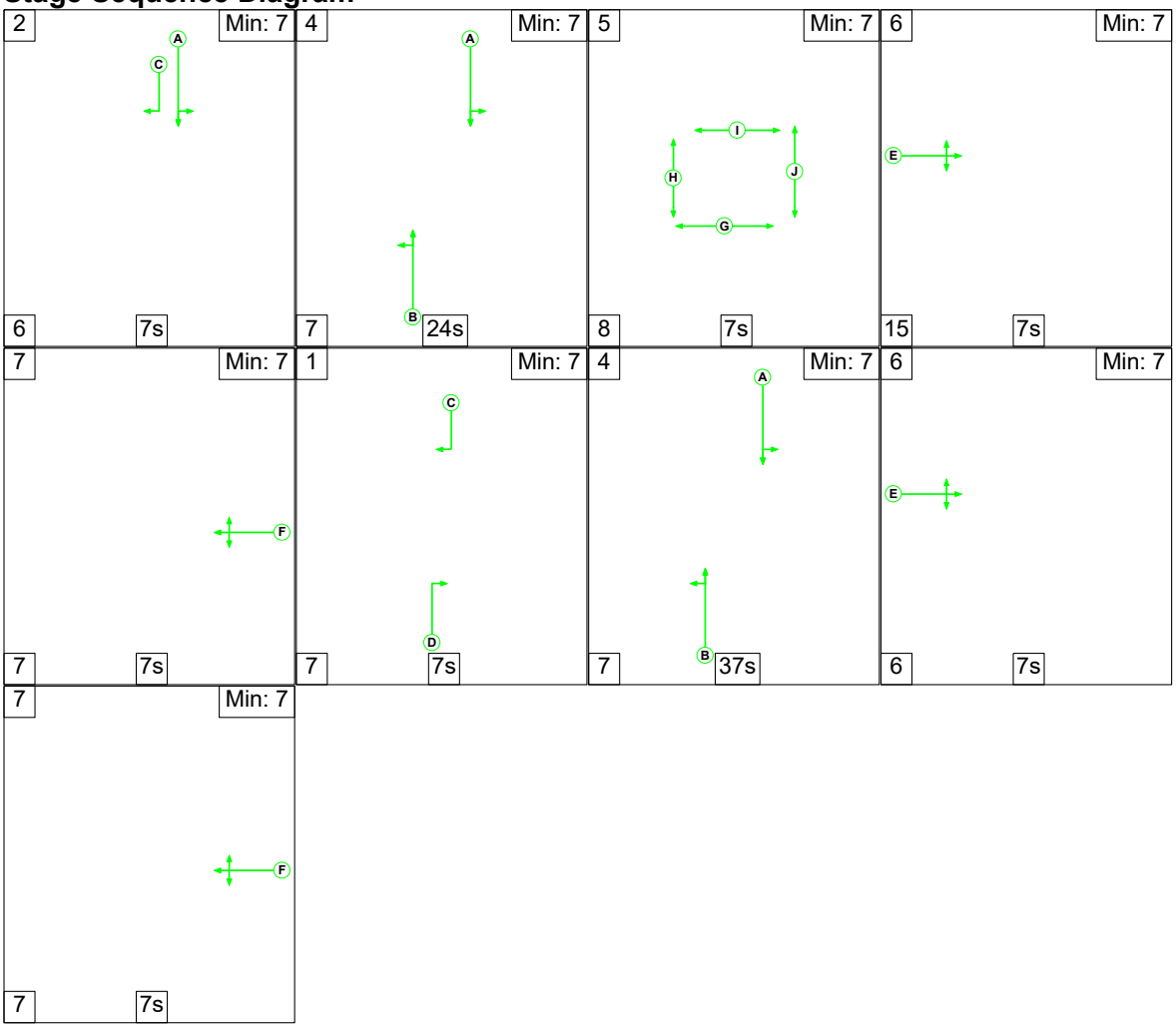
PRC for Signalled Lanes (%): 23.0
PRC Over All Lanes (%): 23.0

Total Delay for Signalled Lanes (pcuHr): 22.38
Total Delay Over All Lanes(pcuHr): 22.38

Cycle Time (s): 180

Scenario 12: '2041 Base + Sensitivity + Development + Toton E+N PM' (FG12: '2041 Base + Sensitivity + Development + Toton E+N PM', Plan 5: 'E+W access, Peds alt 2028 PM')

Stage Sequence Diagram



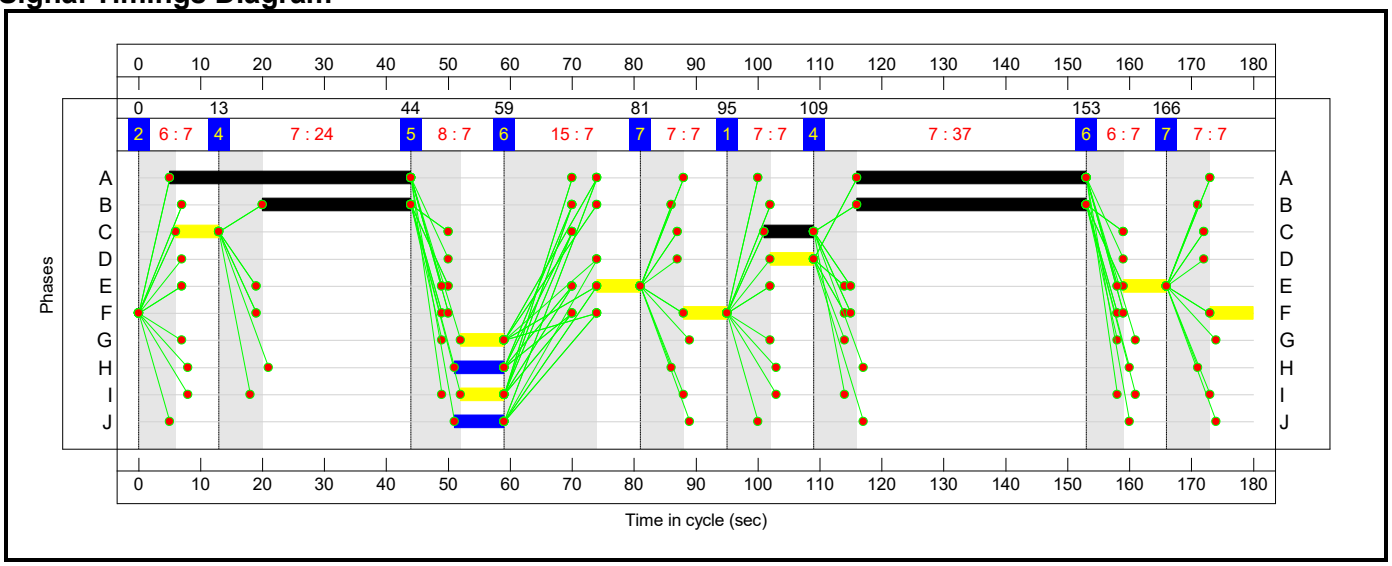
Stage Timings

Stage	2	4	5	6	7	1	4	6	7
Duration	7	24	7	7	7	7	37	7	7
Change Point	0	13	44	59	81	95	109	153	166

Phase Timings

Phase Name	Description	Phase	Green Period 1			Green Period 2		
			Total Green	Start Time	End Time	Total Green	Start Time	End Time
A	B6003 (N) Ahead Left	Traffic	39	5	44	37	116	153
B	B6003 (S) Left Ahead	Traffic	24	20	44	37	116	153
C	B6003 (N) Right	Traffic	7	6	13	8	101	109
D	B6003 (S) Right	Traffic	7	102	109			
E	Toton West Right Ahead Left	Traffic	7	74	81	7	159	166
F	Toton East Access Left Ahead Right	Traffic	7	88	95	7	173	0
G	Pedestrians across	Pedestrian	7	52	59			
H	Pedestrians across	Pedestrian	8	51	59			
I	Pedestrians across	Pedestrian	7	52	59			
J	Pedestrians across	Pedestrian	8	51	59			

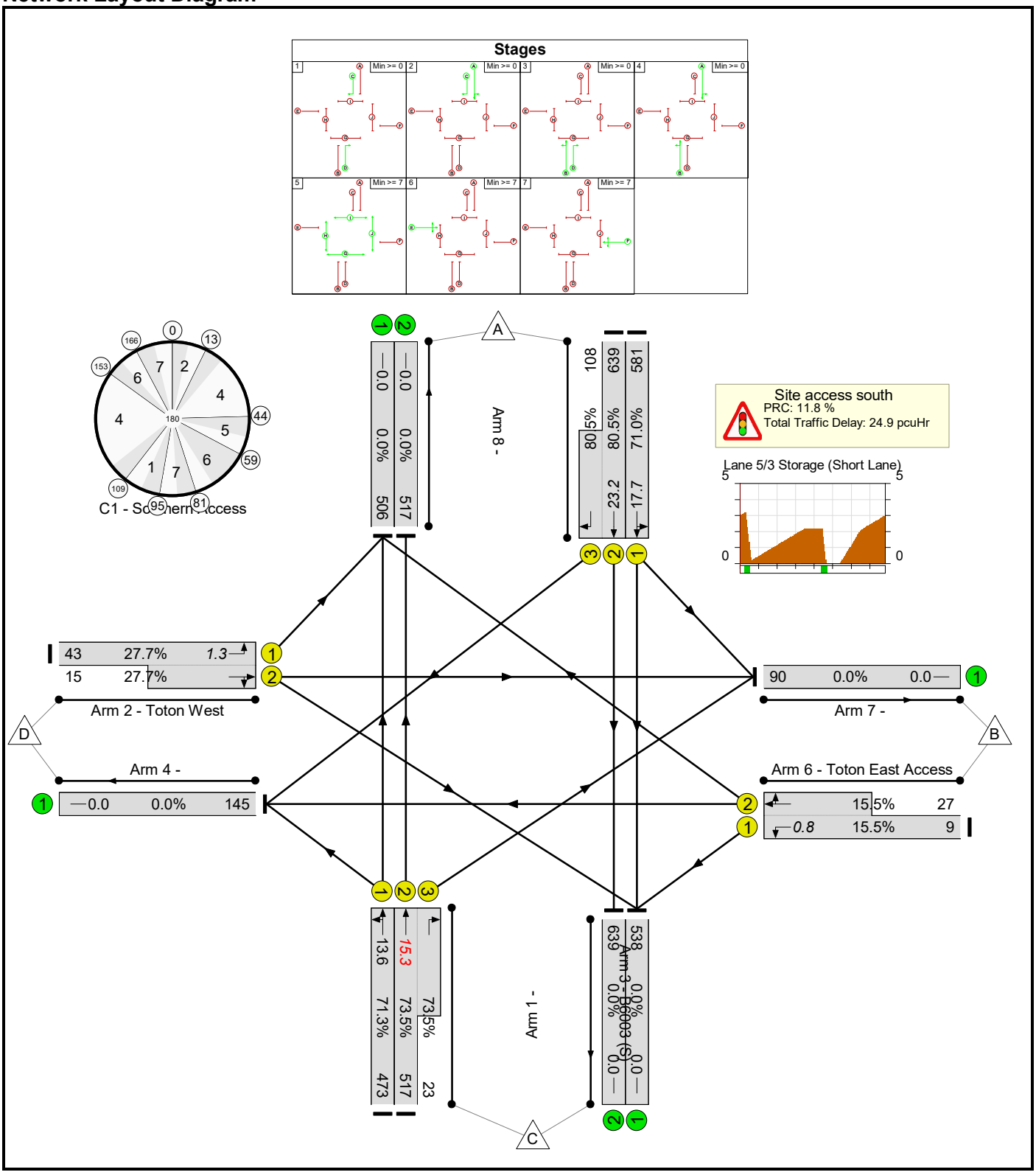
Signal Timings Diagram



Lane Green Times

Junction: Site access south					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
2/1	Toton West Left	U	E	74	81
				159	166
2/2	Toton West Right Ahead	U	E	74	81
				159	166
3/1	B6003 (S) Left Ahead	U	B	20	44
				116	153
3/2	B6003 (S) Ahead	U	B	20	44
				116	153
3/3	B6003 (S) Right	U	D	102	109
5/1	B6003 (N) Ahead Left	U	A	5	44
				116	153
5/2	B6003 (N) Ahead	U	A	5	44
				116	153
5/3	B6003 (N) Right	U	C	6	13
				101	109
6/1	Toton East Access Left	U	F	88	95
				173	0
6/2	Toton East Access Ahead Right	U	F	88	95
				173	0

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: B6003 / Site Access / Toton East Access Crossroads	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**80.5%**
Site access south	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**80.5%**
1/1		U	N/A	N/A	-		-	-	-	-	538	Inf	Inf	0.0%
1/2		U	N/A	N/A	-		-	-	-	-	639	Inf	Inf	0.0%
2/1+2/2	Toton West Right Ahead Left	U	N/A	N/A	E		2	14	-	-	58	1747:1958	155+54	27.7 : 27.7%
3/1	B6003 (S) Left Ahead	U	N/A	N/A	B		2	61	-	-	473	1896	664	71.3%
3/2+3/3	B6003 (S) Right Ahead	U	N/A	N/A	B D		2:1	61:7	-	-	540	2055:1741	703+31	73.5 : 73.5%
4/1		U	N/A	N/A	-		-	-	-	-	145	Inf	Inf	0.0%
5/1	B6003 (N) Ahead Left	U	N/A	N/A	A		2	76	-	-	581	1888	818	71.0%
5/2+5/3	B6003 (N) Ahead Right	U	N/A	N/A	A C		2	76:15	-	-	747	2055:1741	794+134	80.5 : 80.5%
6/1+6/2	Toton East Access Left Ahead Right	U	N/A	N/A	F		2	14	-	-	36	1747:1958	58+174	15.5 : 15.5%
7/1		U	N/A	N/A	-		-	-	-	-	90	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	-	506	Inf	Inf	0.0%
8/2		U	N/A	N/A	-		-	-	-	-	517	Inf	Inf	0.0%

Detailed 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)	Item
Network: B6003 / Site Access / Toton East Access Crossroads	**-**	**-**	**0**	**0**	**0**	**18.7**	**6.1**	**0.0**	**24.9**	**-**	**-**	**-**	**-**	**Network: B6003 / Site Access / Toton East Access Crossroads**
Site access south	**-**	**-**	**0**	**0**	**0**	**18.7**	**6.1**	**0.0**	**24.9**	**-**	**-**	**-**	**-**	**Site access south**
1/1	538	538	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/1
1/2	639	639	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	1/2
2/1+2/2	58	58	-	-	-	0.6	0.2	-	0.8 (0.6+0.2)	50.2 (50.3:49.8)	1.1	0.2	1.3	2/1+2/2
3/1	473	473	-	-	-	3.5	1.2	-	4.7	35.8	12.4	1.2	13.6	3/1
3/2+3/3	540	540	-	-	-	4.4	1.4	-	5.8 (5.1+0.7)	38.7 (35.7:106.6)	13.9	1.4	15.3	3/2+3/3
4/1	145	145	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
5/1	581	581	-	-	-	3.9	1.2	-	5.1	31.6	16.5	1.2	17.7	5/1
5/2+5/3	747	747	-	-	-	5.9	2.0	-	8.0 (6.1+1.8)	38.3 (34.6:60.4)	21.2	2.0	23.2	5/2+5/3
6/1+6/2	36	36	-	-	-	0.4	0.1	-	0.5 (0.1+0.4)	47.2 (47.1:47.2)	0.7	0.1	0.8	6/1+6/2
7/1	90	90	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	517	517	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2

C1 - Southern Access

PRC for Signalled Lanes (%): 11.8
PRC Over All Lanes (%): 11.8

Total Delay for Signalled Lanes (pcuHr): 24.85
Total Delay Over All Lanes(pcuHr): 24.85

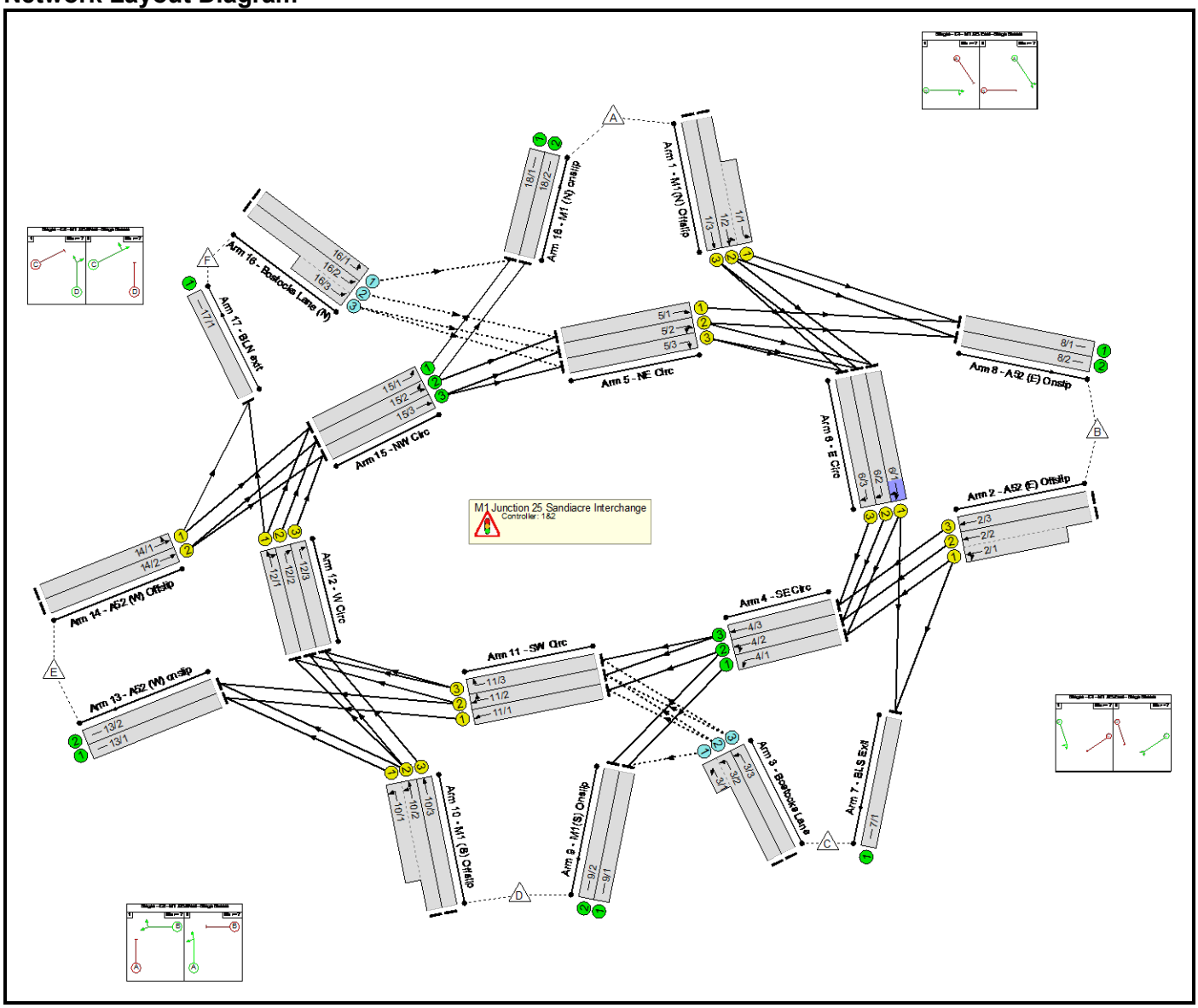
Cycle Time (s): 180

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, 2, 44, 1

Network Layout Diagram



Scenarios

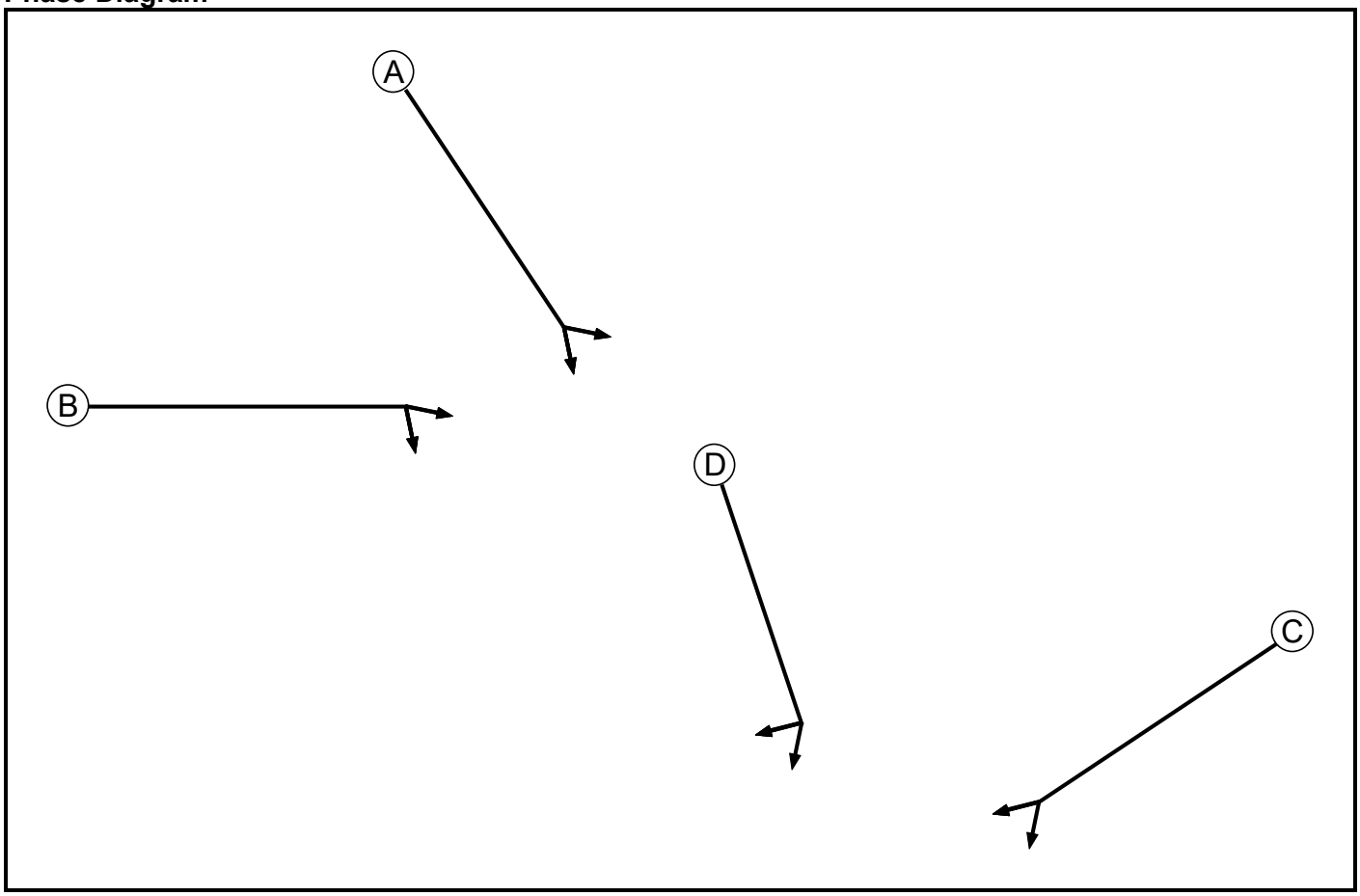
Number	Scenario Name	Flow Group	Network Control Plan	Time	Cycle Time (s)	PRC (%)	Delay (pcuHr)
1	1	2025 AM Base	1	08:00 - 09:00	65/65	-3.5	96.11
2	2	2025 PM Base	1	17:00 - 18:00	60/60	-4.2	65.45
3	3	2028 AM Base	1	08:00 - 09:00	65/65	-10.6	110.80
4	4	2028 PM Base	1	17:00 - 18:00	60/60	-5.1	72.09
5	5	2041 AM Base	1	08:00 - 09:00	65/65	-35.7	220.35
6	6	2041 PM Base	1	17:00 - 18:00	60/60	-14.2	117.25
7	7	2028 AM Base + Dev	1	08:00 - 09:00	65/65	-12.1	115.85
8	8	2028 PM Base + Dev	1	17:00 - 18:00	60/60	-7.0	75.65
9	9	2041 AM Base + Dev	1	08:00 - 09:00	65/65	-37.3	230.23
10	10	2041 PM Base + Dev	1	17:00 - 18:00	60/60	-16.1	126.81
11	11	2028 AM Base SENS	1	08:00 - 09:00	65/65	-11.7	114.04
12	12	2028 PM Base SENS	1	17:00 - 18:00	60/60	-6.0	74.29
13	13	2041 AM Base SENS	1	08:00 - 09:00	65/65	-37.0	220.18
14	14	2041 PM Base SENS	1	17:00 - 18:00	60/60	-14.9	124.01
15	15	2028 AM Base SENS + Dev	1	08:00 - 09:00	65/65	-13.2	119.88
16	16	2028 PM Base SENS + Dev	1	17:00 - 18:00	60/60	-7.9	78.28
17	17	2041 AM Base SENS + Dev	1	08:00 - 09:00	65/65	-38.6	232.41
18	18	2041 PM Base SENS + Dev	1	17:00 - 18:00	60/60	-16.7	133.51

Controller Summary

Controller	Type	SCN	Stage Stream	Num Phases	Num Stages	Controls Junctions	Controller Notes
C1 - M1 J25 East	Sms	7300	Stage Stream 1	2	2	M1 Junction 25 Sandiacre Interchange	
			Stage Stream 2	2	2		
C2 - M1 J25 West	Sms	7301	Stage Stream 1	2	2	M1 Junction 25 Sandiacre Interchange	
			Stage Stream 2	2	2		

C1 - M1 J25 East

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

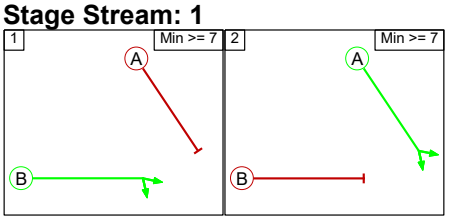
Terminating Phase	Starting Phase				
		A	B	C	D
	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	5	

Phases in Stage

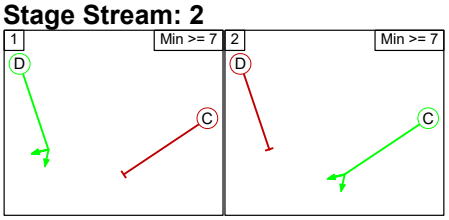
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

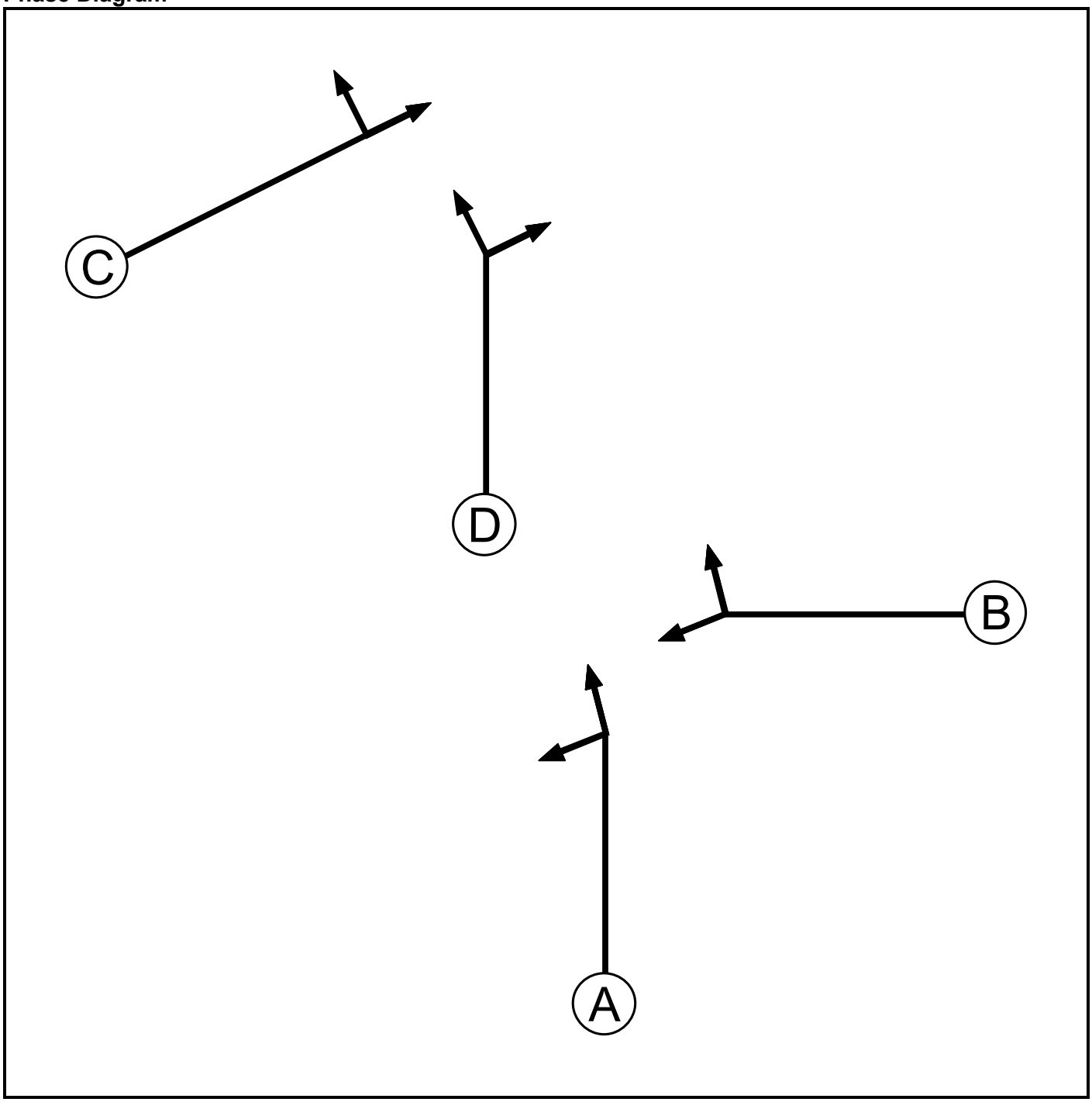
From Stage	To Stage		
		1	2
	1		6
	2	6	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	6	

C2 - M1 J25 West

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Stage Stream	Assoc. Phase	Street Min	Cont Min
A	Traffic	1		7	7
B	Traffic	1		7	7
C	Traffic	2		7	7
D	Traffic	2		7	7

Phase Intergreens Matrix

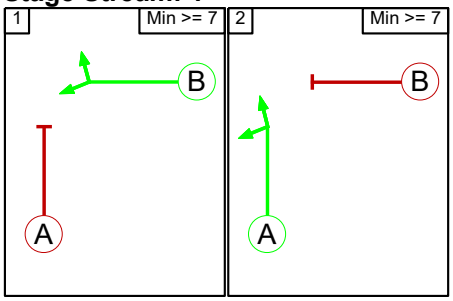
		Starting Phase			
		A	B	C	D
Terminating Phase	A		6	-	-
	B	6		-	-
	C	-	-		6
	D	-	-	5	

Phases in Stage

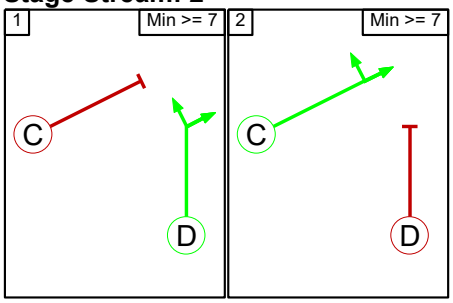
Stream	Stage No.	Phases in Stage
1	1	B
1	2	A
2	1	D
2	2	C

Stage Diagram

Stage Stream: 1



Stage Stream: 2



Phase Delays

Stage Stream: 1

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

Stage Stream: 2

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

Prohibited Stage Change

Stage Stream: 1

	To Stage		
		1	2
From Stage	1		6
	2	6	

Stage Stream: 2

	To Stage		
		1	2
From Stage	1		5
	2	6	

Lane Input Data

Junction: M1 Junction 25 Sandiacre Interchange

Lane	Lane Type	Phases	Start Disp.	End Disp.	Physical Length (PCU)	Sat Flow Type	Def User Saturation Flow (PCU/Hr)	Lane Width (m)	Gradient	Nearside Lane	Turns	Turning Radius (m)
1/1 (M1(N) Offslip)	U	A	2	3	8.2	User	1900	-	-	-	-	-
1/2 (M1(N) Offslip)	U	A	2	3	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)	1024	0	4/1	0.23	All	-	-	-	-	-
3/2 (Bostocks Lane)	11/1 (Left)	1024	0	4/1	0.23	All	-	-	-	-	-
				4/2	0.23	All					
	11/2 (Left)	1024	0	4/1	0.23	All					
				4/2	0.23	All					
3/3 (Bostocks Lane)	11/2 (Left)	1024	0	4/1	0.23	All	-	-	-	-	-
				4/2	0.23	All					
				4/3	0.23	All					
	11/3 (Left)	1024	0	4/1	0.23	All					
				4/2	0.23	All					
				4/3	0.23	All					
16/1 (Bostocks Lane (N))	18/1 (Left)	922	0	15/1	0.21	All	-	-	-	-	-
16/2 (Bostocks Lane (N))	5/1 (Left)	922	0	15/1	0.21	All	-	-	-	-	-
				15/2	0.21	All					
16/3 (Bostocks Lane (N))	5/2 (Left)	922	0	15/1	0.21	All	-	-	-	-	-
				15/2	0.21	All					
				15/3	0.21	All					
	5/3 (Left)	922	0	15/1	0.21	All					
				15/2	0.21	All					
				15/3	0.21	All					

Lane Connector Input Data

Junction: M1 Junction 25 Sandiacre Interchange				
Org Lane	Dest Lane	Junction	Mean Cruise Time	Platoon Dispersion
1/1	8/1	Internal	3	35
1/2	6/1	Internal	11	35
1/2	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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 Green Data For This Scenario

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 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	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	214	353	0	101	1203
	F	148	87	51	282	45	0	613
	Tot.	1217	1108	911	1426	1242	613	6517

FG2: '2025 PM Base'

Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	279	348	1	423	136	1187
	B	274	0	248	446	0	81	1049
	C	241	160	0	167	215	65	848
	D	49	362	116	0	51	242	820
	E	833	2	209	252	0	101	1397
	F	139	51	18	192	26	0	426
	Tot.	1536	854	939	1058	715	625	5727

FG3: '2028 AM Base'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	358	328	1	678	136	1501
	B	227	2	187	554	0	83	1053
	C	326	180	0	260	221	39	1026
	D	0	509	150	0	334	269	1262
	E	549	2	220	364	0	104	1239
	F	152	90	53	290	46	0	631
	Tot.	1254	1141	938	1469	1279	631	6712

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	83	1079
	C	248	165	0	172	221	67	873
	D	50	373	119	0	53	249	844
	E	858	2	215	259	0	104	1438
	F	143	53	19	198	27	0	440
	Tot.	1581	880	966	1089	736	643	5895

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	240	396	0	113	1349
	F	166	98	57	316	50	0	687
	Tot.	1365	1242	1022	1599	1392	688	7308

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	90	1171
	C	269	179	0	187	240	73	948
	D	55	404	130	0	57	270	916
	E	931	2	233	282	0	113	1561
	F	155	57	20	215	29	0	476
	Tot.	1716	954	1049	1183	799	698	6399

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

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	362	328	1	678	136	1505
	B	246	2	190	574	16	84	1112
	C	326	181	0	260	221	39	1027
	D	0	513	150	0	334	269	1266
	E	549	5	220	364	0	104	1242
	F	152	90	53	290	46	0	631
	Tot.	1273	1153	941	1489	1295	632	6783

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	84	1098
	C	248	166	0	172	221	67	874
	D	50	388	119	0	53	249	859
	E	858	15	215	259	0	104	1451
	F	143	53	19	198	27	0	440
	Tot.	1587	924	967	1095	741	644	5958

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	240	396	0	113	1353
	F	166	98	57	316	50	0	687
	Tot.	1384	1255	1024	1619	1408	689	7379

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	91	1190
	C	269	180	0	187	240	73	949
	D	55	420	130	0	57	270	932
	E	931	15	233	282	0	113	1574
	F	155	58	20	215	29	0	477
	Tot.	1722	999	1050	1189	804	699	6463

FG11: '2028 AM Base SENS'
Desired Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	361	328	1	678	136	1504
	B	240	2	189	568	11	84	1094
	C	326	181	0	260	221	39	1027
	D	0	512	150	0	334	269	1265
	E	549	4	220	364	0	104	1241
	F	152	90	53	290	46	0	631
	Tot.	1267	1150	940	1483	1290	632	6762

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	84	1092
	C	248	166	0	172	221	67	874
	D	50	383	119	0	53	249	854
	E	858	10	215	259	0	104	1446
	F	143	53	19	198	27	0	440
	Tot.	1585	909	967	1093	739	644	5937

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	240	396	0	113	1351
	F	166	98	57	316	50	0	687
	Tot.	1378	1251	1024	1613	1403	688	7357

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	91	1184
	C	269	180	0	187	240	73	949
	D	55	415	130	0	57	270	927
	E	931	11	233	282	0	113	1570
	F	155	57	20	215	29	0	476
	Tot.	1720	985	1050	1187	802	699	6443

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

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	365	328	1	678	136	1508
	B	259	2	191	587	27	85	1151
	C	326	181	0	260	221	39	1027
	D	0	516	150	0	334	269	1269
	E	549	8	220	364	0	104	1245
	F	152	90	53	290	46	0	631
	Tot.	1286	1162	942	1502	1306	633	6831

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	84	1109
	C	248	168	0	172	221	67	876
	D	50	398	119	0	53	249	869
	E	858	23	215	259	0	104	1459
	F	143	54	19	198	27	0	441
	Tot.	1591	955	967	1099	744	644	6000

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	240	396	0	113	1355
	F	166	98	57	316	50	0	687
	Tot.	1397	1263	1026	1633	1419	689	7427

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	91	1201
	C	269	182	0	187	240	73	951
	D	55	430	130	0	57	270	942
	E	931	23	233	282	0	113	1582
	F	155	58	20	215	29	0	477
	Tot.	1726	1029	1050	1193	807	699	6504

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	214	353	0	101	1203
	F	148	87	51	282	45	0	613
	Tot.	1217	1108	911	1426	1242	613	6517

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	81	1049
	C	241	160	0	167	215	65	848
	D	49	362	116	0	51	242	820
	E	833	2	209	252	0	101	1397
	F	139	51	18	192	26	0	426
	Tot.	1536	854	939	1058	715	625	5727

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	358	328	1	678	136	1501
	B	227	2	187	554	0	83	1053
	C	326	180	0	260	221	39	1026
	D	0	509	150	0	334	269	1262
	E	549	2	220	364	0	104	1239
	F	152	90	53	290	46	0	631
	Tot.	1254	1141	938	1469	1279	631	6712

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	83	1079
	C	248	165	0	172	221	67	873
	D	50	373	119	0	53	249	844
	E	858	2	215	259	0	104	1438
	F	143	53	19	198	27	0	440
	Tot.	1581	880	966	1089	736	643	5895

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	240	396	0	113	1349
	F	166	98	57	316	50	0	687
	Tot.	1365	1242	1022	1599	1392	688	7308

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	90	1171
	C	269	179	0	187	240	73	948
	D	55	404	130	0	57	270	916
	E	931	2	233	282	0	113	1561
	F	155	57	20	215	29	0	476
	Tot.	1716	954	1049	1183	799	698	6399

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	362	328	1	678	136	1505
	B	246	2	190	574	16	84	1112
	C	326	181	0	260	221	39	1027
	D	0	513	150	0	334	269	1266
	E	549	5	220	364	0	104	1242
	F	152	90	53	290	46	0	631
	Tot.	1273	1153	941	1489	1295	632	6783

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	84	1098
	C	248	166	0	172	221	67	874
	D	50	388	119	0	53	249	859
	E	858	15	215	259	0	104	1451
	F	143	53	19	198	27	0	440
	Tot.	1587	924	967	1095	741	644	5958

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	240	396	0	113	1353
	F	166	98	57	316	50	0	687
	Tot.	1384	1255	1024	1619	1408	689	7379

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	91	1190
	C	269	180	0	187	240	73	949
	D	55	420	130	0	57	270	932
	E	931	15	233	282	0	113	1574
	F	155	58	20	215	29	0	477
	Tot.	1722	999	1050	1189	804	699	6463

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 :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	361	328	1	678	136	1504
	B	240	2	189	568	11	84	1094
	C	326	181	0	260	221	39	1027
	D	0	512	150	0	334	269	1265
	E	549	4	220	364	0	104	1241
	F	152	90	53	290	46	0	631
	Tot.	1267	1150	940	1483	1290	632	6762

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

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	297	358	1	435	140	1231
	B	286	0	256	463	3	84	1092
	C	248	166	0	172	221	67	874
	D	50	383	119	0	53	249	854
	E	858	10	215	259	0	104	1446
	F	143	53	19	198	27	0	440
	Tot.	1585	909	967	1093	739	644	5937

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	240	396	0	113	1351
	F	166	98	57	316	50	0	687
	Tot.	1378	1251	1024	1613	1403	688	7357

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 :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	322	389	1	473	152	1337
	B	310	0	278	502	3	91	1184
	C	269	180	0	187	240	73	949
	D	55	415	130	0	57	270	927
	E	931	11	233	282	0	113	1570
	F	155	57	20	215	29	0	476
	Tot.	1720	985	1050	1187	802	699	6443

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 15: '15' (FG15: '2028 AM Base SENS + Dev', Plan 1: '1')

Traffic Flows, Actual

Actual Flow :

		Destination						
		A	B	C	D	E	F	Tot.
Origin	A	0	365	328	1	678	136	1508
	B	259	2	191	587	27	85	1151
	C	326	181	0	260	221	39	1027
	D	0	516	150	0	334	269	1269
	E	549	8	220	364	0	104	1245
	F	152	90	53	290	46	0	631
	Tot.	1286	1162	942	1502	1306	633	6831

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	84	1109
	C	248	168	0	172	221	67	876
	D	50	398	119	0	53	249	869
	E	858	23	215	259	0	104	1459
	F	143	54	19	198	27	0	441
	Tot.	1591	955	967	1099	744	644	6000

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	240	396	0	113	1355
	F	166	98	57	316	50	0	687
	Tot.	1397	1263	1026	1633	1419	689	7427

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	91	1201
	C	269	182	0	187	240	73	951
	D	55	430	130	0	57	270	942
	E	931	23	233	282	0	113	1582
	F	155	58	20	215	29	0	477
	Tot.	1726	1029	1050	1193	807	699	6504

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	343	287	373	312
1/2 (with short)	667(In) 340(Out)	628(In) 349(Out)	687(In) 344(Out)	646(In) 359(Out)	748(In) 375(Out)	702(In) 390(Out)
1/3	790	559	814	575	886	625
2/1 (short)	360	347	369	357	404	388
2/2 (with short)	720(In) 360(Out)	694(In) 347(Out)	741(In) 372(Out)	714(In) 357(Out)	807(In) 403(Out)	775(In) 387(Out)
2/3	303	355	312	365	340	396
3/1 (short)	252	167	260	172	283	187
3/2 (with short)	715(In) 463(Out)	646(In) 479(Out)	670(In) 410(Out)	635(In) 463(Out)	751(In) 468(Out)	681(In) 494(Out)
3/3	281	202	356	238	366	267
4/1	179	100	212	109	204	118
4/2	1389	1237	1330	1093	1497	1186
4/3	744	494	839	682	891	742
5/1	478	282	553	322	553	344
5/2	693	636	682	630	763	687
5/3	680	470	671	478	759	520
6/1	730	692	781	718	822	779
6/2	1029	890	958	736	1094	799
6/3	441	139	527	317	551	346
7/1	911	939	938	966	1022	1049
8/1	805	561	896	609	926	656
8/2	303	293	245	271	316	298
9/1	431	267	472	281	487	305
9/2	995	791	997	808	1112	878
10/1 (short)	317	51	328	53	312	57
10/2 (with short)	807(In) 490(Out)	440(In) 389(Out)	882(In) 554(Out)	455(In) 402(Out)	911(In) 599(Out)	489(In) 432(Out)
10/3	418	380	380	389	463	427
11/1	609	661	554	506	626	548
11/2	835	509	799	718	869	733
11/3	438	451	585	444	615	530
12/1	787	748	677	790	759	809
12/2	651	569	864	596	870	691
12/3	427	409	380	390	463	428
13/1	926	712	882	559	938	605
13/2	316	3	397	177	454	194

14/1	604	684	619	719	675	780
14/2	599	713	620	719	674	781
15/1	778	807	665	866	746	891
15/2	683	821	900	841	908	957
15/3	994	870	964	864	1099	943
16/1	148	139	152	143	166	155
16/2 (with short)	465(In) 86(Out)	287(In) 51(Out)	479(In) 90(Out)	297(In) 53(Out)	521(In) 98(Out)	321(In) 57(Out)
16/3 (short)	379	236	389	244	423	264
17/1	613	625	631	643	688	698
18/1	926	946	817	1009	912	1046
18/2	291	590	437	572	453	670

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)	347	302	377	326	345	297
1/2 (with short)	691(In) 344(Out)	661(In) 359(Out)	752(In) 375(Out)	716(In) 390(Out)	690(In) 345(Out)	656(In) 359(Out)
1/3	814	575	886	625	814	575
2/1 (short)	392	364	426	395	383	361
2/2 (with short)	780(In) 388(Out)	726(In) 362(Out)	845(In) 419(Out)	787(In) 392(Out)	768(In) 385(Out)	722(In) 361(Out)
2/3	332	372	360	403	326	370
3/1 (short)	260	172	283	187	260	172
3/2 (with short)	670(In) 410(Out)	635(In) 463(Out)	751(In) 468(Out)	681(In) 494(Out)	676(In) 416(Out)	634(In) 462(Out)
3/3	357	239	367	268	351	240
4/1	232	115	224	124	221	112
4/2	1346	1098	1513	1191	1347	1095
4/3	859	689	911	749	852	689
5/1	557	336	558	359	555	335
5/2	686	645	767	703	683	636
5/3	671	478	759	520	674	478
6/1	781	718	822	779	778	718
6/2	958	736	1094	799	962	734
6/3	527	317	551	346	526	319
7/1	941	967	1024	1050	940	967
8/1	904	638	935	685	900	632
8/2	249	286	320	314	250	277
9/1	492	287	507	311	481	284
9/2	997	808	1112	878	1002	809
10/1 (short)	328	53	312	57	328	53
10/2 (with short)	882(In) 554(Out)	455(In) 402(Out)	911(In) 599(Out)	489(In) 432(Out)	881(In) 553(Out)	459(In) 406(Out)
10/3	384	404	467	443	384	395
11/1	570	511	642	553	566	507
11/2	820	725	889	740	805	722
11/3	585	445	616	531	593	448
12/1	698	797	779	816	684	793
12/2	864	597	871	692	871	603
12/3	384	405	467	444	384	396
13/1	898	564	954	610	894	560
13/2	397	177	454	194	396	179
14/1	619	719	675	780	620	721

14/2	623	732	678	794	621	725
15/1	685	872	765	897	672	870
15/2	903	855	913	971	908	854
15/3	968	879	1103	959	968	870
16/1	152	143	166	155	152	143
16/2 (with short)	479(In) 90(Out)	297(In) 53(Out)	521(In) 98(Out)	322(In) 58(Out)	479(In) 90(Out)	297(In) 53(Out)
16/3 (short)	389	244	423	264	389	244
17/1	632	644	689	699	632	644
18/1	837	1015	931	1052	824	1013
18/2	436	572	453	670	443	572

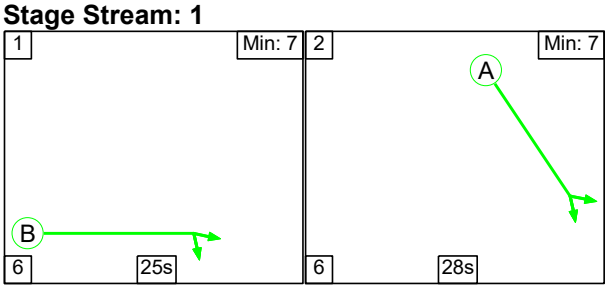
Lane	Scenario 13: 13	Scenario 14: 14	Scenario 15: 15	Scenario 16: 16	Scenario 17: 17	Scenario 18: 18
Junction: M1 Junction 25 Sandiacre Interchange						
1/1 (short)	374	322	349	312	378	336
1/2 (with short)	751(In) 377(Out)	712(In) 390(Out)	694(In) 345(Out)	671(In) 359(Out)	755(In) 377(Out)	726(In) 390(Out)
1/3	886	625	814	575	886	625
2/1 (short)	415	391	404	367	435	397
2/2 (with short)	830(In) 415(Out)	783(In) 392(Out)	805(In) 401(Out)	733(In) 366(Out)	868(In) 433(Out)	794(In) 397(Out)
2/3	357	401	346	376	377	407
3/1 (short)	283	187	260	172	283	187
3/2 (with short)	757(In) 474(Out)	681(In) 494(Out)	676(In) 416(Out)	634(In) 462(Out)	757(In) 474(Out)	681(In) 494(Out)
3/3	361	268	351	242	361	270
4/1	211	121	240	118	229	127
4/2	1514	1188	1363	1100	1532	1193
4/3	905	749	872	695	925	755
5/1	570	358	559	351	574	375
5/2	750	695	687	651	754	708
5/3	761	519	674	478	761	519
6/1	820	780	778	718	820	780
6/2	1099	796	962	734	1099	796
6/3	548	348	526	319	548	348
7/1	1024	1050	942	967	1026	1050
8/1	944	680	908	663	952	711
8/2	307	305	254	292	311	318
9/1	494	308	500	290	512	314
9/2	1119	879	1002	809	1121	879
10/1 (short)	340	56	328	53	340	56
10/2 (with short)	925(In) 585(Out)	494(In) 438(Out)	881(In) 553(Out)	459(In) 406(Out)	925(In) 585(Out)	498(In) 442(Out)
10/3	452	433	388	410	456	444
11/1	636	549	582	512	652	554
11/2	877	760	826	728	897	760
11/3	622	511	592	450	622	519
12/1	766	839	705	799	786	839
12/2	891	671	870	605	891	681
12/3	452	435	388	411	456	448
13/1	976	605	910	565	992	610
13/2	427	197	396	179	427	197
14/1	676	784	620	721	676	784

14/2	675	786	625	738	679	798
15/1	754	924	692	876	773	924
15/2	930	942	911	869	934	964
15/3	1088	950	972	885	1092	963
16/1	166	155	152	143	166	155
16/2 (with short)	521(In) 98(Out)	321(In) 57(Out)	479(In) 90(Out)	298(In) 54(Out)	521(In) 98(Out)	322(In) 58(Out)
16/3 (short)	423	264	389	244	423	264
17/1	688	699	633	644	689	699
18/1	920	1079	844	1019	939	1079
18/2	458	641	442	572	458	647

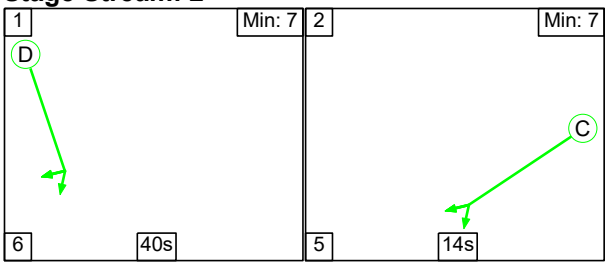
Scenario 1: '1' (FG1: '2025 AM Base', Plan 1: '1')
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	28
Change Point	58	24

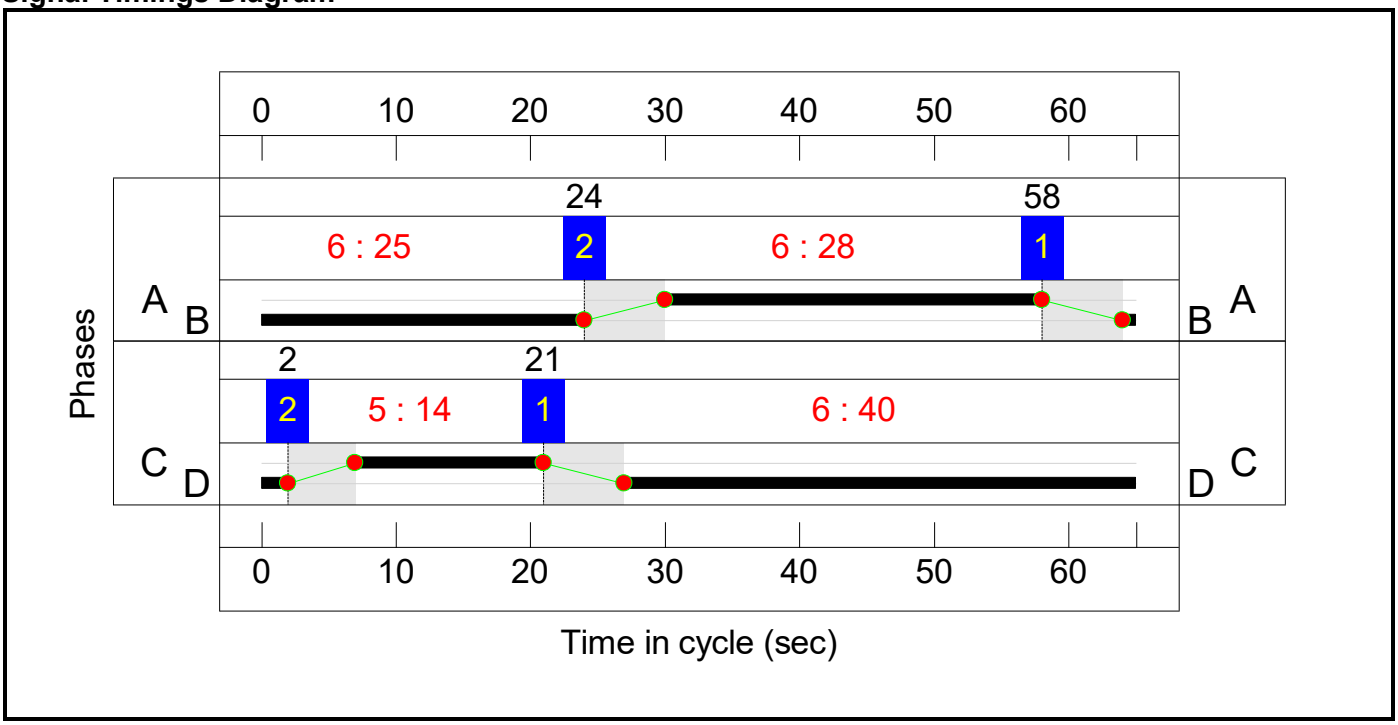
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

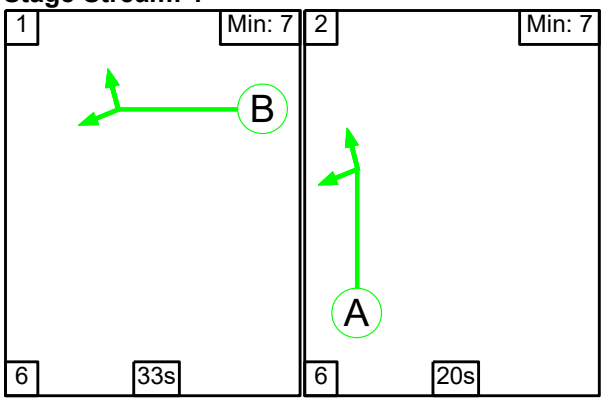
Signal Timings Diagram



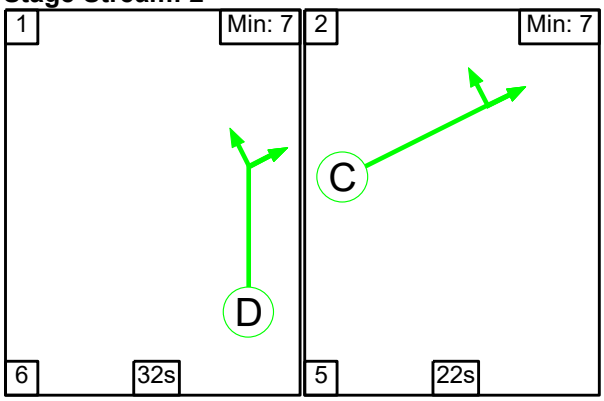
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

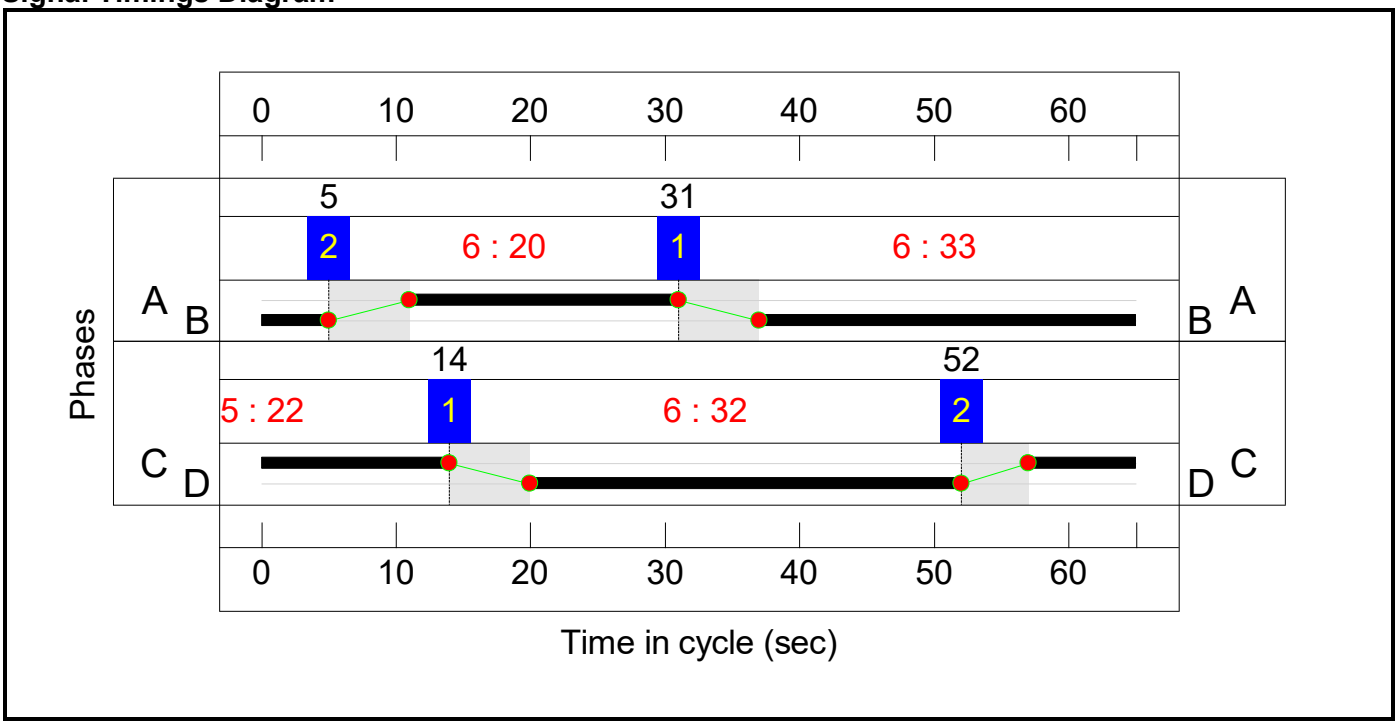
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

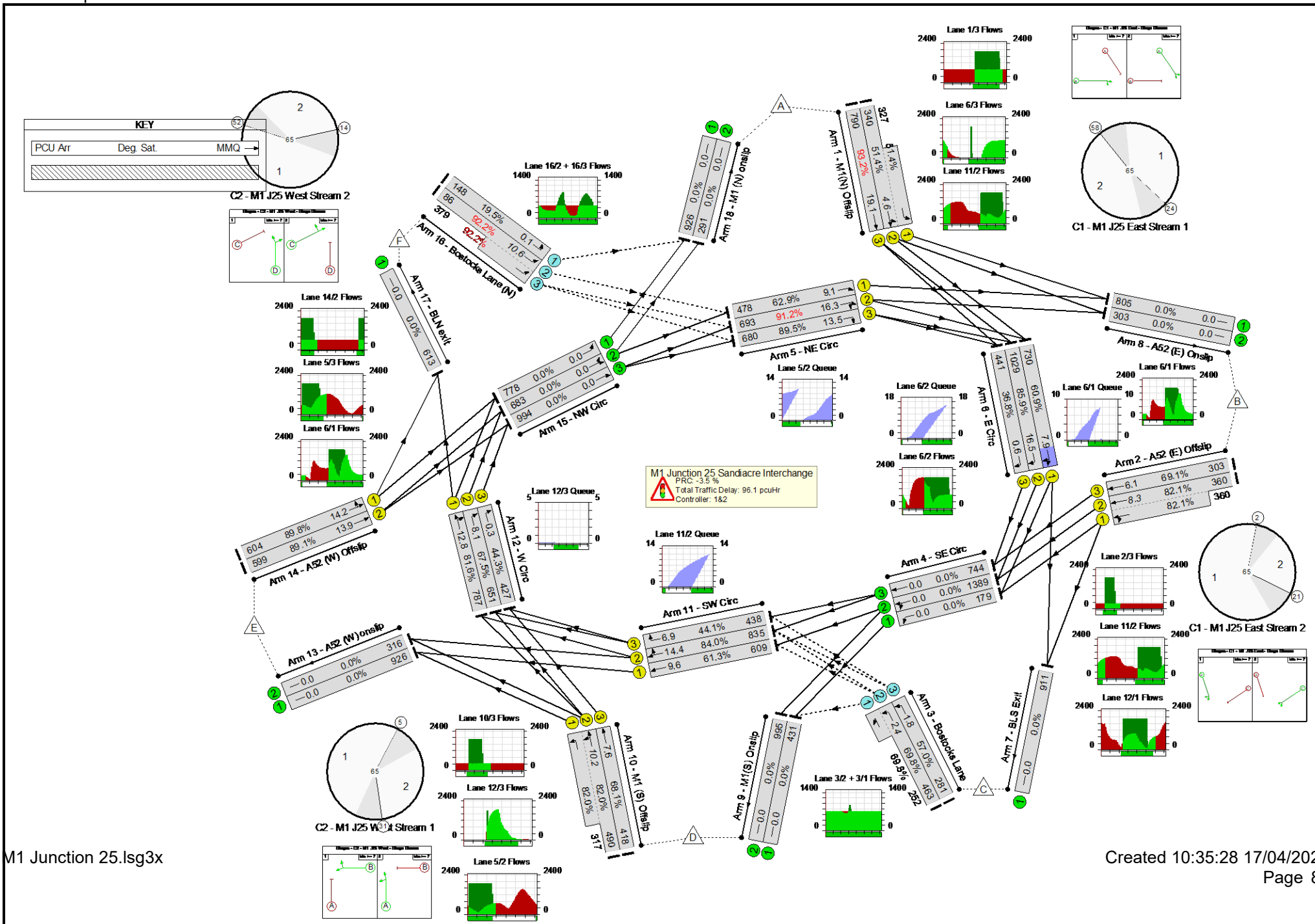
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -3.5 %
Total Traffic Delay: 96.1 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 14/2 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.2%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.2%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	667	1900:1900	661+636	51.4 : 51.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	790	1900	848	93.2%
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	663+361	69.8 : 69.8%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	281	1800	493	57.0%
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	-		-	-	-	-	1389	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	744	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	478	1900	760	62.9%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	693	1900	760	91.2%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	680	1900	760	89.5%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	730	1900	1198	60.9%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	1029	1900	1198	85.9%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	441	1900	1198	36.8%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	911	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	-		-	-	-	-	995	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	-	-	609	1900	994	61.3%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	835	1900	994	84.0%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	438	1900	994	44.1%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	787	1900	965	81.6%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	651	1900	965	67.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	427	1900	965	44.3%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	926	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	316	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	604	1900	672	89.8%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	599	1900	672	89.1%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	778	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	683	Inf	Inf	0.0%

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	994	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	148	1800	759	19.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	465	1800:1800	93+411	92.2 : 92.2%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	613	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	926	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	291	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2789**	**0**	**0**	**55.9**	**40.2**	**0.0**	**96.1**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2789**	**0**	**0**	**55.9**	**40.2**	**0.0**	**96.1**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	667	667	-	-	-	2.2	0.5	-	2.8	15.0	4.1	0.5	4.6	1/2+1/1
1/3	790	790	-	-	-	3.7	5.7	-	9.5	43.1	13.4	5.7	19.1	1/3
2/2+2/1	720	720	-	-	-	4.7	2.2	-	7.0	34.9	6.1	2.2	8.3	2/2+2/1
2/3	303	303	-	-	-	1.9	1.1	-	3.0	36.0	5.0	1.1	6.1	2/3
3/2+3/1	715	715	1430	0	0	0.0	1.1	-	1.2	5.8	1.3	1.1	2.4	3/2+3/1
3/3	281	281	281	0	0	0.1	0.7	-	0.7	9.3	1.2	0.7	1.8	3/3
4/1	179	179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1389	1389	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	478	478	-	-	-	2.1	0.8	-	2.9	22.1	8.3	0.8	9.1	5/1
5/2	693	693	-	-	-	4.1	4.6	-	8.7	45.1	11.8	4.6	16.3	5/2
5/3	680	680	-	-	-	3.4	3.9	-	7.3	38.6	9.6	3.9	13.5	5/3
6/1	730	730	-	-	-	1.4	0.0	-	1.4	6.9	7.9	0.0	7.9	6/1
6/2	1029	1029	-	-	-	3.5	0.0	-	3.5	12.4	16.5	0.0	16.5	6/2
6/3	441	441	-	-	-	0.2	0.0	-	0.2	1.6	0.6	0.0	0.6	6/3
7/1	911	911	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	805	805	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	303	303	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	431	431	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	995	995	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

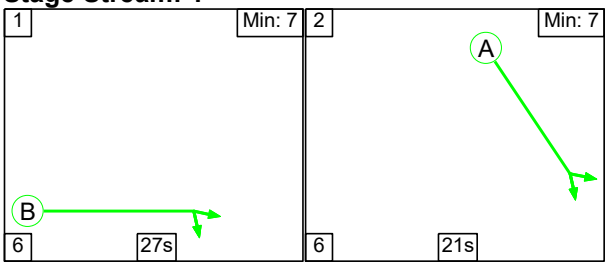
10/2+10/1	807	807	-	-	-	4.3	2.2	-	6.5	29.1	8.0	2.2	10.2	10/2+10/1
10/3	418	418	-	-	-	2.2	1.1	-	3.3	28.2	6.5	1.1	7.6	10/3
11/1	609	609	-	-	-	3.2	0.8	-	4.0	23.6	8.8	0.8	9.6	11/1
11/2	835	835	-	-	-	3.9	2.5	-	6.5	27.9	11.8	2.5	14.4	11/2
11/3	438	438	-	-	-	1.2	0.4	-	1.5	12.7	6.5	0.4	6.9	11/3
12/1	787	787	-	-	-	4.1	0.0	-	4.1	18.8	12.8	0.0	12.8	12/1
12/2	651	651	-	-	-	2.4	0.0	-	2.4	13.2	8.1	0.0	8.1	12/2
12/3	427	427	-	-	-	0.0	0.0	-	0.0	0.3	0.3	0.0	0.3	12/3
13/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	604	604	-	-	-	3.3	4.0	-	7.3	43.5	10.2	4.0	14.2	14/1
14/2	599	599	-	-	-	3.3	3.7	-	7.0	42.1	10.1	3.7	13.9	14/2
15/1	778	778	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	683	683	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	148	148	148	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	465	465	930	0	0	0.4	4.7	-	5.2	40.1	5.9	4.7	10.6	16/2+16/3
17/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	291	291	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	-3.5	Total Delay for Signalled Lanes (pcuHr):	31.14	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	4.8	Total Delay for Signalled Lanes (pcuHr):	15.15	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	7.1	Total Delay for Signalled Lanes (pcuHr):	21.80	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	0.2	Total Delay for Signalled Lanes (pcuHr):	20.84	Cycle Time (s):	65
	PRC Over All Lanes (%):	-3.5	Total Delay Over All Lanes(pcuHr):	96.11		

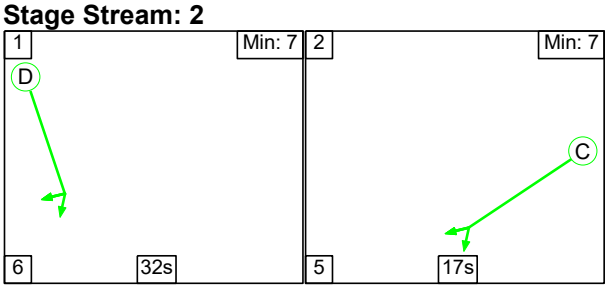
Detailed Input Data And Results
Scenario 2: '2' (FG2: '2025 PM Base', Plan 1: '1')
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

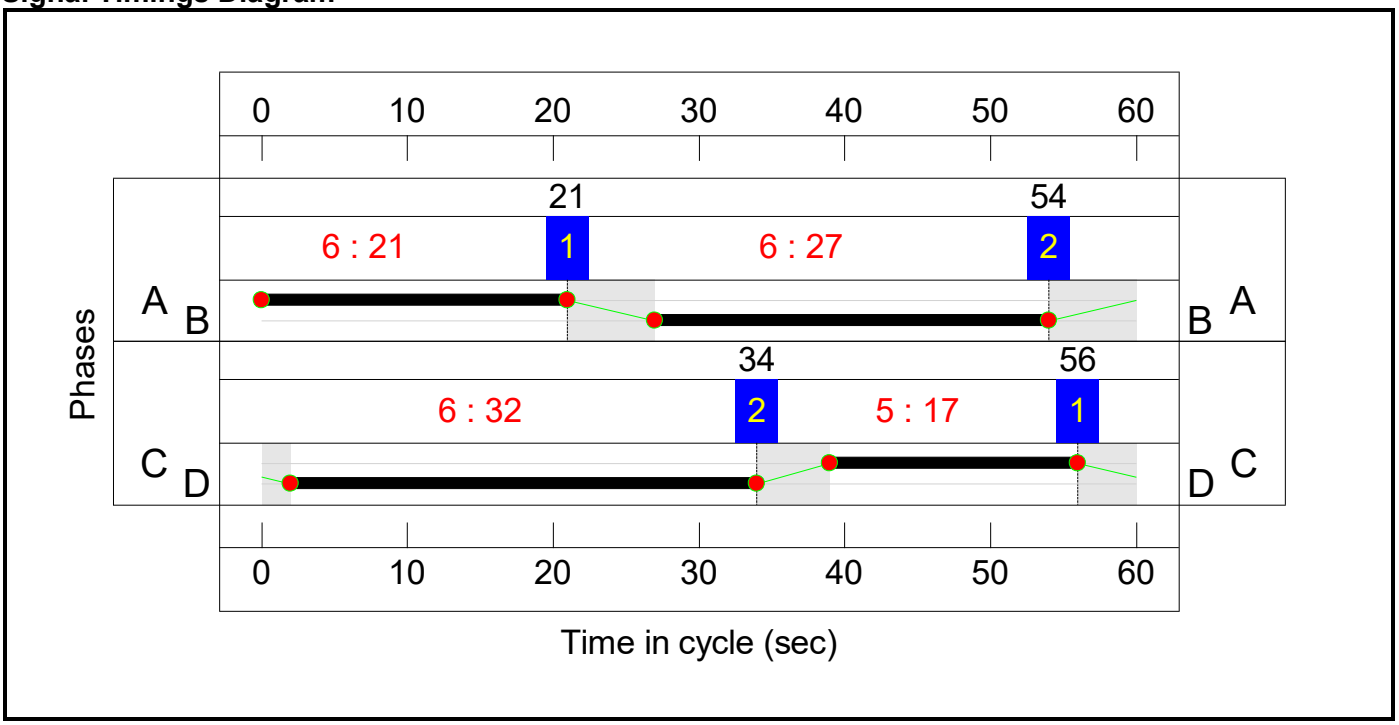
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	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	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

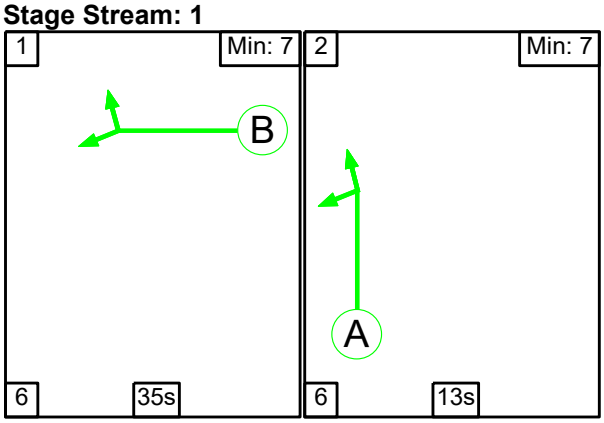
Signal Timings Diagram



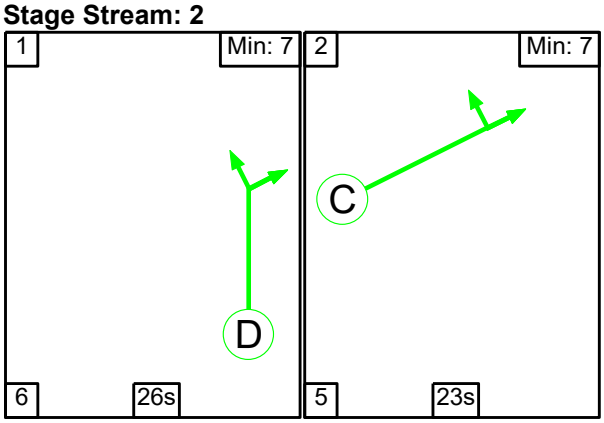
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	13
Change Point	13	54

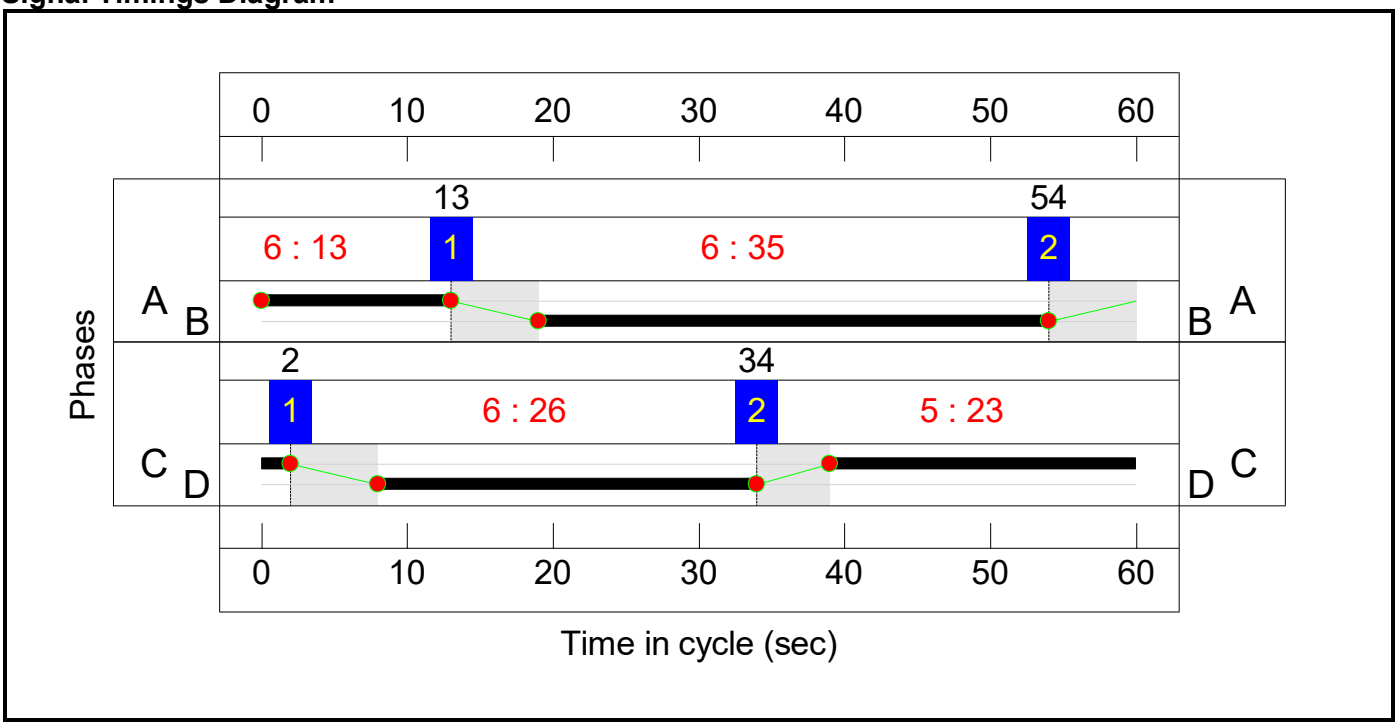
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

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	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

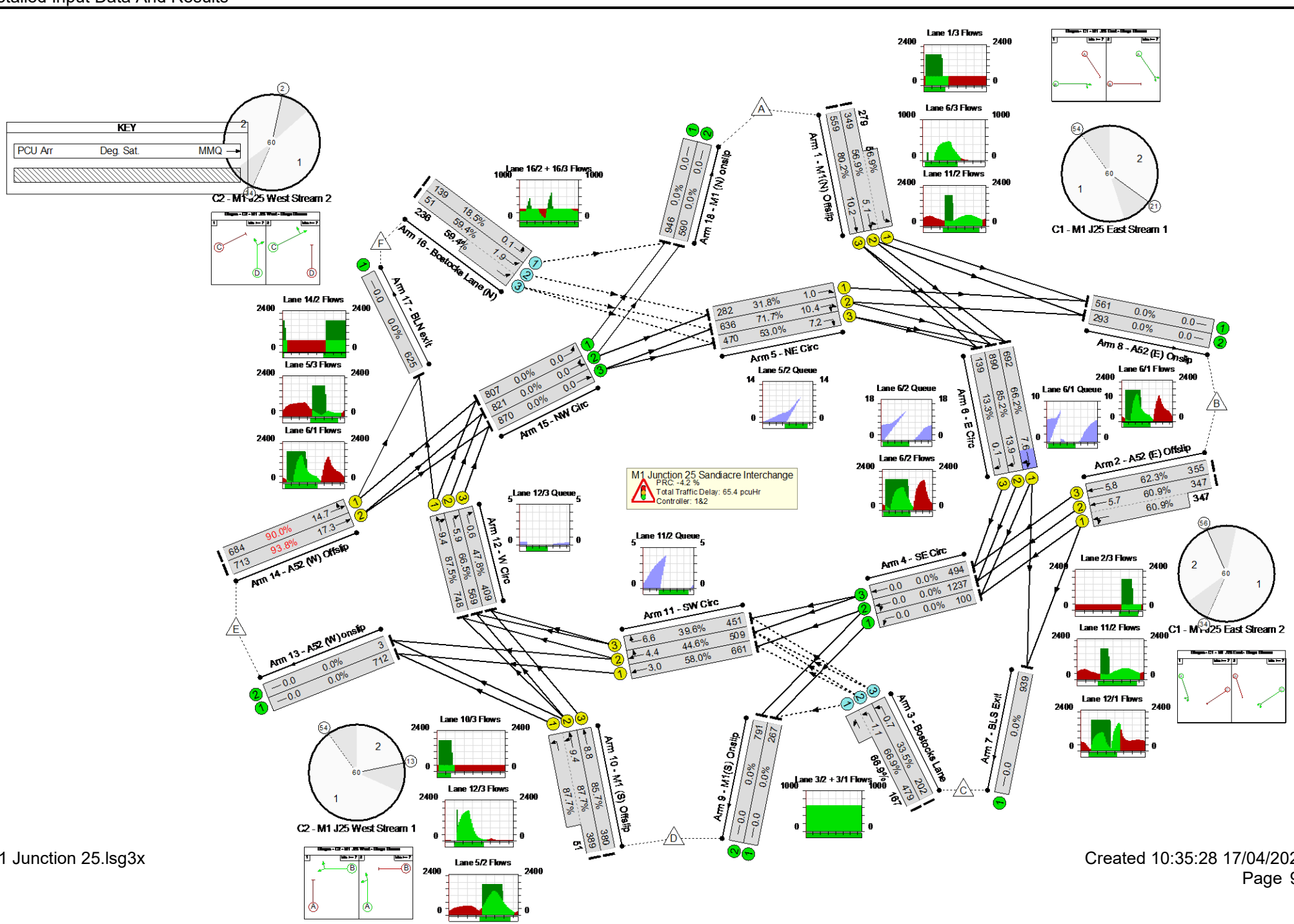
Signal Timings Diagram



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	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	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	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -4.2 %
Total Traffic Delay: 65.4 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 14/2 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows
Lane 12/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.8%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**93.8%**
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	17	-	-	694	1900:1900	570+570	60.9 : 60.9%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	355	1900	570	62.3%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	646	1800:1800	716+250	66.9 : 66.9%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	202	1800	603	33.5%
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	-		-	-	-	-	1237	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	494	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	-	-	636	1900	887	71.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	470	1900	887	53.0%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	692	1900	1045	66.2%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	890	1900	1045	85.2%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	139	1900	1045	13.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	939	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	-		-	-	-	-	791	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	-	-	661	1900	1140	58.0%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	509	1900	1140	44.6%
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	26	-	-	748	1900	855	87.5%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	569	1900	855	66.5%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	409	1900	855	47.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	712	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	23	-	-	684	1900	760	90.0%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	713	1900	760	93.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	807	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	821	Inf	Inf	0.0%

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	870	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	139	1800	752	18.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	287	1800:1800	86+397	59.4 : 59.4%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	625	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	946	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	590	Inf	Inf	0.0%

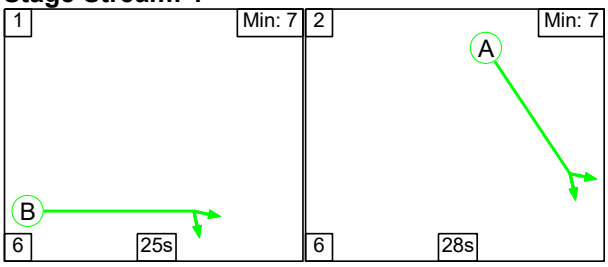
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2207**	**0**	**0**	**39.6**	**25.9**	**0.0**	**65.4**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2207**	**0**	**0**	**39.6**	**25.9**	**0.0**	**65.4**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	628	628	-	-	-	2.5	0.7	-	3.2	18.2	4.5	0.7	5.1	1/2+1/1
1/3	559	559	-	-	-	2.6	2.0	-	4.6	29.8	8.2	2.0	10.2	1/3
2/2+2/1	694	694	-	-	-	3.5	0.8	-	4.2	22.0	4.9	0.8	5.7	2/2+2/1
2/3	355	355	-	-	-	1.8	0.8	-	2.6	26.4	5.0	0.8	5.8	2/3
3/2+3/1	646	646	1292	0	0	0.0	1.0	-	1.0	5.6	0.1	1.0	1.1	3/2+3/1
3/3	202	202	202	0	0	0.0	0.3	-	0.3	4.7	0.4	0.3	0.7	3/3
4/1	100	100	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1237	1237	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	494	494	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	282	282	-	-	-	0.2	0.2	-	0.5	6.0	0.8	0.2	1.0	5/1
5/2	636	636	-	-	-	1.4	1.3	-	2.7	15.2	9.1	1.3	10.4	5/2
5/3	470	470	-	-	-	2.1	0.6	-	2.7	20.5	6.6	0.6	7.2	5/3
6/1	692	692	-	-	-	2.1	0.0	-	2.1	11.1	7.6	0.0	7.6	6/1
6/2	890	890	-	-	-	3.3	0.0	-	3.3	13.5	13.9	0.0	13.9	6/2
6/3	139	139	-	-	-	0.0	0.0	-	0.0	0.6	0.1	0.0	0.1	6/3
7/1	939	939	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	293	293	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	267	267	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	791	791	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	440	440	-	-	-	2.7	3.2	-	5.9	48.2	6.2	3.2	9.4	10/2+10/1
10/3	380	380	-	-	-	2.3	2.8	-	5.1	48.2	6.0	2.8	8.8	10/3
11/1	661	661	-	-	-	0.5	0.7	-	1.2	6.6	2.3	0.7	3.0	11/1
11/2	509	509	-	-	-	0.9	0.4	-	1.3	9.4	4.0	0.4	4.4	11/2
11/3	451	451	-	-	-	1.7	0.3	-	2.1	16.5	6.3	0.3	6.6	11/3
12/1	748	748	-	-	-	2.7	0.0	-	2.7	12.8	9.4	0.0	9.4	12/1
12/2	569	569	-	-	-	2.2	0.0	-	2.2	13.8	5.9	0.0	5.9	12/2
12/3	409	409	-	-	-	0.2	0.0	-	0.2	1.4	0.6	0.0	0.6	12/3
13/1	712	712	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	3	3	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	684	684	-	-	-	3.2	4.1	-	7.3	38.3	10.6	4.1	14.7	14/1
14/2	713	713	-	-	-	3.4	6.0	-	9.5	47.8	11.3	6.0	17.3	14/2
15/1	807	807	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	821	821	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	870	870	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	139	139	139	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	287	287	574	0	0	0.1	0.7	-	0.8	9.9	1.2	0.7	1.9	16/2+16/3
17/1	625	625	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	946	946	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	590	590	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

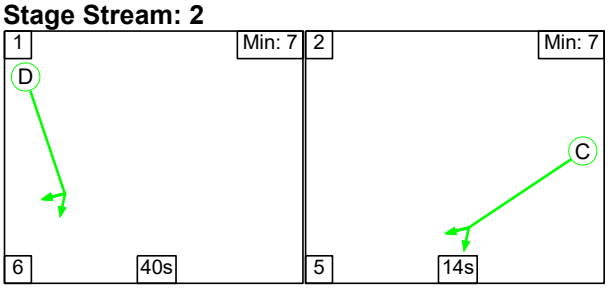
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	12.2	Total Delay for Signalled Lanes (pcuHr):	13.64	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	5.7	Total Delay for Signalled Lanes (pcuHr):	12.34	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	2.6	Total Delay for Signalled Lanes (pcuHr):	15.58	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-4.2	Total Delay for Signalled Lanes (pcuHr):	21.72	Cycle Time (s):	60
	PRC Over All Lanes (%):	-4.2	Total Delay Over All Lanes(pcuHr):	65.45		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	28
Change Point	58	24

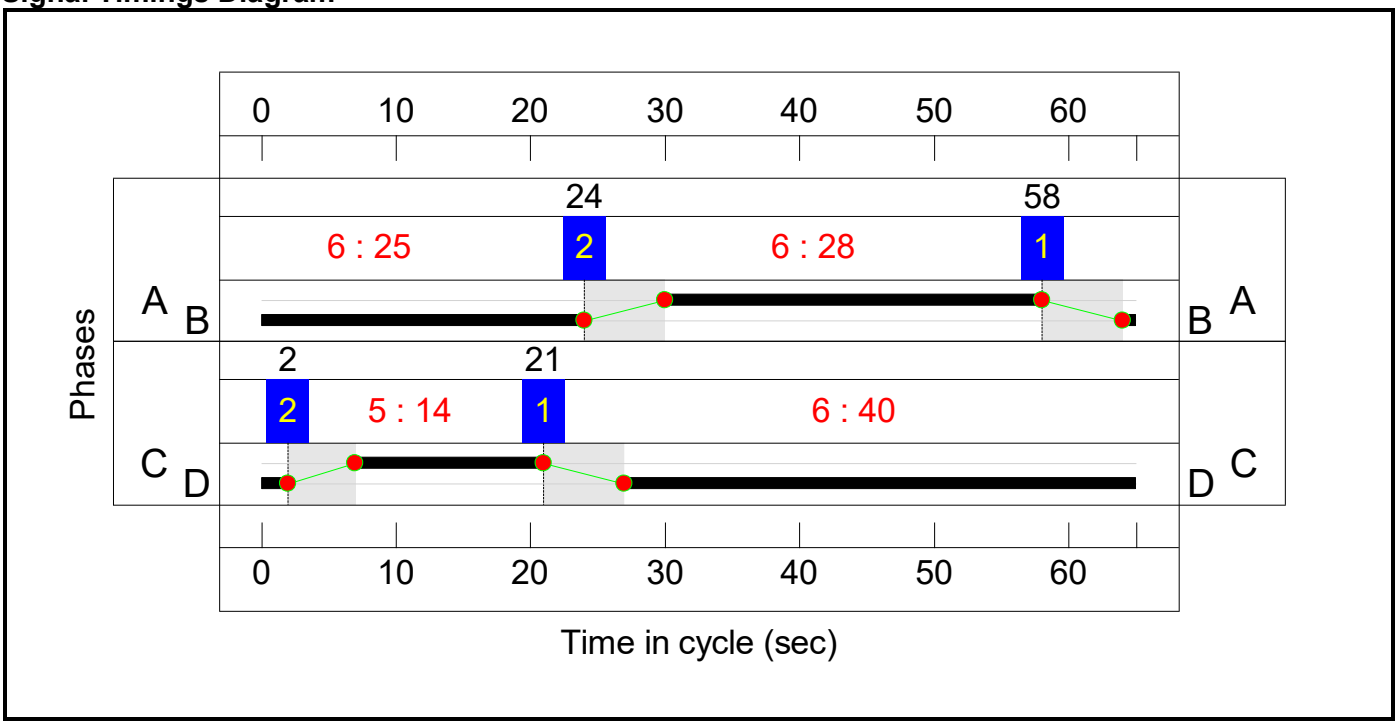
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

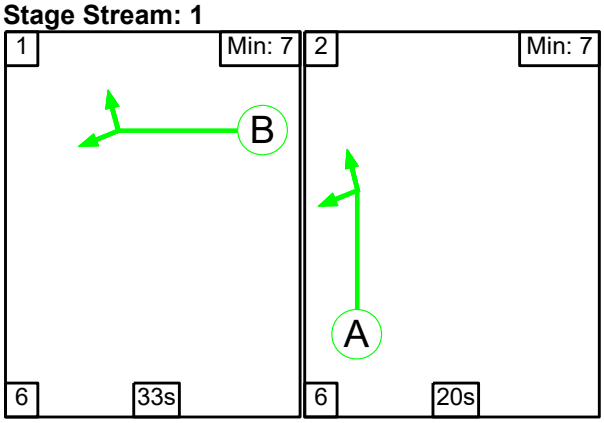
Signal Timings Diagram



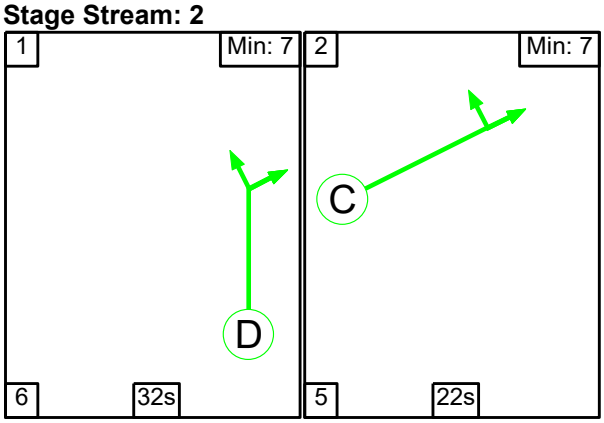
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

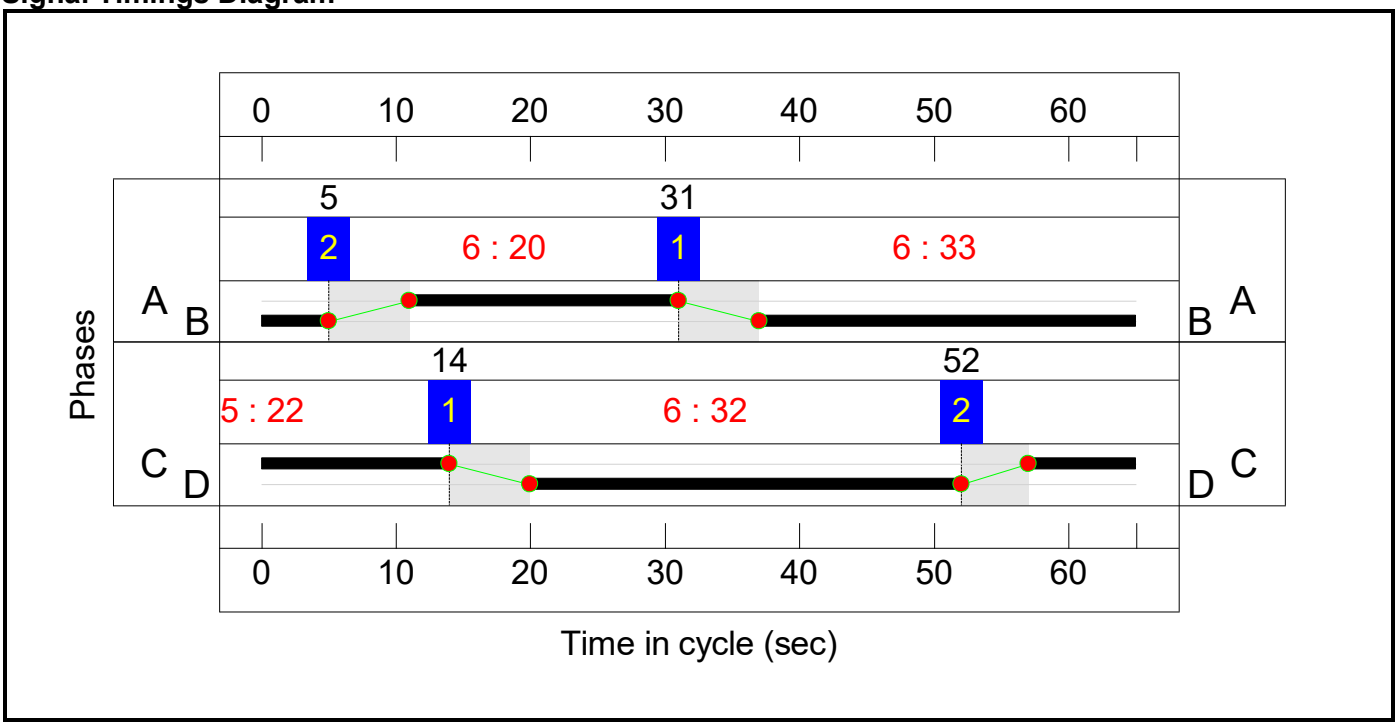
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

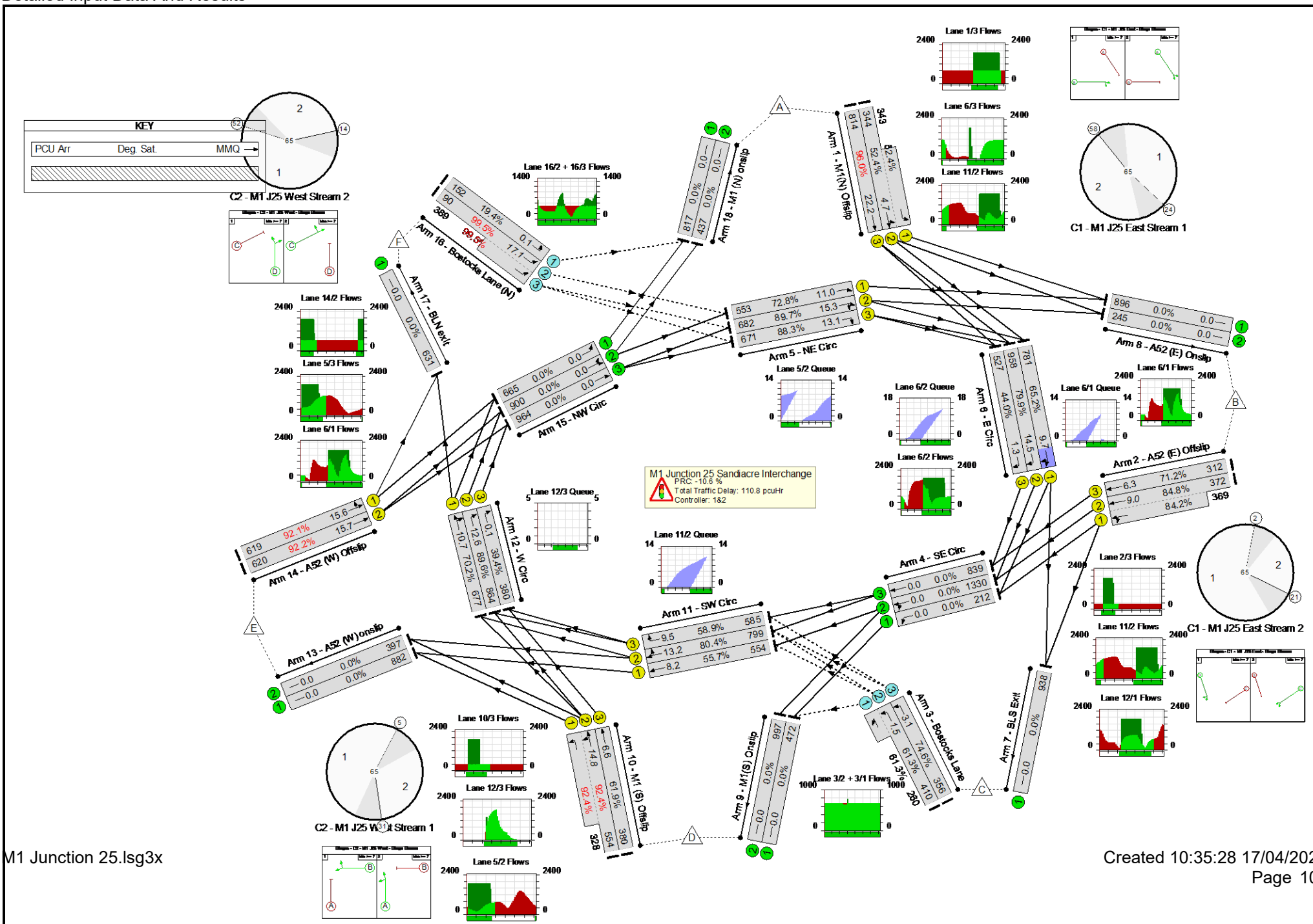
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -10.6 %
Total Traffic Delay: 110.8 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 14/2 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows
Lane 12/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.5%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**99.5%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	687	1900:1900	657+655	52.4 : 52.4%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	814	1900	848	96.0%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	741	1900:1900	438+438	84.8 : 84.2%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	14	-	-	312	1900	438	71.2%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	670	1800:1800	669+424	61.3 : 61.3%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	356	1800	477	74.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	212	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1330	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	839	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	553	1900	760	72.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	682	1900	760	89.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	671	1900	760	88.3%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	781	1900	1198	65.2%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	958	1900	1198	79.9%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	527	1900	1198	44.0%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	938	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	896	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	245	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	-		-	-	-	-	997	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	882	1900:1900	600+355	92.4 : 92.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	380	1900	614	61.9%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	554	1900	994	55.7%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	799	1900	994	80.4%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	585	1900	994	58.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	677	1900	965	70.2%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	864	1900	965	89.6%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	380	1900	965	39.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	882	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	397	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	619	1900	672	92.1%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	620	1900	672	92.2%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	665	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	900	Inf	Inf	0.0%

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	964	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	152	1800	782	19.4%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	479	1800:1800	90+391	99.5 : 99.5%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	631	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	817	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	437	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2806**	**0**	**0**	**57.5**	**53.3**	**0.0**	**110.8**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2806**	**0**	**0**	**57.5**	**53.3**	**0.0**	**110.8**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	687	687	-	-	-	2.3	0.5	-	2.9	15.0	4.1	0.5	4.7	1/2+1/1
1/3	814	814	-	-	-	3.9	8.1	-	12.1	53.5	14.0	8.1	22.2	1/3
2/2+2/1	741	741	-	-	-	4.9	2.6	-	7.5	36.6	6.4	2.6	9.0	2/2+2/1
2/3	312	312	-	-	-	2.0	1.2	-	3.2	37.0	5.1	1.2	6.3	2/3
3/2+3/1	670	670	1340	0	0	0.0	0.8	-	0.8	4.2	0.7	0.8	1.5	3/2+3/1
3/3	356	356	356	0	0	0.1	1.4	-	1.6	15.7	1.7	1.4	3.1	3/3
4/1	212	212	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1330	1330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	839	839	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	553	553	-	-	-	2.1	1.3	-	3.4	22.2	9.7	1.3	11.0	5/1
5/2	682	682	-	-	-	4.1	4.0	-	8.0	42.4	11.3	4.0	15.3	5/2
5/3	671	671	-	-	-	3.3	3.5	-	6.8	36.6	9.6	3.5	13.1	5/3
6/1	781	781	-	-	-	1.7	0.0	-	1.7	7.9	9.7	0.0	9.7	6/1
6/2	958	958	-	-	-	3.2	0.0	-	3.2	11.9	14.5	0.0	14.5	6/2
6/3	527	527	-	-	-	0.3	0.0	-	0.3	2.1	1.3	0.0	1.3	6/3
7/1	938	938	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	896	896	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	245	245	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	472	472	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	997	997	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

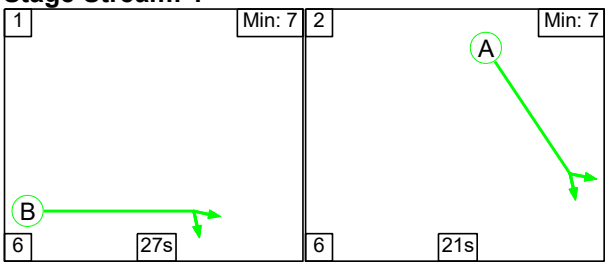
10/2+10/1	882	882	-	-	-	4.9	5.3	-	10.2	41.5	9.5	5.3	14.8	10/2+10/1
10/3	380	380	-	-	-	2.0	0.8	-	2.8	26.3	5.8	0.8	6.6	10/3
11/1	554	554	-	-	-	2.6	0.6	-	3.3	21.3	7.6	0.6	8.2	11/1
11/2	799	799	-	-	-	3.7	2.0	-	5.7	25.7	11.2	2.0	13.2	11/2
11/3	585	585	-	-	-	1.7	0.7	-	2.5	15.1	8.7	0.7	9.5	11/3
12/1	677	677	-	-	-	2.9	0.0	-	2.9	15.5	10.7	0.0	10.7	12/1
12/2	864	864	-	-	-	4.2	0.0	-	4.2	17.4	12.6	0.0	12.6	12/2
12/3	380	380	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	882	882	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	619	619	-	-	-	3.5	4.9	-	8.4	48.6	10.7	4.9	15.6	14/1
14/2	620	620	-	-	-	3.5	5.0	-	8.4	49.1	10.7	5.0	15.7	14/2
15/1	665	665	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	964	964	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	152	152	152	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	479	479	958	0	0	0.6	10.4	-	10.9	82.2	6.7	10.4	17.1	16/2+16/3
17/1	631	631	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	817	817	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	-6.7	Total Delay for Signalled Lanes (pcuHr):	33.21	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	6.1	Total Delay for Signalled Lanes (pcuHr):	15.92	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	24.37	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-2.5	Total Delay for Signalled Lanes (pcuHr):	23.90	Cycle Time (s):	65
	PRC Over All Lanes (%):	-10.6	Total Delay Over All Lanes(pcuHr):	110.80		

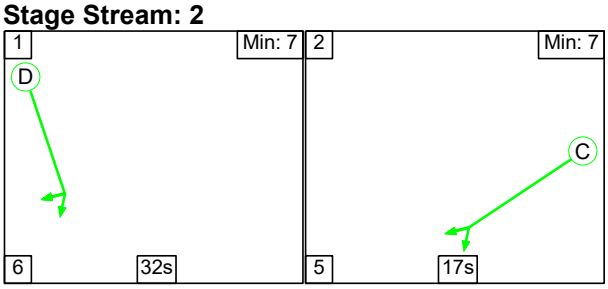
Detailed Input Data And Results
Scenario 4: '4' (FG4: '2028 PM Base', Plan 1: '1')
C1 - M1 J25 East

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

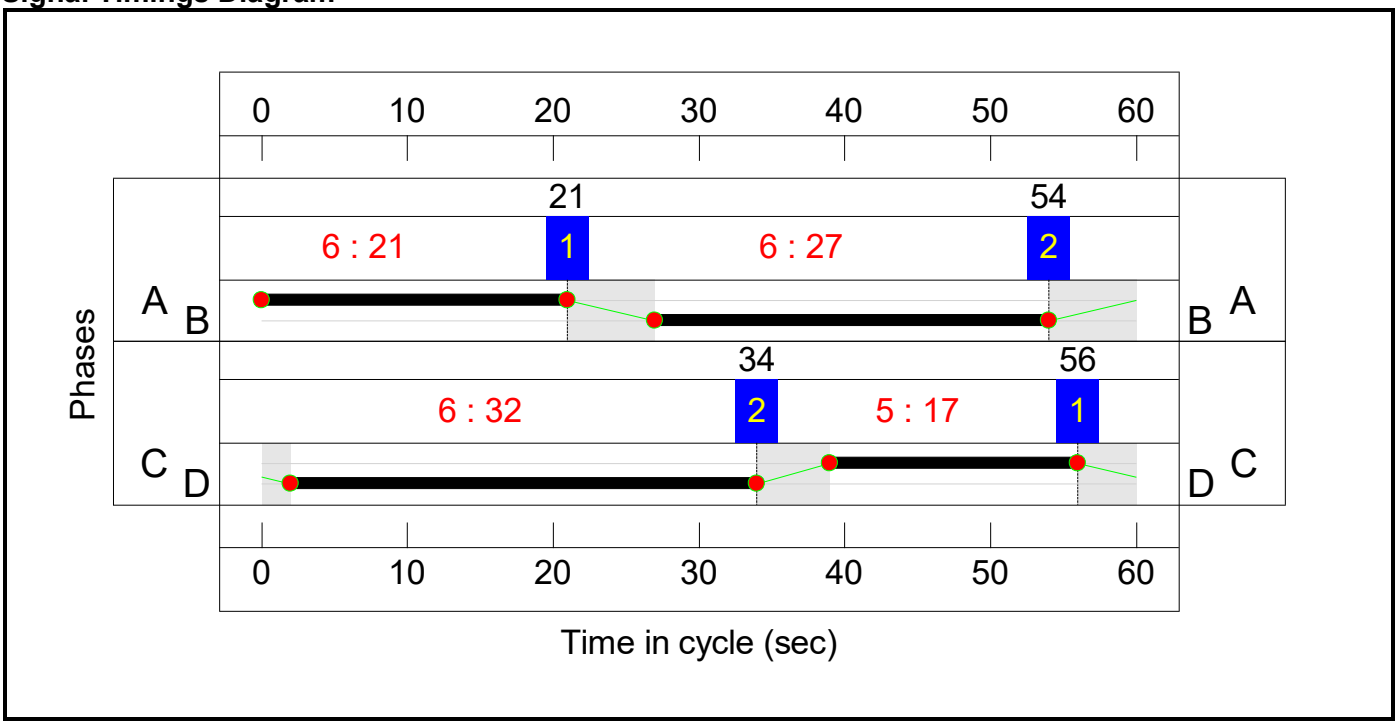
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	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	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

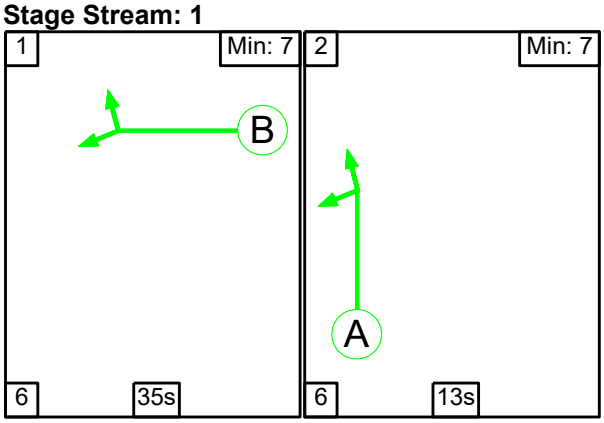
Signal Timings Diagram



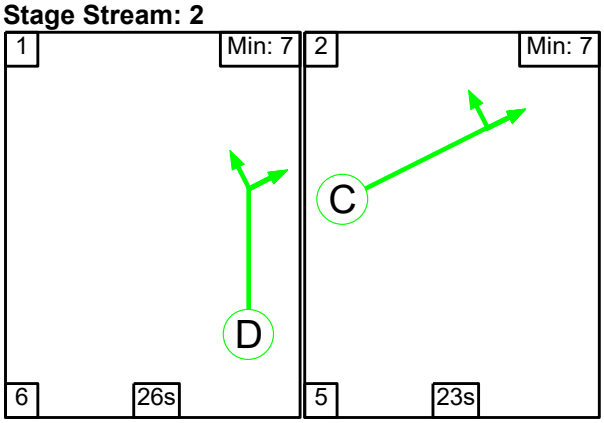
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	13
Change Point	13	54

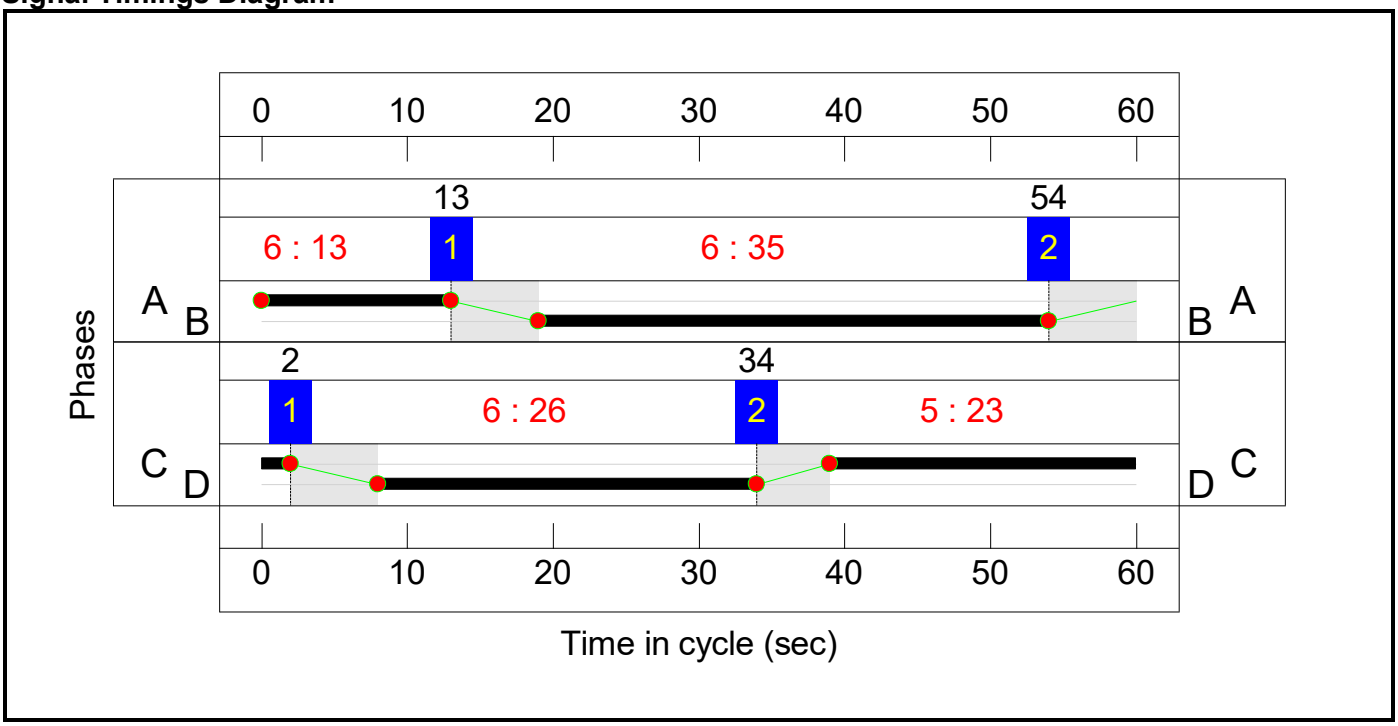
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

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	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

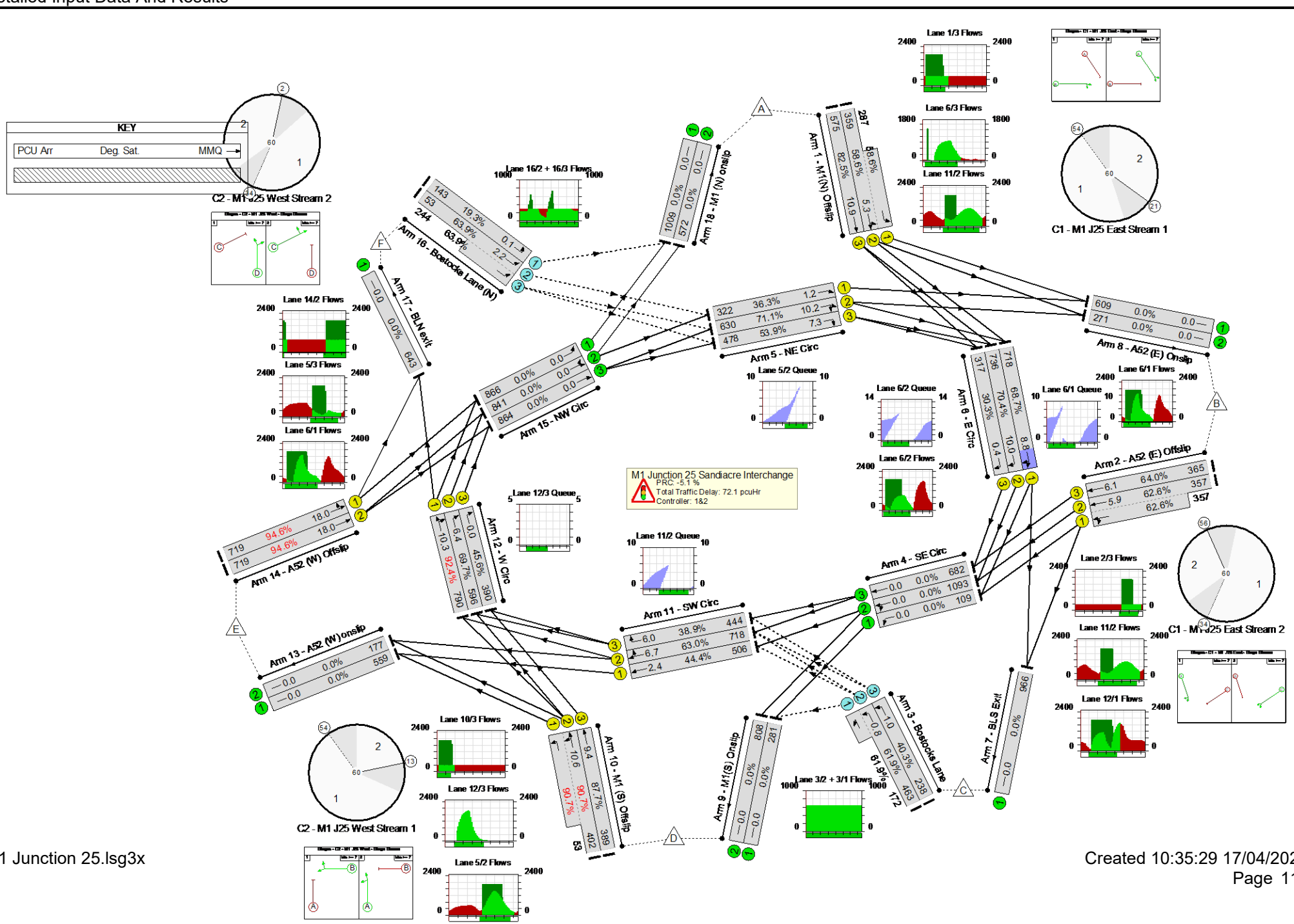
Signal Timings Diagram



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	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	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	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -5.1 %
Total Traffic Delay: 72.1 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 14/2 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows
Lane 12/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.6%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**94.6%**
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	17	-	-	714	1900:1900	570+570	62.6 : 62.6%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	365	1900	570	64.0%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	635	1800:1800	747+278	61.9 : 61.9%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	238	1800	591	40.3%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	109	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1093	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	682	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	322	1900	887	36.3%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	630	1900	887	71.1%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	736	1900	1045	70.4%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	317	1900	1045	30.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	966	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	609	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	271	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	281	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	808	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	455	1900:1900	443+58	90.7 : 90.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	389	1900	443	87.7%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	506	1900	1140	44.4%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	718	1900	1140	63.0%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	444	1900	1140	38.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	790	1900	855	92.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	596	1900	855	69.7%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	390	1900	855	45.6%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	559	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	177	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	719	1900	760	94.6%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	719	1900	760	94.6%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	866	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	841	Inf	Inf	0.0%

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	864	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	740	19.3%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	297	1800:1800	83+382	63.9 : 63.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	643	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1009	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%

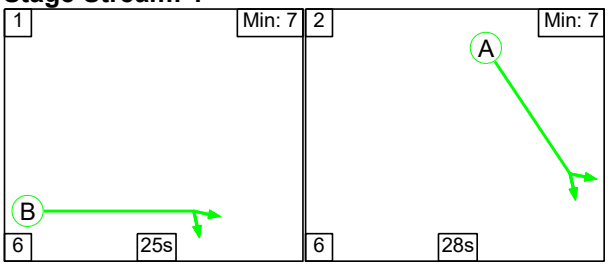
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2245**	**0**	**0**	**41.0**	**31.1**	**0.0**	**72.1**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2245**	**0**	**0**	**41.0**	**31.1**	**0.0**	**72.1**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	646	646	-	-	-	2.6	0.7	-	3.3	18.5	4.6	0.7	5.3	1/2+1/1
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	1/3
2/2+2/1	714	714	-	-	-	3.6	0.8	-	4.4	22.3	5.1	0.8	5.9	2/2+2/1
2/3	365	365	-	-	-	1.8	0.9	-	2.7	26.9	5.2	0.9	6.1	2/3
3/2+3/1	635	635	1270	0	0	0.0	0.8	-	0.8	4.6	0.0	0.8	0.8	3/2+3/1
3/3	238	238	238	0	0	0.0	0.3	-	0.4	5.4	0.7	0.3	1.0	3/3
4/1	109	109	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	682	682	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	322	322	-	-	-	0.3	0.3	-	0.6	6.3	0.9	0.3	1.2	5/1
5/2	630	630	-	-	-	1.4	1.2	-	2.7	15.2	9.0	1.2	10.2	5/2
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.5	6.7	0.6	7.3	5/3
6/1	718	718	-	-	-	2.3	0.0	-	2.3	11.5	8.8	0.0	8.8	6/1
6/2	736	736	-	-	-	3.0	0.0	-	3.0	14.4	10.0	0.0	10.0	6/2
6/3	317	317	-	-	-	0.1	0.0	-	0.1	1.4	0.4	0.0	0.4	6/3
7/1	966	966	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	609	609	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	271	271	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	281	281	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	455	455	-	-	-	2.8	4.1	-	6.9	54.6	6.5	4.1	10.6	10/2+10/1
10/3	389	389	-	-	-	2.4	3.2	-	5.6	51.8	6.2	3.2	9.4	10/3
11/1	506	506	-	-	-	0.4	0.4	-	0.8	6.0	2.0	0.4	2.4	11/1
11/2	718	718	-	-	-	1.4	0.8	-	2.2	11.0	5.8	0.8	6.7	11/2
11/3	444	444	-	-	-	1.5	0.3	-	1.8	14.5	5.7	0.3	6.0	11/3
12/1	790	790	-	-	-	3.3	0.0	-	3.3	14.8	10.3	0.0	10.3	12/1
12/2	596	596	-	-	-	2.2	0.0	-	2.2	13.5	6.4	0.0	6.4	12/2
12/3	390	390	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	12/3
13/1	559	559	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	719	719	-	-	-	3.5	6.6	-	10.1	50.6	11.4	6.6	18.0	14/1
14/2	719	719	-	-	-	3.5	6.6	-	10.1	50.6	11.4	6.6	18.0	14/2
15/1	866	866	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	841	841	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	297	297	594	0	0	0.1	0.9	-	1.0	11.7	1.4	0.9	2.2	16/2+16/3
17/1	643	643	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1009	1009	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

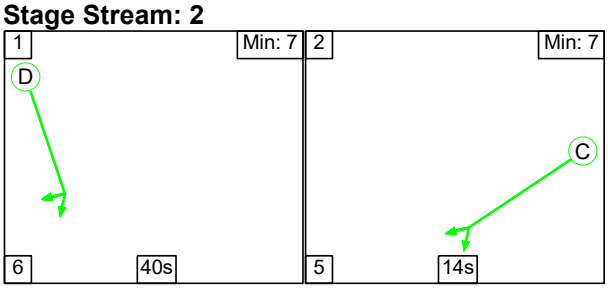
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	14.29	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	27.8	Total Delay for Signalled Lanes (pcuHr):	12.52	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-0.8	Total Delay for Signalled Lanes (pcuHr):	17.33	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-5.1	Total Delay for Signalled Lanes (pcuHr):	25.70	Cycle Time (s):	60
	PRC Over All Lanes (%):	-5.1	Total Delay Over All Lanes(pcuHr):	72.09		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	28
Change Point	58	24

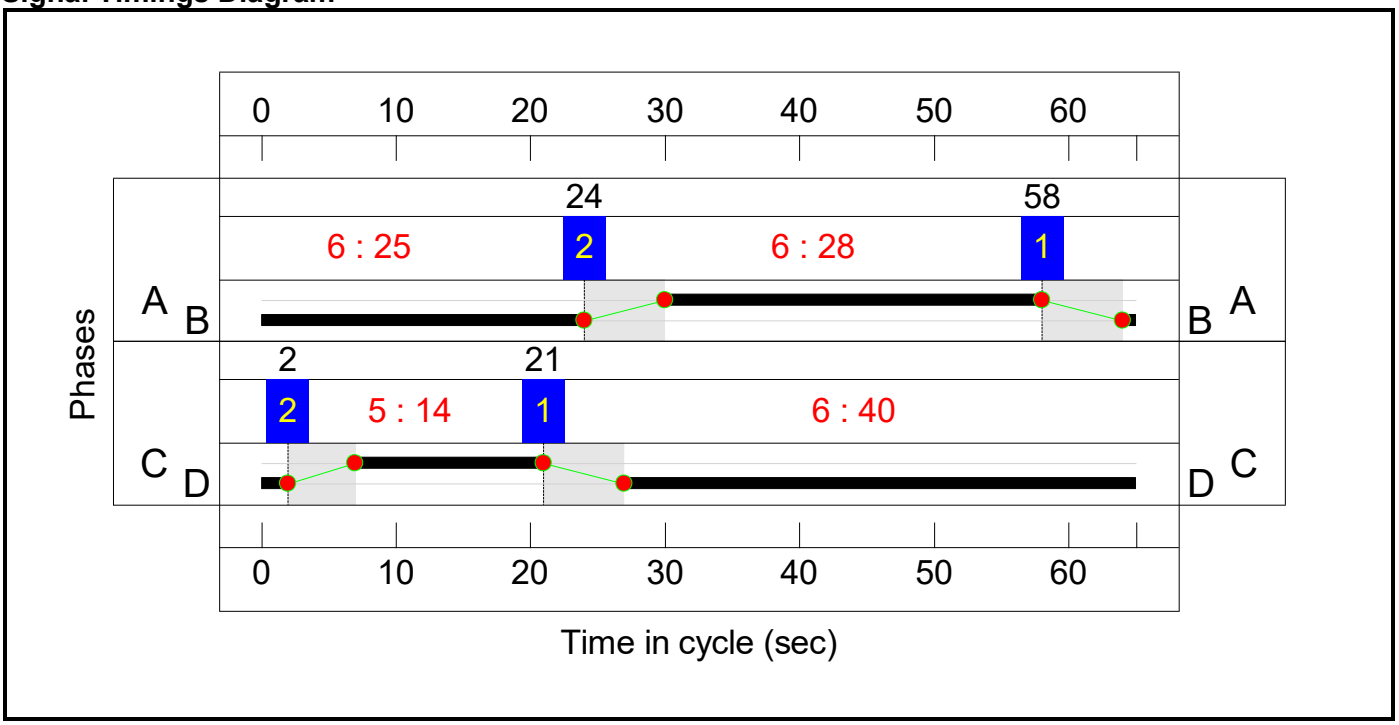
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

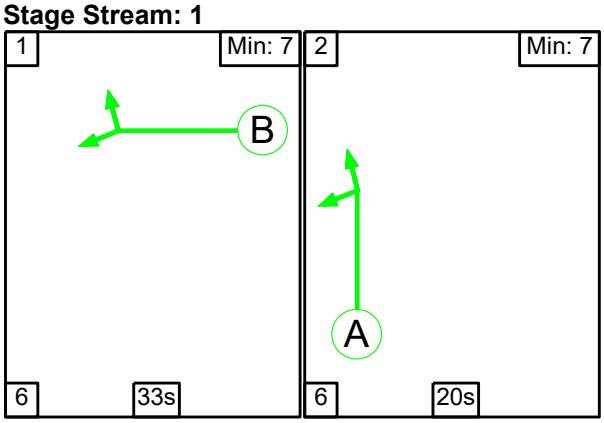
Signal Timings Diagram



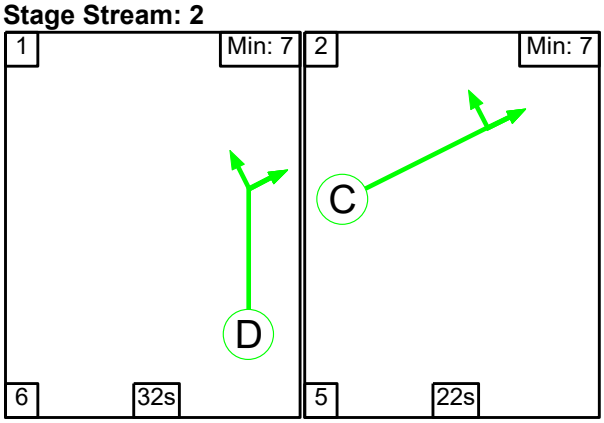
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

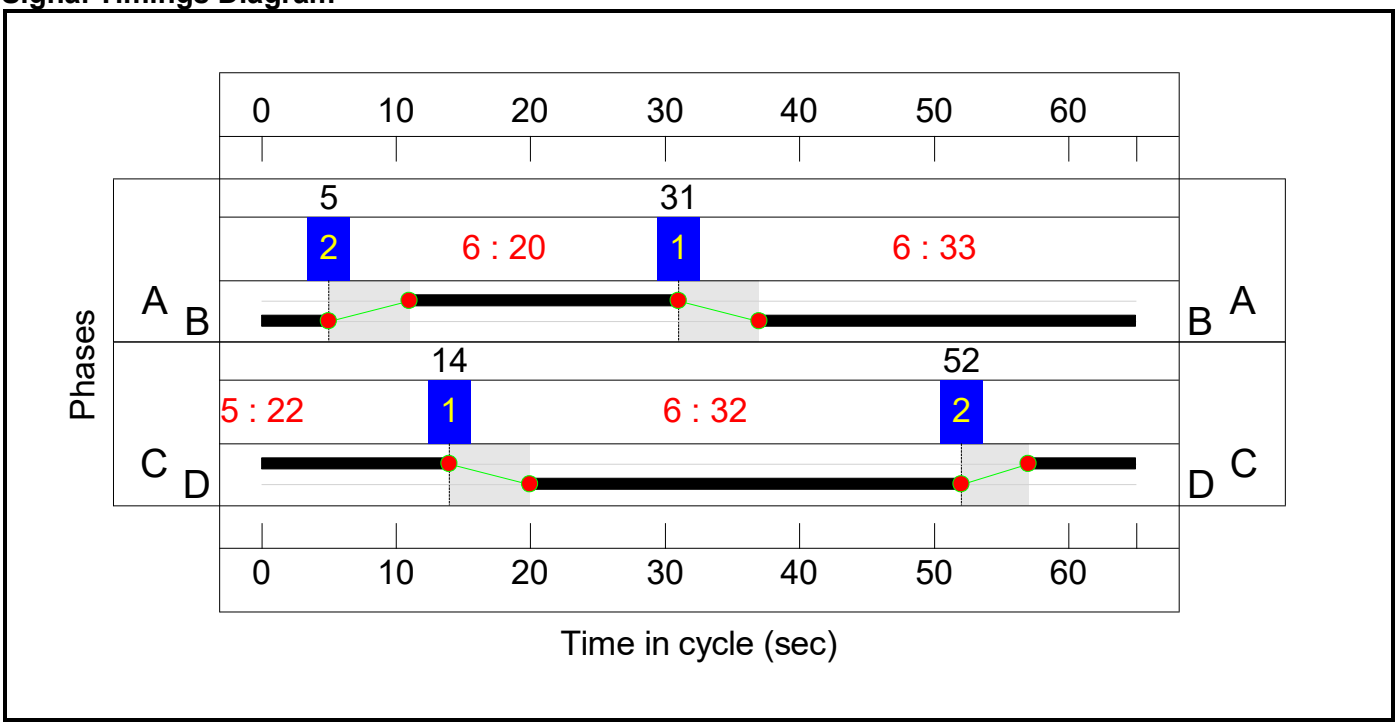
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

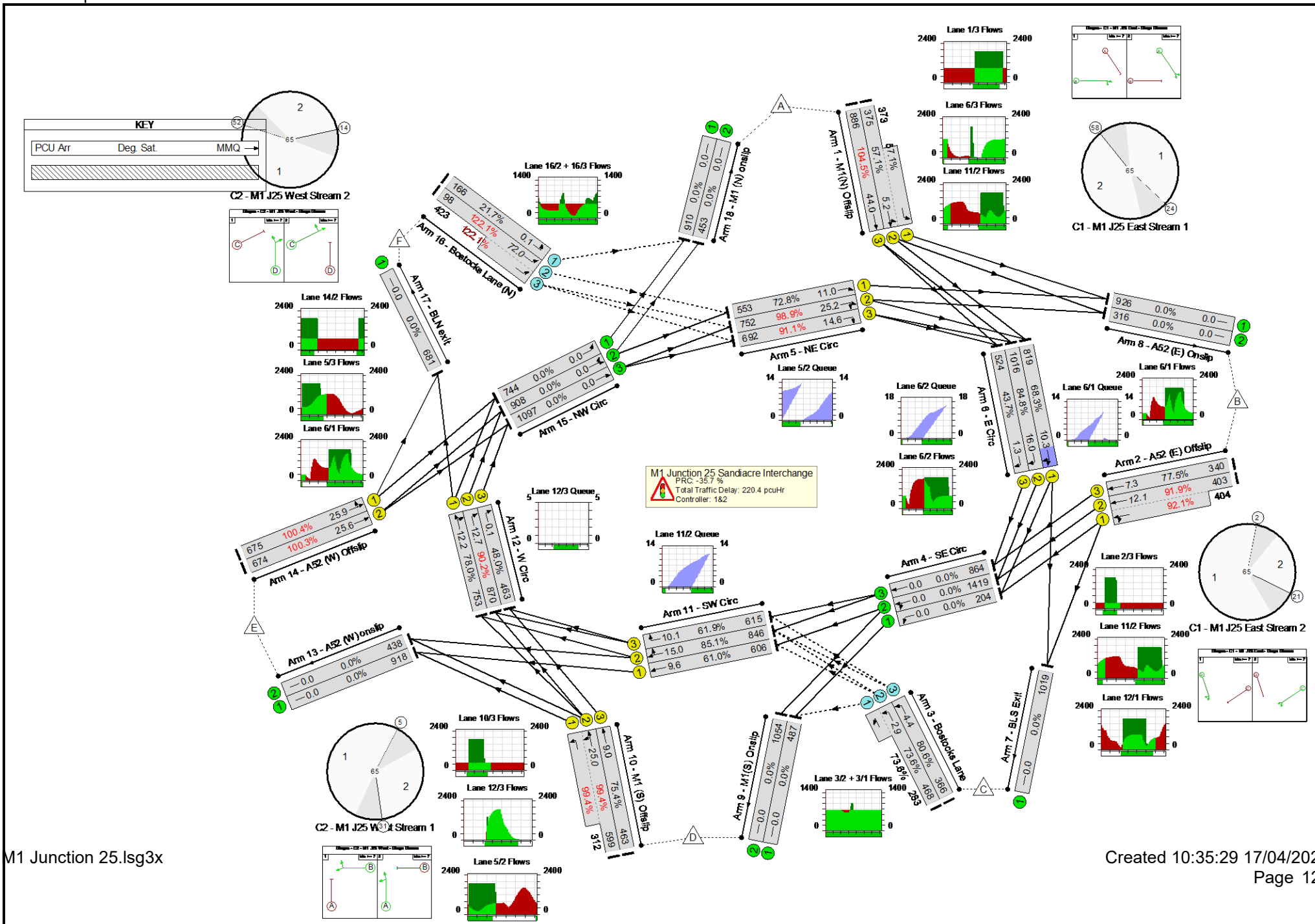
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -35.7 %
Total Traffic Delay: 220.4 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 14/2 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows
Lane 12/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**122.1%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**122.1%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	748	1900:1900	657+654	57.1 : 57.1%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	886	1900	848	104.5%
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	-		-	-	-	-	751	1800:1800	636+385	73.6 : 73.6%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	366	1800	454	80.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	204	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1497	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	891	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	553	1900	760	72.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	763	1900	760	98.9%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	759	1900	760	91.1%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	822	1900	1198	68.3%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	1094	1900	1198	84.8%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	551	1900	1198	43.7%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1022	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	926	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	316	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	487	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	1112	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	911	1900:1900	602+314	99.4 : 99.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	463	1900	614	75.4%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	626	1900	994	61.0%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	869	1900	994	85.1%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	615	1900	994	61.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	759	1900	965	78.0%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	870	1900	965	90.2%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	463	1900	965	48.0%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	938	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	454	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	675	1900	672	100.4%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	674	1900	672	100.3%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	746	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	908	Inf	Inf	0.0%

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	1099	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	166	1800	766	21.7%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	521	1800:1800	80+346	122.1 : 122.1%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	688	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	912	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	453	Inf	Inf	0.0%

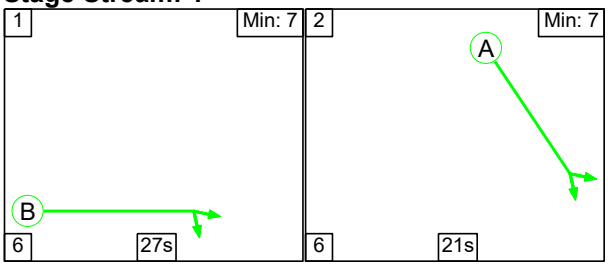
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2923**	**0**	**0**	**68.1**	**152.3**	**0.0**	**220.4**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2923**	**0**	**0**	**68.1**	**152.3**	**0.0**	**220.4**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	748	748	-	-	-	2.6	0.7	-	3.2	15.6	4.6	0.7	5.2	1/2+1/1
1/3	886	848	-	-	-	5.3	27.3	-	32.6	132.5	16.7	27.3	44.0	1/3
2/2+2/1	807	807	-	-	-	5.5	5.0	-	10.5	46.9	7.1	5.0	12.1	2/2+2/1
2/3	340	340	-	-	-	2.2	1.7	-	3.9	41.1	5.7	1.7	7.3	2/3
3/2+3/1	751	751	1502	0	0	0.0	1.4	-	1.4	6.7	1.6	1.4	2.9	3/2+3/1
3/3	366	366	366	0	0	0.2	2.0	-	2.2	21.2	2.4	2.0	4.4	3/3
4/1	204	204	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1419	1419	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	864	864	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	553	553	-	-	-	2.0	1.3	-	3.4	21.9	9.7	1.3	11.0	5/1
5/2	752	752	-	-	-	4.7	11.8	-	16.5	79.1	13.4	11.8	25.2	5/2
5/3	692	692	-	-	-	3.5	4.5	-	8.1	41.9	10.1	4.5	14.6	5/3
6/1	819	819	-	-	-	1.7	0.0	-	1.7	7.4	10.3	0.0	10.3	6/1
6/2	1016	1016	-	-	-	3.6	0.0	-	3.6	12.6	16.0	0.0	16.0	6/2
6/3	524	524	-	-	-	0.4	0.0	-	0.4	2.5	1.3	0.0	1.3	6/3
7/1	1019	1019	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	926	926	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	316	316	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	487	487	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	1054	1054	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	911	911	-	-	-	5.2	13.8	-	19.0	75.1	11.2	13.8	25.0	10/2+10/1
10/3	463	463	-	-	-	2.5	1.5	-	4.0	31.4	7.5	1.5	9.0	10/3
11/1	606	606	-	-	-	3.1	0.8	-	3.9	23.1	8.8	0.8	9.6	11/1
11/2	846	846	-	-	-	4.0	2.8	-	6.7	28.6	12.3	2.8	15.0	11/2
11/3	615	615	-	-	-	1.8	0.8	-	2.6	15.4	9.3	0.8	10.1	11/3
12/1	753	753	-	-	-	3.4	0.0	-	3.4	16.4	12.2	0.0	12.2	12/1
12/2	870	870	-	-	-	4.4	0.0	-	4.4	18.2	12.7	0.0	12.7	12/2
12/3	463	463	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	918	918	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	438	438	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	675	672	-	-	-	4.0	13.7	-	17.7	94.5	12.2	13.7	25.9	14/1
14/2	674	672	-	-	-	4.0	13.4	-	17.4	92.9	12.2	13.4	25.6	14/2
15/1	744	744	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	908	908	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	1097	1097	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	166	166	166	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	521	444	889	0	0	3.9	49.8	-	53.6	370.6	22.2	49.8	72.0	16/2+16/3
17/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	910	910	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	453	453	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

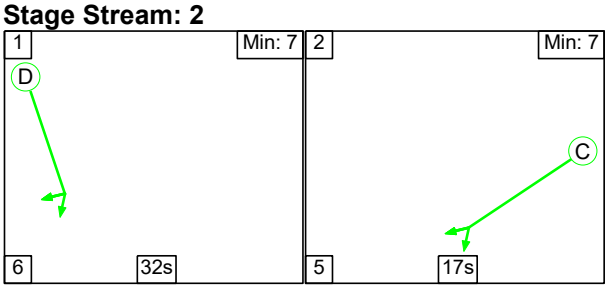
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	-16.1	Total Delay for Signalled Lanes (pcuHr):	63.78	Cycle Time (s): 65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	-2.4	Total Delay for Signalled Lanes (pcuHr):	20.01	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-10.5	Total Delay for Signalled Lanes (pcuHr):	36.29	Cycle Time (s): 65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-11.6	Total Delay for Signalled Lanes (pcuHr):	42.94	Cycle Time (s): 65
	PRC Over All Lanes (%):	-35.7	Total Delay Over All Lanes(pcuHr):	220.35	

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

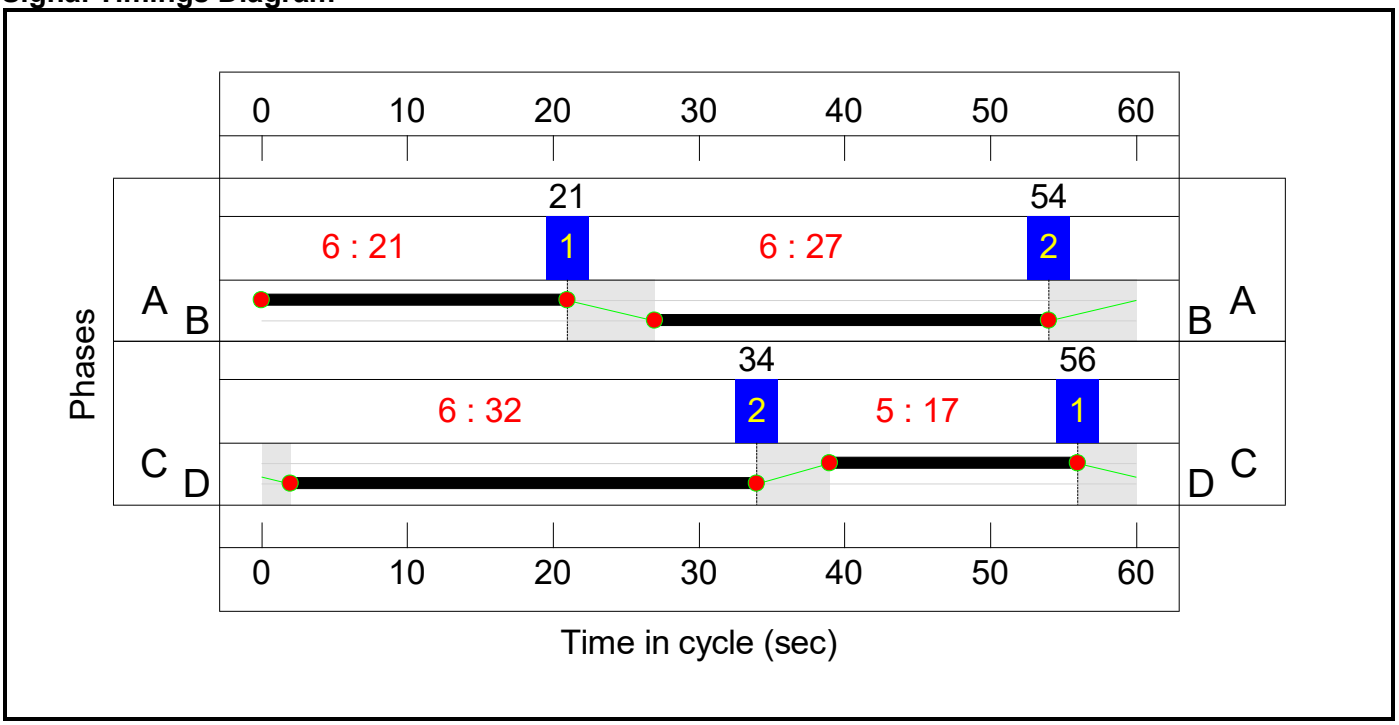
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	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	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

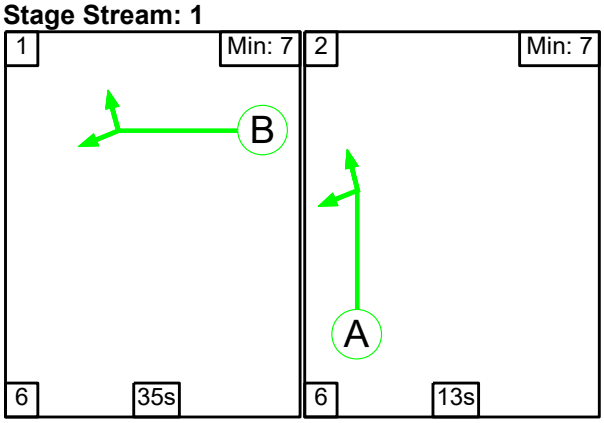
Signal Timings Diagram



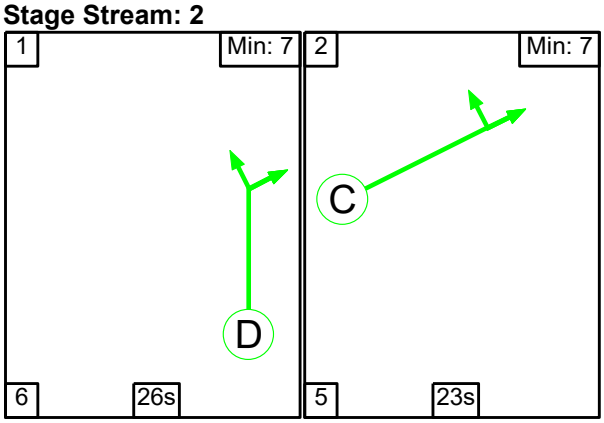
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	13
Change Point	13	54

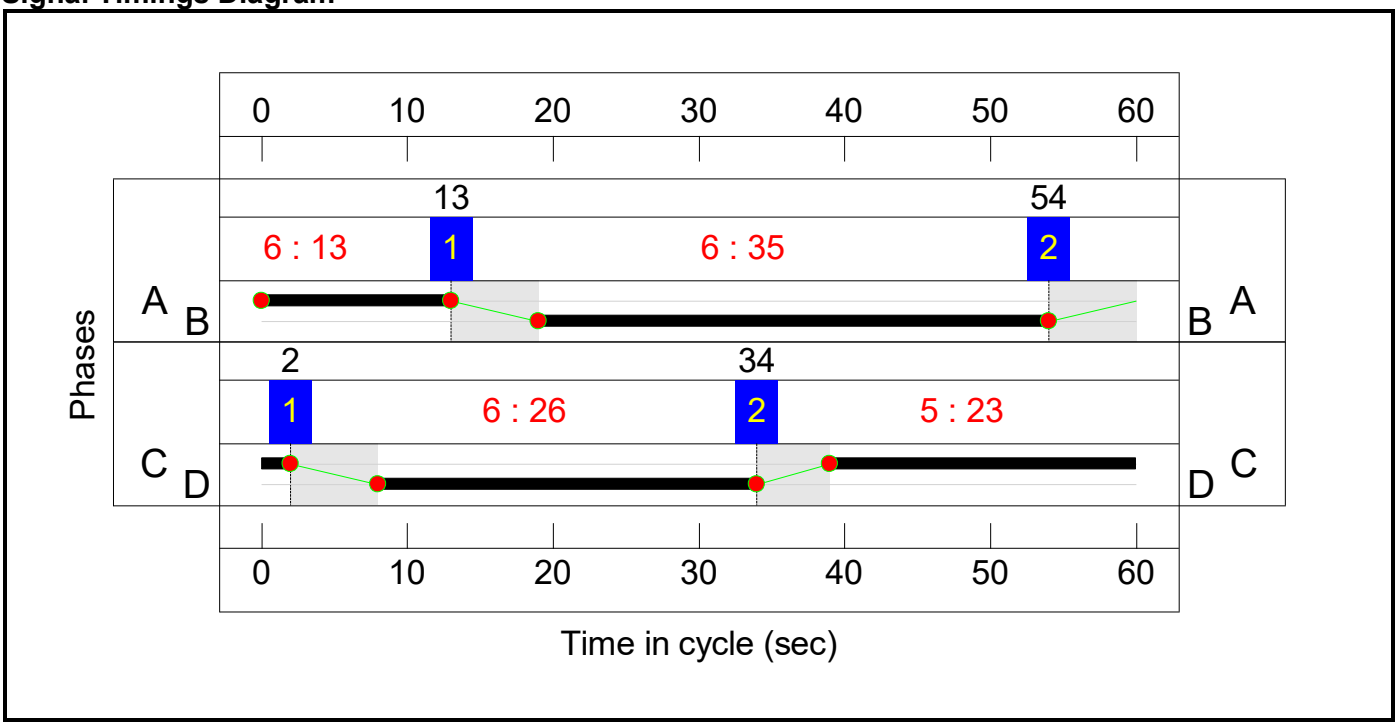
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

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	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

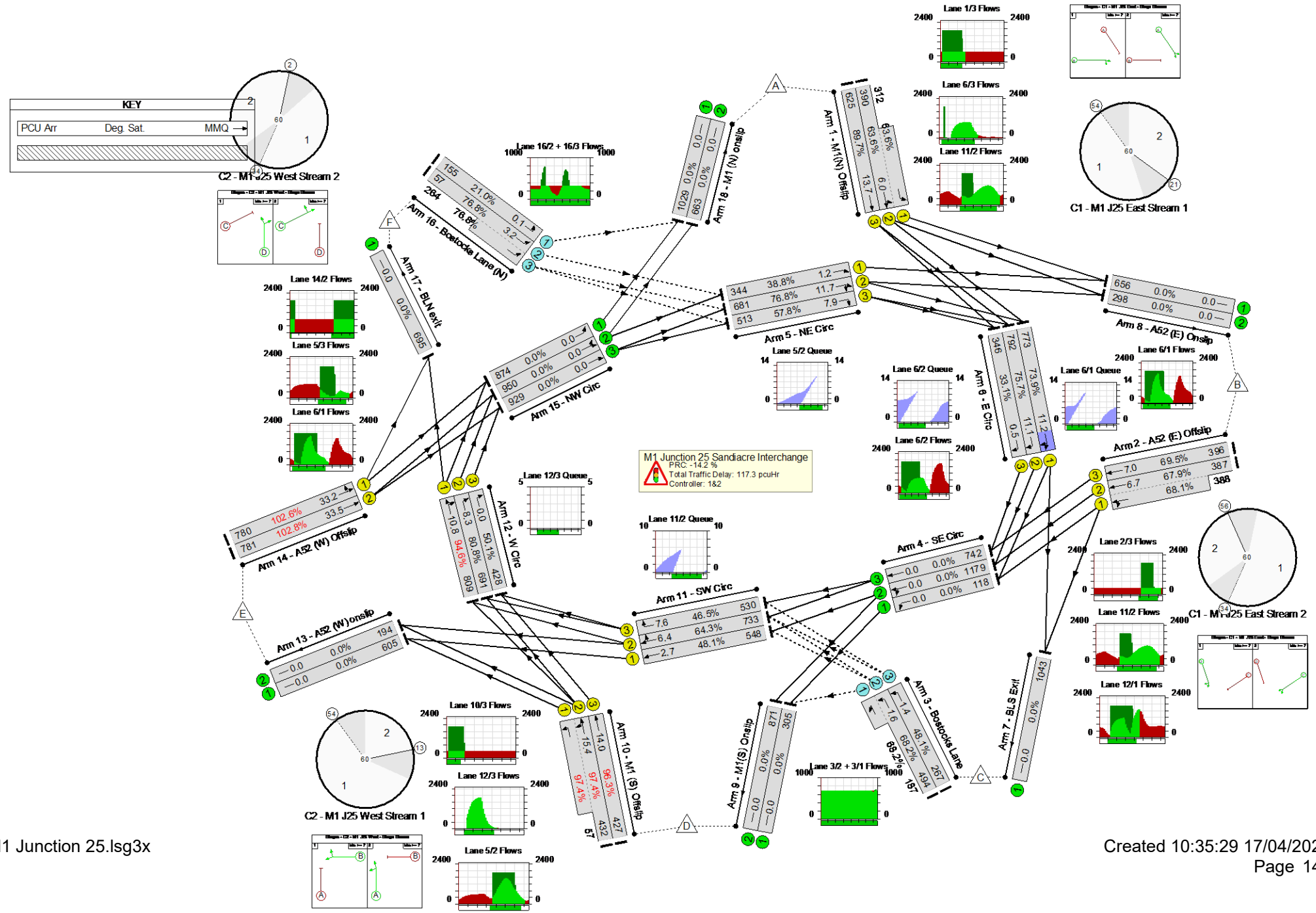
Signal Timings Diagram



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	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	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	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -14.2 %
Total Traffic Delay: 117.3 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 18 - M1 (N) onslip
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 5 - NE Circ
Arm 15 - NW Circ
Arm 8 - A52 (E) Onslip
Arm 6 - E Circ
Arm 2 - A52 (E) Offslip
Arm 4 - SE Circ
Arm 12 - W Circ
Arm 14 - A52 (W) Offslip
Arm 11 - SW Circ
Arm 13 - A52 (W) onslip
Arm 10 - M1 (S) Offslip
Arm 9 - M1(S) Onslip
Arm 3 - Bostocks Lane
Arm 7 - BLS Exit
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 14/2 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows
Lane 12/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.8%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**102.8%**
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	17	-	-	775	1900:1900	570+570	67.9 : 68.1%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	396	1900	570	69.5%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	681	1800:1800	724+274	68.2 : 68.2%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	267	1800	555	48.1%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	118	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1186	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	742	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	344	1900	887	38.8%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	687	1900	887	76.8%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	520	1900	887	57.8%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	779	1900	1045	73.9%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	799	1900	1045	75.7%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	346	1900	1045	33.1%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	1049	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	656	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	298	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	305	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	878	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	489	1900:1900	443+58	97.4 : 97.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	427	1900	443	96.3%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	548	1900	1140	48.1%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	733	1900	1140	64.3%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	530	1900	1140	46.5%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	809	1900	855	94.6%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	691	1900	855	80.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	428	1900	855	50.1%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	605	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	194	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	780	1900	760	102.6%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	781	1900	760	102.8%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	891	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	957	Inf	Inf	0.0%

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	943	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	155	1800	738	21.0%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	321	1800:1800	74+344	76.8 : 76.8%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	698	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1046	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	670	Inf	Inf	0.0%

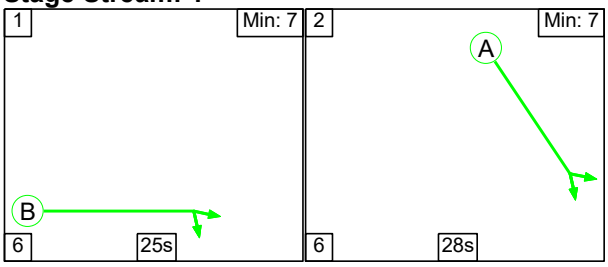
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2426**	**0**	**0**	**47.3**	**70.0**	**0.0**	**117.3**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2426**	**0**	**0**	**47.3**	**70.0**	**0.0**	**117.3**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	702	702	-	-	-	2.9	0.9	-	3.8	19.3	5.1	0.9	6.0	1/2+1/1
1/3	625	625	-	-	-	3.1	3.9	-	7.0	40.6	9.7	3.9	13.7	1/3
2/2+2/1	775	775	-	-	-	4.0	1.1	-	5.0	23.4	5.6	1.1	6.7	2/2+2/1
2/3	396	396	-	-	-	2.0	1.1	-	3.2	28.8	5.8	1.1	7.0	2/3
3/2+3/1	681	681	1362	0	0	0.0	1.1	-	1.1	5.6	0.5	1.1	1.6	3/2+3/1
3/3	267	267	267	0	0	0.0	0.5	-	0.5	6.7	0.9	0.5	1.4	3/3
4/1	118	118	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1179	1179	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	344	344	-	-	-	0.3	0.3	-	0.6	6.3	0.9	0.3	1.2	5/1
5/2	681	681	-	-	-	1.6	1.6	-	3.2	16.8	10.1	1.6	11.7	5/2
5/3	513	513	-	-	-	2.3	0.7	-	3.0	20.9	7.2	0.7	7.9	5/3
6/1	773	773	-	-	-	2.5	0.0	-	2.5	11.6	11.2	0.0	11.2	6/1
6/2	792	792	-	-	-	3.2	0.0	-	3.2	14.6	11.1	0.0	11.1	6/2
6/3	346	346	-	-	-	0.1	0.0	-	0.1	1.5	0.5	0.0	0.5	6/3
7/1	1043	1043	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	656	656	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	298	298	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	305	305	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	871	871	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	489	489	-	-	-	3.0	8.3	-	11.3	83.4	7.1	8.3	15.4	10/2+10/1
10/3	427	427	-	-	-	2.7	7.0	-	9.7	82.0	7.0	7.0	14.0	10/3
11/1	548	548	-	-	-	0.5	0.5	-	1.0	6.4	2.3	0.5	2.7	11/1
11/2	733	733	-	-	-	1.3	0.9	-	2.1	10.5	5.5	0.9	6.4	11/2
11/3	530	530	-	-	-	1.9	0.4	-	2.3	15.9	7.2	0.4	7.6	11/3
12/1	809	809	-	-	-	3.2	0.0	-	3.2	14.4	10.8	0.0	10.8	12/1
12/2	691	691	-	-	-	3.2	0.0	-	3.2	16.4	8.3	0.0	8.3	12/2
12/3	428	428	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	12/3
13/1	605	605	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	194	194	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	780	760	-	-	-	4.6	19.8	-	24.4	112.8	13.3	19.8	33.2	14/1
14/2	781	760	-	-	-	4.6	20.2	-	24.8	114.4	13.4	20.2	33.5	14/2
15/1	874	874	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	950	950	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	929	929	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	155	155	155	0	0	0.0	0.1	-	0.1	3.1	0.0	0.1	0.1	16/1
16/2+16/3	321	321	642	0	0	0.2	1.6	-	1.8	19.7	1.6	1.6	3.2	16/2+16/3
17/1	695	695	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1029	1029	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	663	663	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

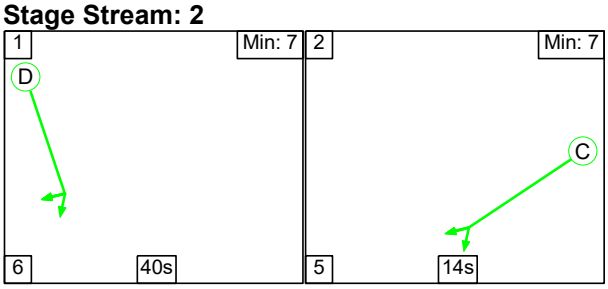
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	0.3	Total Delay for Signalled Lanes (pcuHr):	17.57	Cycle Time (s):	60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	18.8	Total Delay for Signalled Lanes (pcuHr):	14.05	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-8.3	Total Delay for Signalled Lanes (pcuHr):	26.51	Cycle Time (s):	60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-14.2	Total Delay for Signalled Lanes (pcuHr):	55.67	Cycle Time (s):	60
	PRC Over All Lanes (%):	-14.2	Total Delay Over All Lanes(pcuHr):	117.25		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	25	28
Change Point	58	24

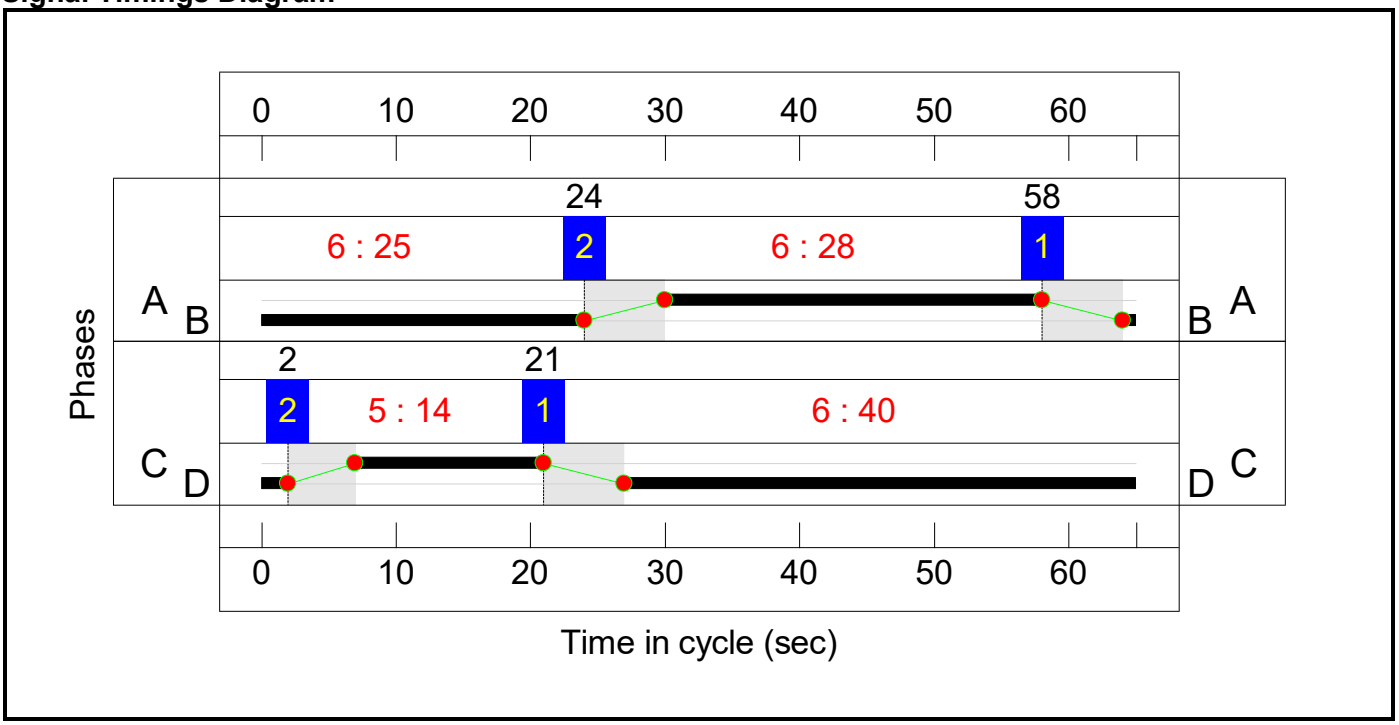
Stage Stream: 2

Stage	1	2
Duration	40	14
Change Point	21	2

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1(N) Offslip Ahead Left	Traffic	1	28	30	58
B	NE Circ Right Ahead	Traffic	1	25	64	24
C	A52 (E) Offslip Ahead Left	Traffic	2	14	7	21
D	E Circ Right Ahead	Traffic	2	40	27	2

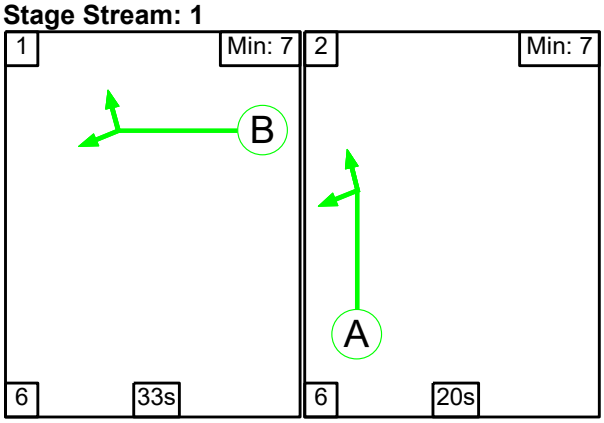
Signal Timings Diagram



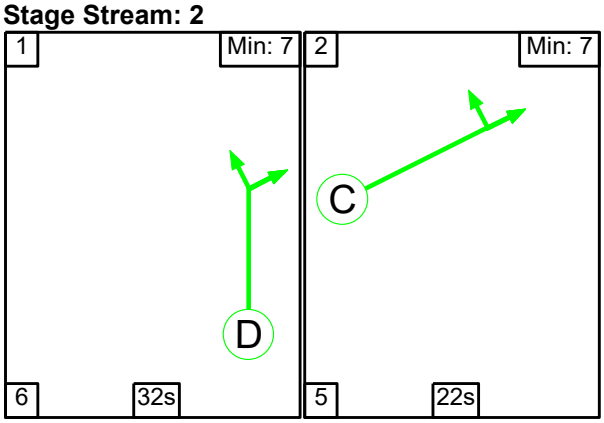
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	33	20
Change Point	31	5

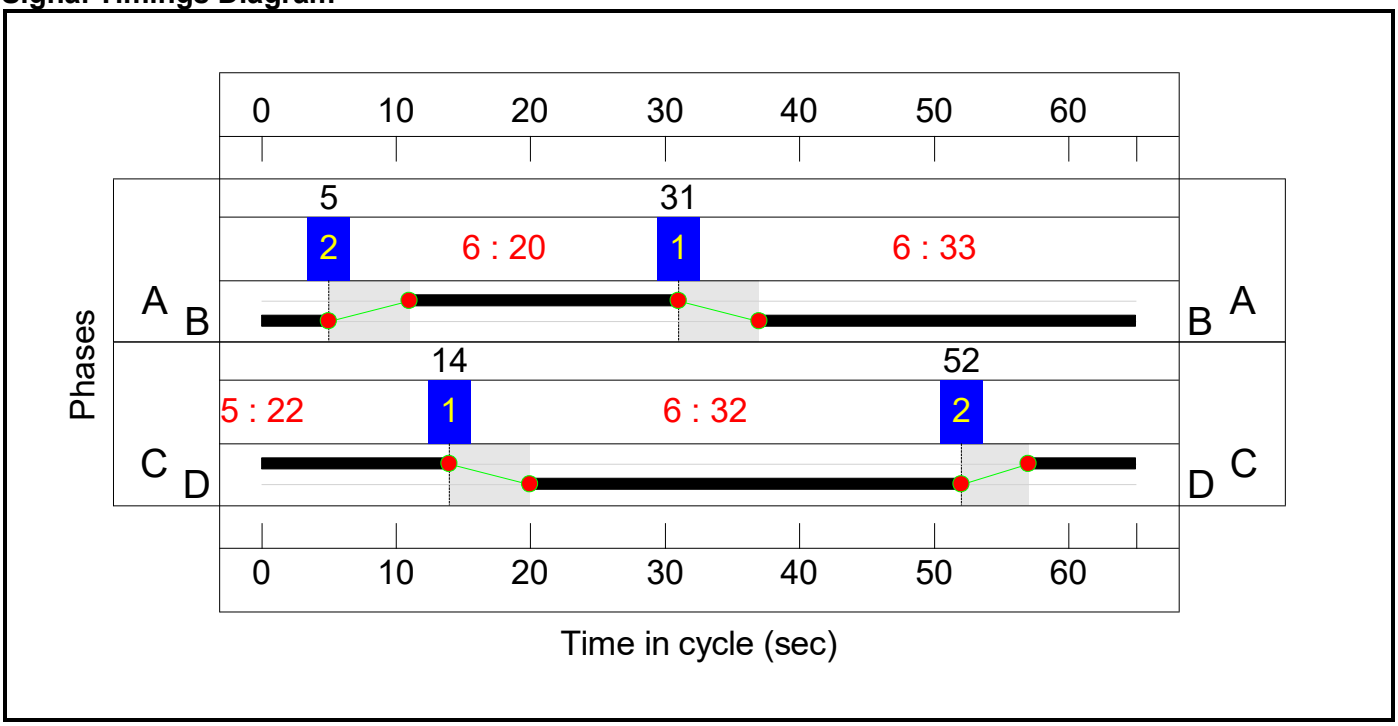
Stage Stream: 2

Stage	1	2
Duration	32	22
Change Point	14	52

Phase Timings

Phase Name	Description	Phase	Stage Stream	Green Period 1		
				Total Green	Start Time	End Time
A	M1 (S) Offslip Ahead Left	Traffic	1	20	11	31
B	SW Circ Right Ahead	Traffic	1	33	37	5
C	A52 (W) Offslip Ahead Left	Traffic	2	22	57	14
D	W Circ Right Ahead	Traffic	2	32	20	52

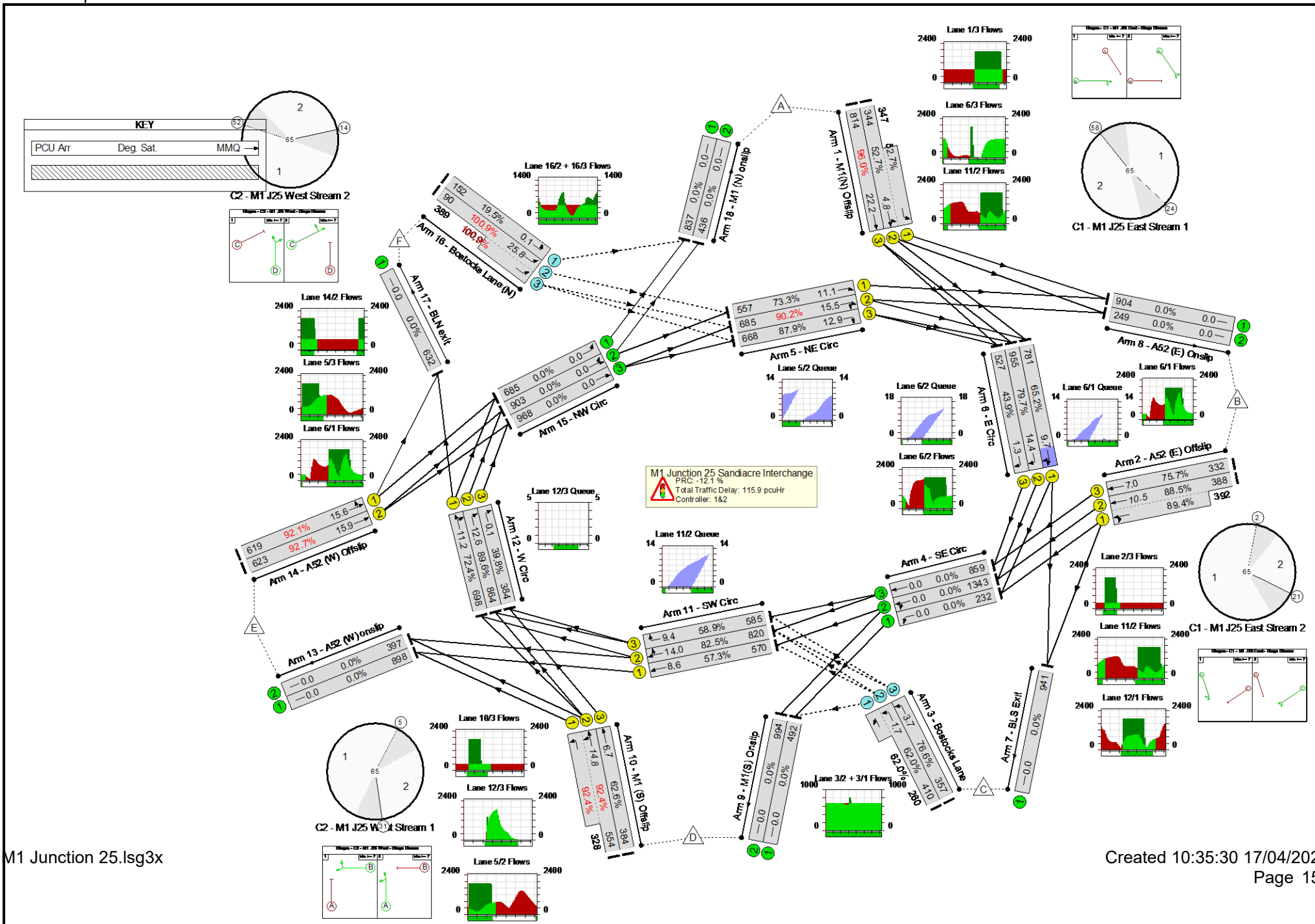
Signal Timings Diagram



Lane Green Times

Junction: M1 Junction 25 Sandiacre Interchange					
Lane	**Description**	**Type**	**Phases**	**Start Green**	**End Green**
1/1	M1(N) Offslip Left	U	A	30	58
1/2	M1(N) Offslip Ahead Left	U	A	30	58
1/3	M1(N) Offslip Ahead	U	A	30	58
2/1	A52 (E) Offslip Ahead Left	U	C	7	21
2/2	A52 (E) Offslip Ahead	U	C	7	21
2/3	A52 (E) Offslip Ahead	U	C	7	21
5/1	NE Circ Ahead	U	B	64	24
5/2	NE Circ Right Ahead	U	B	64	24
5/3	NE Circ Right	U	B	64	24
6/1	E Circ Right Ahead	U	D	27	2
6/2	E Circ Right	U	D	27	2
6/3	E Circ Right	U	D	27	2
10/1	M1 (S) Offslip Left	U	A	11	31
10/2	M1 (S) Offslip Ahead Left	U	A	11	31
10/3	M1 (S) Offslip Ahead	U	A	11	31
11/1	SW Circ Ahead	U	B	37	5
11/2	SW Circ Right Ahead	U	B	37	5
11/3	SW Circ Right	U	B	37	5
12/1	W Circ Right Ahead	U	D	20	52
12/2	W Circ Right	U	D	20	52
12/3	W Circ Right	U	D	20	52
14/1	A52 (W) Offslip Ahead Left	U	C	57	14
14/2	A52 (W) Offslip Ahead	U	C	57	14

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
M1 Junction 25 Sandiacre Interchange
PRC: -12.1 %
Total Traffic Delay: 115.9 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 18 - M1 (N) onslip
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 5 - NE Circ
Arm 8 - A52 (E) Onslip
Arm 6 - E Circ
Arm 2 - A52 (E) Offslip
Arm 15 - NW Circ
Arm 14 - A52 (W) Offslip
Arm 12 - W Circ
Arm 4 - SE Circ
Arm 11 - SW Circ
Arm 13 - A52 (W) onslip
Arm 10 - M1 (S) Offslip
Arm 9 - M1(S) Onslip
Arm 3 - Bostocks Lane
Arm 7 - BLS Exit
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 14/2 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows
Lane 12/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.9%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**100.9%**
1/2+1/1	M1(N) Offslip Ahead Left	U	1:1	N/A	C1:A		1	28	-	-	691	1900:1900	652+658	52.7 : 52.7%
1/3	M1(N) Offslip Ahead	U	1:1	N/A	C1:A		1	28	-	-	814	1900	848	96.0%
2/2+2/1	A52 (E) Offslip Ahead Left	U	1:2	N/A	C1:C		1	14	-	-	780	1900:1900	438+438	88.5 : 89.4%
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	-		-	-	-	-	670	1800:1800	661+419	62.0 : 62.0%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	357	1800	466	76.6%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	232	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1346	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	859	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	25	-	-	557	1900	760	73.3%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	25	-	-	686	1900	760	90.2%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	25	-	-	671	1900	760	87.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	40	-	-	781	1900	1198	65.2%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	958	1900	1198	79.7%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	40	-	-	527	1900	1198	43.9%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	941	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	904	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	249	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	492	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	997	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	20	-	-	882	1900:1900	600+355	92.4 : 92.4%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	20	-	-	384	1900	614	62.6%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	33	-	-	570	1900	994	57.3%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	33	-	-	820	1900	994	82.5%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	33	-	-	585	1900	994	58.9%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	32	-	-	698	1900	965	72.4%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	864	1900	965	89.6%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	32	-	-	384	1900	965	39.8%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	898	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	397	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	22	-	-	619	1900	672	92.1%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	22	-	-	623	1900	672	92.7%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	685	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	903	Inf	Inf	0.0%

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	968	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	152	1800	778	19.5%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	479	1800:1800	89+386	100.9 : 100.9%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	632	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	837	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	436	Inf	Inf	0.0%

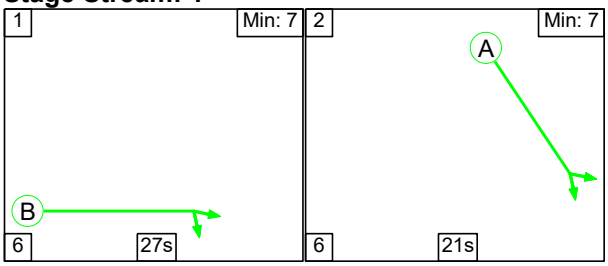
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2800**	**0**	**0**	**58.5**	**57.3**	**0.0**	**115.9**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2800**	**0**	**0**	**58.5**	**57.3**	**0.0**	**115.9**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	691	691	-	-	-	2.3	0.6	-	2.9	15.1	4.2	0.6	4.8	1/2+1/1
1/3	814	814	-	-	-	3.9	8.1	-	12.1	53.5	14.0	8.1	22.2	1/3
2/2+2/1	780	780	-	-	-	5.2	3.7	-	9.0	41.4	6.8	3.7	10.5	2/2+2/1
2/3	332	332	-	-	-	2.1	1.5	-	3.7	39.8	5.5	1.5	7.0	2/3
3/2+3/1	670	670	1340	0	0	0.0	0.8	-	0.8	4.4	0.9	0.8	1.7	3/2+3/1
3/3	357	357	357	0	0	0.1	1.6	-	1.7	17.5	2.1	1.6	3.7	3/3
4/1	232	232	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1343	1343	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	859	859	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	557	557	-	-	-	2.1	1.4	-	3.5	22.4	9.8	1.4	11.1	5/1
5/2	685	685	-	-	-	4.1	4.1	-	8.2	43.2	11.4	4.1	15.5	5/2
5/3	668	668	-	-	-	3.3	3.4	-	6.7	36.0	9.5	3.4	12.9	5/3
6/1	781	781	-	-	-	1.7	0.0	-	1.7	7.9	9.7	0.0	9.7	6/1
6/2	955	955	-	-	-	3.1	0.0	-	3.1	11.8	14.4	0.0	14.4	6/2
6/3	527	527	-	-	-	0.3	0.0	-	0.3	2.1	1.3	0.0	1.3	6/3
7/1	941	941	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	904	904	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	249	249	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	492	492	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	994	994	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	882	882	-	-	-	4.9	5.3	-	10.2	41.5	9.5	5.3	14.8	10/2+10/1
10/3	384	384	-	-	-	2.0	0.8	-	2.8	26.4	5.9	0.8	6.7	10/3
11/1	570	570	-	-	-	2.7	0.7	-	3.4	21.3	7.9	0.7	8.6	11/1
11/2	820	820	-	-	-	3.8	2.3	-	6.1	26.9	11.7	2.3	14.0	11/2
11/3	585	585	-	-	-	1.7	0.7	-	2.4	14.8	8.7	0.7	9.4	11/3
12/1	698	698	-	-	-	3.1	0.0	-	3.1	16.2	11.2	0.0	11.2	12/1
12/2	864	864	-	-	-	4.2	0.0	-	4.2	17.4	12.6	0.0	12.6	12/2
12/3	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.1	0.0	0.1	12/3
13/1	898	898	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	397	397	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	619	619	-	-	-	3.5	4.9	-	8.4	48.6	10.7	4.9	15.6	14/1
14/2	623	623	-	-	-	3.5	5.2	-	8.7	50.3	10.7	5.2	15.9	14/2
15/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	903	903	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	968	968	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	152	152	152	0	0	0.0	0.1	-	0.1	2.9	0.0	0.1	0.1	16/1
16/2+16/3	479	476	951	0	0	0.7	12.1	-	12.8	95.8	13.7	12.1	25.8	16/2+16/3
17/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	837	837	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

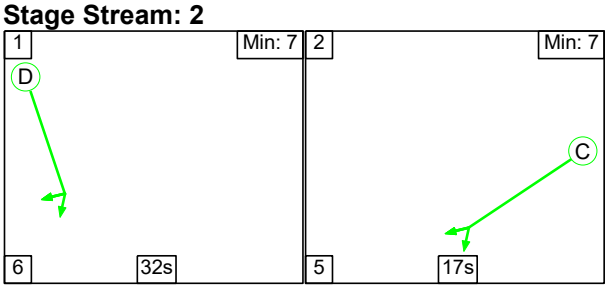
C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	-6.7	Total Delay for Signalled Lanes (pcuHr):	33.36	Cycle Time (s):	65
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	0.7	Total Delay for Signalled Lanes (pcuHr):	17.80	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-2.6	Total Delay for Signalled Lanes (pcuHr):	24.89	Cycle Time (s):	65
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-3.0	Total Delay for Signalled Lanes (pcuHr):	24.38	Cycle Time (s):	65
	PRC Over All Lanes (%):	-12.1	Total Delay Over All Lanes(pcuHr):	115.85		

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	27	21
Change Point	21	54

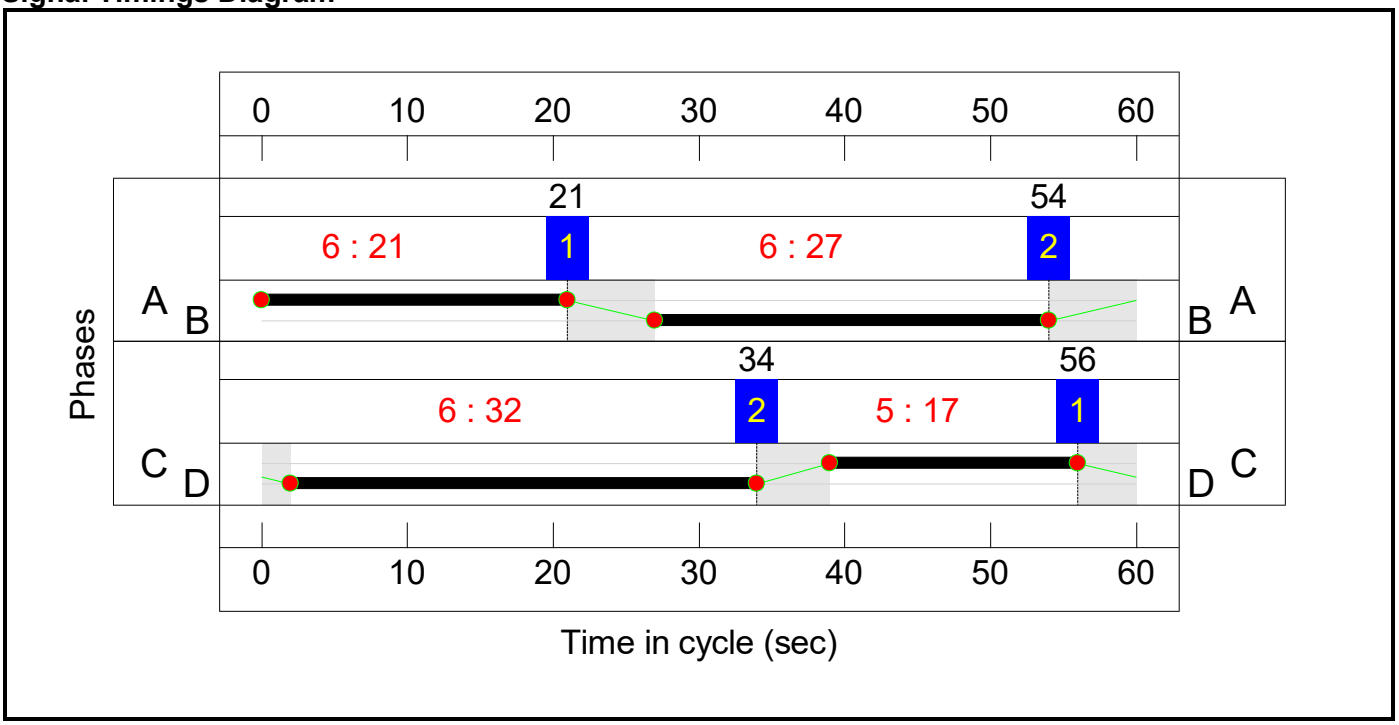
Stage Stream: 2

Stage	1	2
Duration	32	17
Change Point	56	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	17	39	56
D	E Circ Right Ahead	Traffic	2	32	2	34

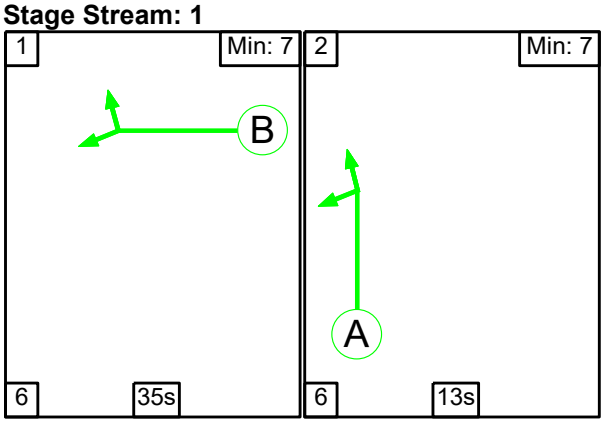
Signal Timings Diagram



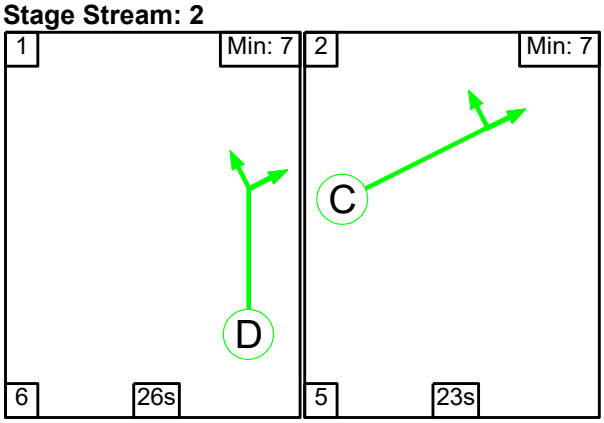
C2 - M1 J25 West

Stage Sequence Diagram

Stage Stream: 1



Stage Stream: 2



Stage Timings

Stage Stream: 1

Stage	1	2
Duration	35	13
Change Point	13	54

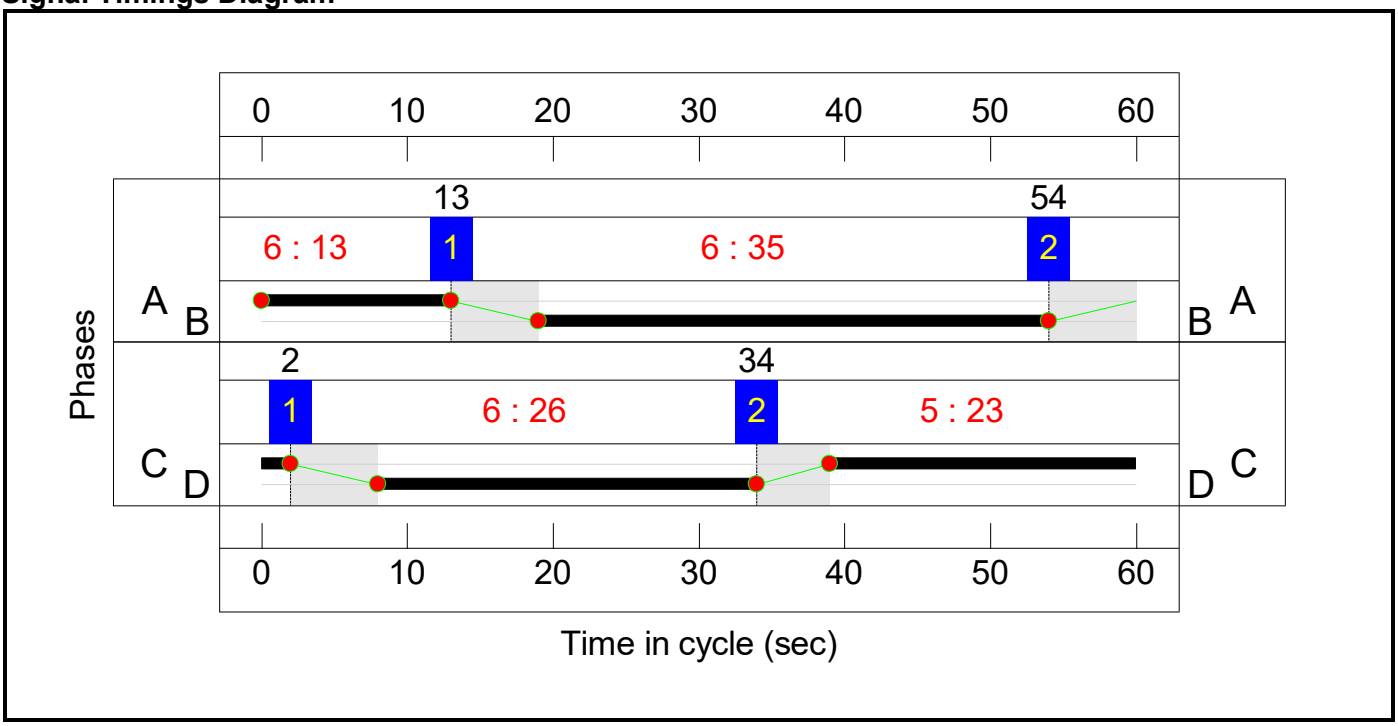
Stage Stream: 2

Stage	1	2
Duration	26	23
Change Point	2	34

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	23	39	2
D	W Circ Right Ahead	Traffic	2	26	8	34

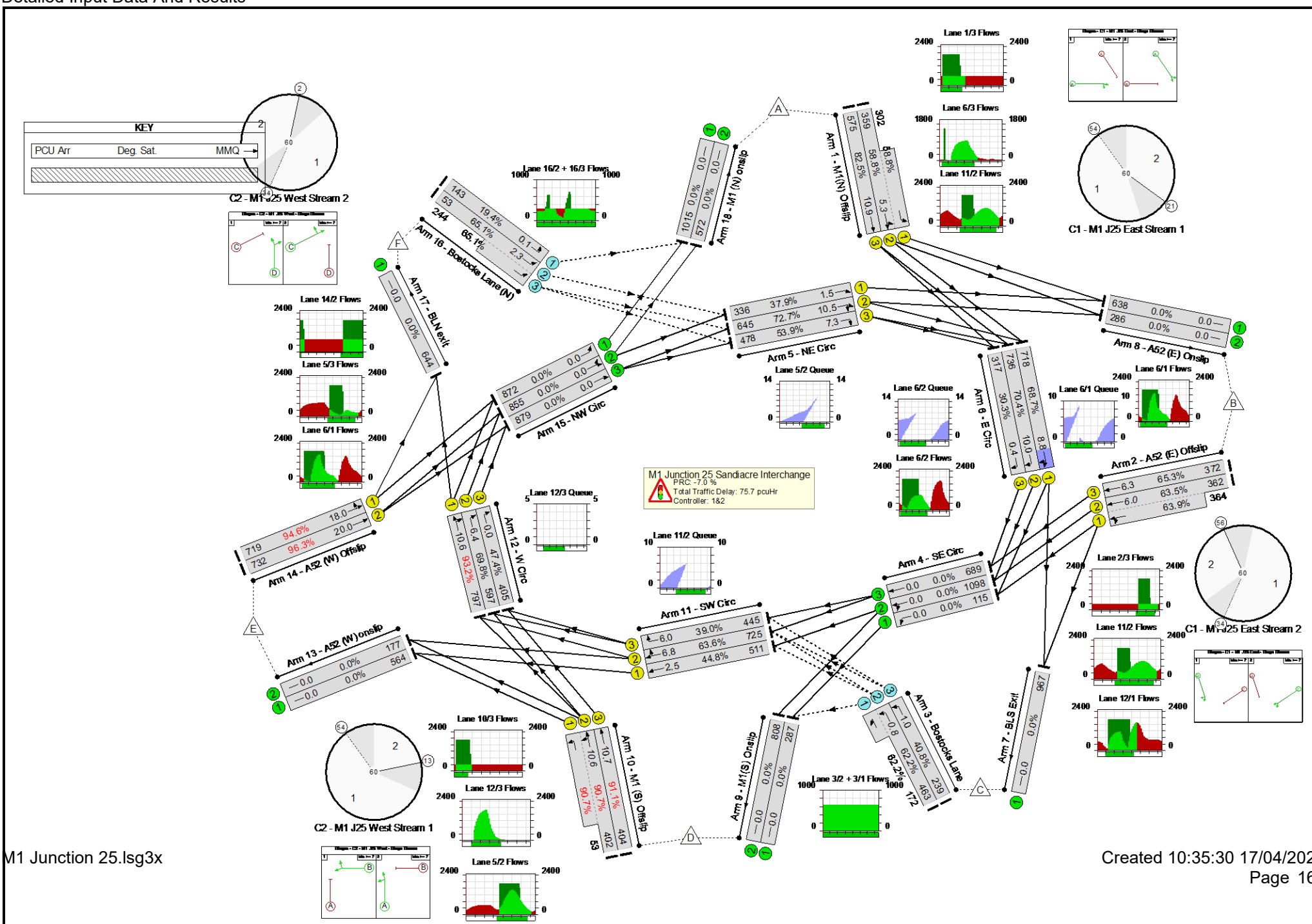
Signal Timings Diagram



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	56
2/2	A52 (E) Offslip Ahead	U	C	39	56
2/3	A52 (E) Offslip Ahead	U	C	39	56
5/1	NE Circ Ahead	U	B	27	54
5/2	NE Circ Right Ahead	U	B	27	54
5/3	NE Circ Right	U	B	27	54
6/1	E Circ Right Ahead	U	D	2	34
6/2	E Circ Right	U	D	2	34
6/3	E Circ Right	U	D	2	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	8	34
12/2	W Circ Right	U	D	8	34
12/3	W Circ Right	U	D	8	34
14/1	A52 (W) Offslip Ahead Left	U	C	39	2
14/2	A52 (W) Offslip Ahead	U	C	39	2

Network Layout Diagram


KEY
PCU Arr
Deg. Sat.
MMQ
C2 - M1 J25 West Stream 2
C1 - M1 J25 East Stream 1
C1 - M1 J25 East Stream 2
C2 - M1 J25 West Stream 1
M1 Junction 25 Sandiacre Interchange
PRC: -7.0 %
Total Traffic Delay: 75.7 pcuHr
Controller: 1&2
Arm 1 - M1(N) Offslip
Arm 2 - A52 (E) Offslip
Arm 3 - Bostocks Lane
Arm 4 - SE Circ
Arm 5 - NE Circ
Arm 6 - E Circ
Arm 7 - BLS Exit
Arm 8 - A52 (E) Onslip
Arm 9 - M1(S) Onslip
Arm 10 - M1 (S) Offslip
Arm 11 - SW Circ
Arm 12 - W Circ
Arm 13 - A52 (W) Onslip
Arm 14 - A52 (W) Offslip
Arm 15 - NW Circ
Arm 16 - Bostocks Lane (N)
Arm 17 - BLN exit
Arm 18 - M1 (N) onslip
Lane 1/3 Flows
Lane 6/3 Flows
Lane 11/2 Flows
Lane 16/2 + 16/3 Flows
Lane 14/2 Flows
Lane 5/3 Flows
Lane 6/1 Flows
Lane 5/2 Queue
Lane 6/2 Queue
Lane 6/1 Queue
Lane 6/2 Flows
Lane 12/3 Queue
Lane 11/2 Queue
Lane 2/3 Flows
Lane 10/3 Flows
Lane 12/3 Flows
Lane 5/2 Flows
Lane 3/2 + 3/1 Flows
Lane 12/1 Flows

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Bonus Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.3%**
M1 Junction 25 Sandiacre Interchange	-	-	**N/A**	-	-		-	-	-	-	-	-	-	**96.3%**
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	17	-	-	726	1900:1900	570+570	63.5 : 63.9%
2/3	A52 (E) Offslip Ahead	U	1:2	N/A	C1:C		1	17	-	-	372	1900	570	65.3%
3/2+3/1	Bostocks Lane U-Turn Left	O	N/A	N/A	-		-	-	-	-	635	1800:1800	745+277	62.2 : 62.2%
3/3	Bostocks Lane Left	O	N/A	N/A	-		-	-	-	-	239	1800	586	40.8%
4/1	SE Circ Left	U	N/A	N/A	-		-	-	-	-	115	Inf	Inf	0.0%
4/2	SE Circ Left Ahead	U	N/A	N/A	-		-	-	-	-	1098	Inf	Inf	0.0%
4/3	SE Circ Ahead	U	N/A	N/A	-		-	-	-	-	689	Inf	Inf	0.0%
5/1	NE Circ Ahead	U	1:1	N/A	C1:B		1	27	-	-	336	1900	887	37.9%
5/2	NE Circ Right Ahead	U	1:1	N/A	C1:B		1	27	-	-	645	1900	887	72.7%
5/3	NE Circ Right	U	1:1	N/A	C1:B		1	27	-	-	478	1900	887	53.9%
6/1	E Circ Right Ahead	U	1:2	N/A	C1:D		1	32	-	-	718	1900	1045	68.7%

6/2	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	736	1900	1045	70.4%
6/3	E Circ Right	U	1:2	N/A	C1:D		1	32	-	-	317	1900	1045	30.3%
7/1	BLS Exit	U	N/A	N/A	-		-	-	-	-	967	Inf	Inf	0.0%
8/1	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	638	Inf	Inf	0.0%
8/2	A52 (E) Onslip	U	N/A	N/A	-		-	-	-	-	286	Inf	Inf	0.0%
9/1	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	287	Inf	Inf	0.0%
9/2	M1(S) Onslip	U	N/A	N/A	-		-	-	-	-	808	Inf	Inf	0.0%
10/2+10/1	M1 (S) Offslip Ahead Left	U	2:1	N/A	C2:A		1	13	-	-	455	1900:1900	443+58	90.7 : 90.7%
10/3	M1 (S) Offslip Ahead	U	2:1	N/A	C2:A		1	13	-	-	404	1900	443	91.1%
11/1	SW Circ Ahead	U	2:1	N/A	C2:B		1	35	-	-	511	1900	1140	44.8%
11/2	SW Circ Right Ahead	U	2:1	N/A	C2:B		1	35	-	-	725	1900	1140	63.6%
11/3	SW Circ Right	U	2:1	N/A	C2:B		1	35	-	-	445	1900	1140	39.0%
12/1	W Circ Right Ahead	U	2:2	N/A	C2:D		1	26	-	-	797	1900	855	93.2%
12/2	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	597	1900	855	69.8%
12/3	W Circ Right	U	2:2	N/A	C2:D		1	26	-	-	405	1900	855	47.4%
13/1	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	564	Inf	Inf	0.0%
13/2	A52 (W) onslip	U	N/A	N/A	-		-	-	-	-	177	Inf	Inf	0.0%
14/1	A52 (W) Offslip Ahead Left	U	2:2	N/A	C2:C		1	23	-	-	719	1900	760	94.6%
14/2	A52 (W) Offslip Ahead	U	2:2	N/A	C2:C		1	23	-	-	732	1900	760	96.3%
15/1	NW Circ Left	U	N/A	N/A	-		-	-	-	-	872	Inf	Inf	0.0%
15/2	NW Circ Ahead Left	U	N/A	N/A	-		-	-	-	-	855	Inf	Inf	0.0%

15/3	NW Circ Ahead	U	N/A	N/A	-		-	-	-	-	879	Inf	Inf	0.0%
16/1	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	143	1800	739	19.4%
16/2+16/3	Bostocks Lane (N) Left	O	N/A	N/A	-		-	-	-	-	297	1800:1800	81+375	65.1 : 65.1%
17/1	BLN exit	U	N/A	N/A	-		-	-	-	-	644	Inf	Inf	0.0%
18/1	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	1015	Inf	Inf	0.0%
18/2	M1 (N) onslip	U	N/A	N/A	-		-	-	-	-	572	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)	Item
Network: M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2246**	**0**	**0**	**41.6**	**34.0**	**0.0**	**75.7**	**-**	**-**	**-**	**-**	**Network: M1 Junction 25 Sandiacre Interchange**
M1 Junction 25 Sandiacre Interchange	**-**	**-**	**2246**	**0**	**0**	**41.6**	**34.0**	**0.0**	**75.7**	**-**	**-**	**-**	**-**	**M1 Junction 25 Sandiacre Interchange**
1/2+1/1	661	661	-	-	-	2.7	0.7	-	3.4	18.5	4.6	0.7	5.3	1/2+1/1
1/3	575	575	-	-	-	2.8	2.3	-	5.0	31.5	8.6	2.3	10.9	1/3
2/2+2/1	726	726	-	-	-	3.7	0.9	-	4.5	22.5	5.2	0.9	6.0	2/2+2/1
2/3	372	372	-	-	-	1.9	0.9	-	2.8	27.3	5.4	0.9	6.3	2/3
3/2+3/1	635	635	1270	0	0	0.0	0.8	-	0.8	4.6	0.0	0.8	0.8	3/2+3/1
3/3	239	239	239	0	0	0.0	0.3	-	0.4	5.5	0.7	0.3	1.0	3/3
4/1	115	115	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/1
4/2	1098	1098	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/2
4/3	689	689	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	4/3
5/1	336	336	-	-	-	0.3	0.3	-	0.6	6.9	1.2	0.3	1.5	5/1
5/2	645	645	-	-	-	1.4	1.3	-	2.8	15.4	9.1	1.3	10.5	5/2
5/3	478	478	-	-	-	2.1	0.6	-	2.7	20.4	6.7	0.6	7.3	5/3
6/1	718	718	-	-	-	2.3	0.0	-	2.3	11.5	8.8	0.0	8.8	6/1
6/2	736	736	-	-	-	3.0	0.0	-	3.0	14.4	10.0	0.0	10.0	6/2
6/3	317	317	-	-	-	0.1	0.0	-	0.1	1.4	0.4	0.0	0.4	6/3
7/1	967	967	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	7/1
8/1	638	638	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/1
8/2	286	286	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	8/2
9/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/1
9/2	808	808	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	9/2

10/2+10/1	455	455	-	-	-	2.8	4.1	-	6.9	54.6	6.5	4.1	10.6	10/2+10/1
10/3	404	404	-	-	-	2.5	4.2	-	6.7	60.1	6.5	4.2	10.7	10/3
11/1	511	511	-	-	-	0.5	0.4	-	0.9	6.1	2.1	0.4	2.5	11/1
11/2	725	725	-	-	-	1.4	0.9	-	2.3	11.3	5.9	0.9	6.8	11/2
11/3	445	445	-	-	-	1.5	0.3	-	1.8	14.4	5.7	0.3	6.0	11/3
12/1	797	797	-	-	-	3.3	0.0	-	3.3	15.1	10.6	0.0	10.6	12/1
12/2	597	597	-	-	-	2.2	0.0	-	2.2	13.6	6.4	0.0	6.4	12/2
12/3	405	405	-	-	-	0.0	0.0	-	0.0	0.1	0.0	0.0	0.0	12/3
13/1	564	564	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/1
13/2	177	177	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	13/2
14/1	719	719	-	-	-	3.5	6.6	-	10.1	50.6	11.4	6.6	18.0	14/1
14/2	732	732	-	-	-	3.6	8.2	-	11.8	58.1	11.8	8.2	20.0	14/2
15/1	872	872	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/1
15/2	855	855	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/2
15/3	879	879	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	15/3
16/1	143	143	143	0	0	0.0	0.1	-	0.1	3.0	0.0	0.1	0.1	16/1
16/2+16/3	297	297	594	0	0	0.1	0.9	-	1.0	12.3	1.4	0.9	2.3	16/2+16/3
17/1	644	644	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	17/1
18/1	1015	1015	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/1
18/2	572	572	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0	18/2

C1 - M1 J25 East	Stream: 1 PRC for Signalled Lanes (%):	9.0	Total Delay for Signalled Lanes (pcuHr):	14.54	Cycle Time (s): 60
C1 - M1 J25 East	Stream: 2 PRC for Signalled Lanes (%):	27.8	Total Delay for Signalled Lanes (pcuHr):	12.72	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 1 PRC for Signalled Lanes (%):	-1.3	Total Delay for Signalled Lanes (pcuHr):	18.56	Cycle Time (s): 60
C2 - M1 J25 West	Stream: 2 PRC for Signalled Lanes (%):	-7.0	Total Delay for Signalled Lanes (pcuHr):	27.51	Cycle Time (s): 60
	PRC Over All Lanes (%):	-7.0	Total Delay Over All Lanes(pcuHr):	75.65	