

Appendix J A61 Wakefield Road/Shaw Lane/Lee Lane Junction - Proposed Improvement (Optima Drawing No. 18085/GA/03 Rev C)





40

EXISTING PETROL
STATION EGRESS

EXISTING PETROL
STATION ACCESS

PROPOSED YELLOW BOX
/KEEP CLEAR ROAD
MARKING SUBJECT TO
DETAILED DESIGN

DETAILED DESIGN PROCESS TO
INCLUDE RISK ASSESSMENT
FOR POTENTIAL VEHICLE
RESTRAINT SYSTEM ADJACENT
TO BOUNDARY

AREA TO BE USED FOR
MAINTENANCE VEHICLE AND
TO UTILISE EXISTING DROPPED
KERB OFF LEE LANE

EXISTING DROPPED KERB
ACCESS TO BE RETAINED

EXISTING FOOTWAY
IMPROVED/WIDENED TO 1.8M

RELOCATE EXISTING 60MPH TO 40MPH SPEED
LIMIT CHANGE FURTHER EASTWARDS ALONG
LEE LANE. LOCATION SUBJECT TO DETAILED
DESIGN AND LOCAL HIGHWAY AUTHORITY
DISCUSSION/APPROVAL

TRAFFIC SIGNAL LOCATED AT
BACK OF FOOTWAY WITH
CRANKED POST

MINOR WIDENING TO
EXISTING BUS STOP

PROPOSED YELLOW BOX
/KEEP CLEAR ROAD
MARKING SUBJECT TO
DETAILED DESIGN

FOR DETAILS SOUTH ALONG
THE A61 WAKEFIELD ROAD
REFER TO INSET

EXISTING TACTILE
CROSSING TO BE
REMOVED AND PAVEMENT
TO BE REINSTATED

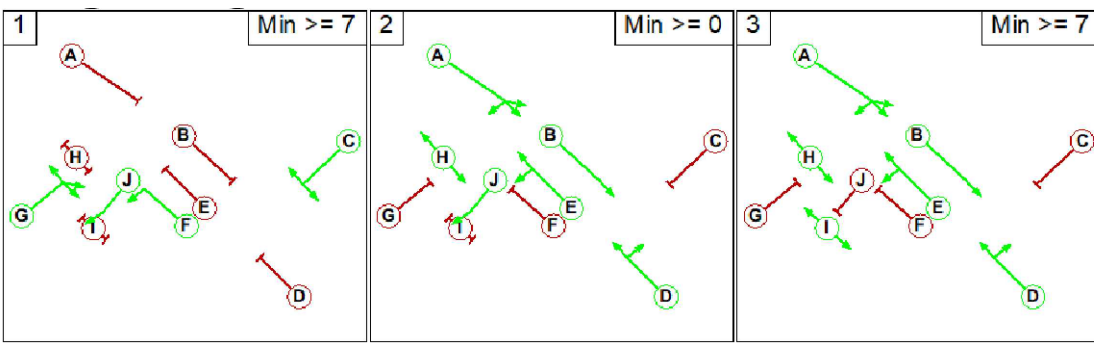
PEDESTRIAN CROSSING TO BE
REPROVIDED AT SIGNAL STOPLINE

- KEY
- INDICATIVE ADOPTED HIGHWAY BOUNDARY
 - PROPOSED JUNCTION IMPROVEMENTS
 - PROPOSED CARRIAGEWAY WIDENING
 - PROPOSED TACTILE PAVING
 - EXISTING PRIVATE ACCESS/EGRESS POINTS
 - EXISTING SPEED LIMIT

NOTES

1. PRELIMINARY LAYOUT SUBJECT TO DETAILED DESIGN INCLUDING
FULL CDM COMPLIANCE, STATUTORY UNDERTAKERS
SEARCH/DIVERSION REQUIREMENTS, TOPOGRAPHICAL SURVEY,
HIGHWAY DRAINAGE PROVISION, HIGHWAY CAPACITY ASSESSMENT,
LAND AVAILABILITY AND LOCAL AUTHORITY APPROVAL.

PROPOSED SIGNAL STAGING



30

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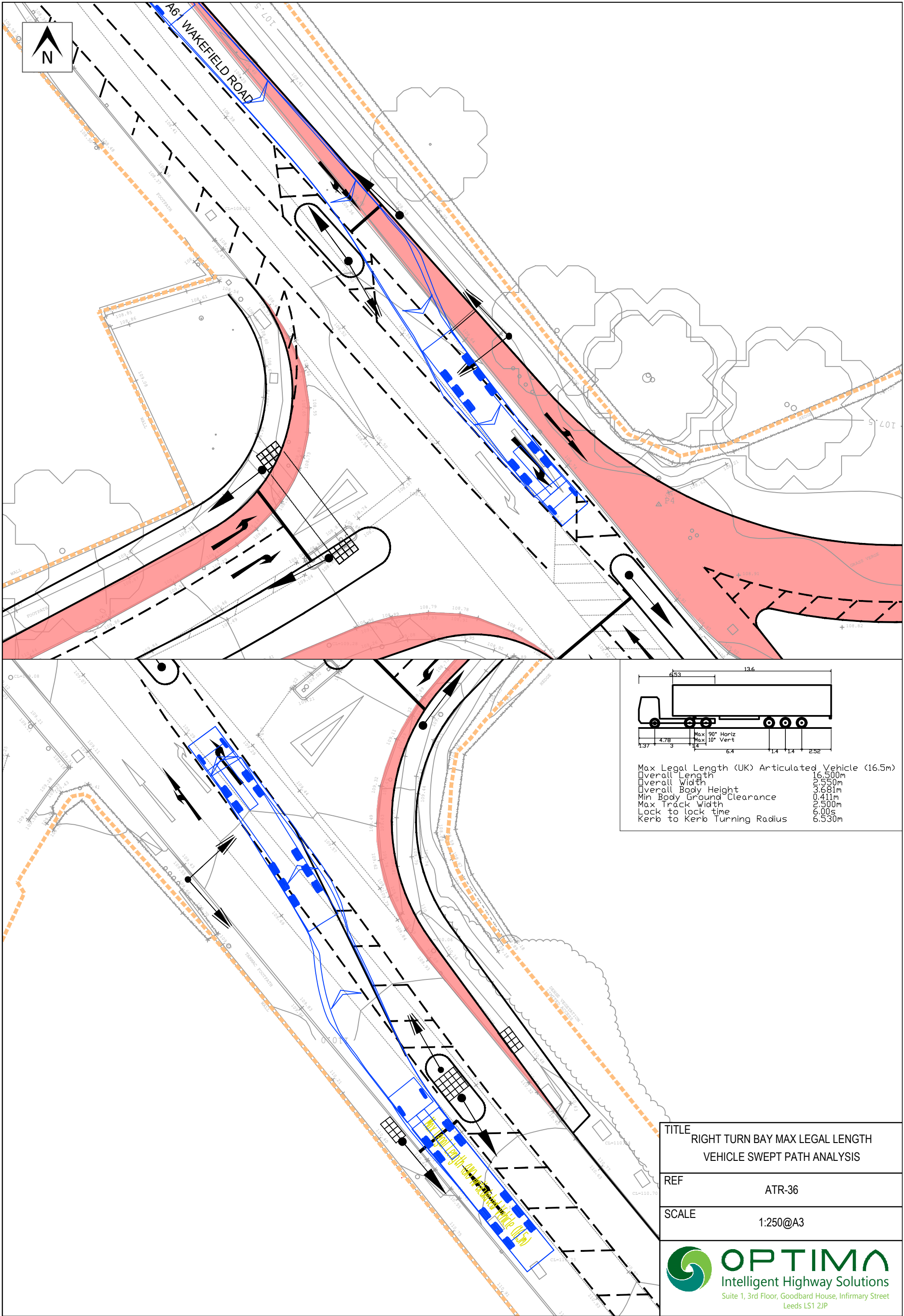
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B	17/02/20	CJR	AMENDS RESPOND TO RSA & COUNCIL COMMENTS	PMO	PMO
A	02/12/19	CJR	UPDATED INC. TOPO SURVEY	PMO	PMO
-	26/07/19	CJR	INITIAL ISSUE	PMO	PMO
REV	DATE	BY	DESCRIPTION	CHK	APP
STATUS			PRELIMINARY		

PROJECT	LEE LANE, ROYSTON PROPOSED RESIDENTIAL DEVELOPMENT		
DRAWING TITLE	LEE LANE/A61 WAKEFIELD ROAD/SHAW LANE PROPOSED JUNCTION IMPROVEMENTS		

CLIENT	BELLWAY HOMES LTD		
CHECKED	APPROVED	DRG No.	
PMO	PMO	18085/GA/03	
DRAWN BY:	SCALE @ A1 1:250 INSET: 1:500	DATE	REV.
CJR		MARCH 2020	C

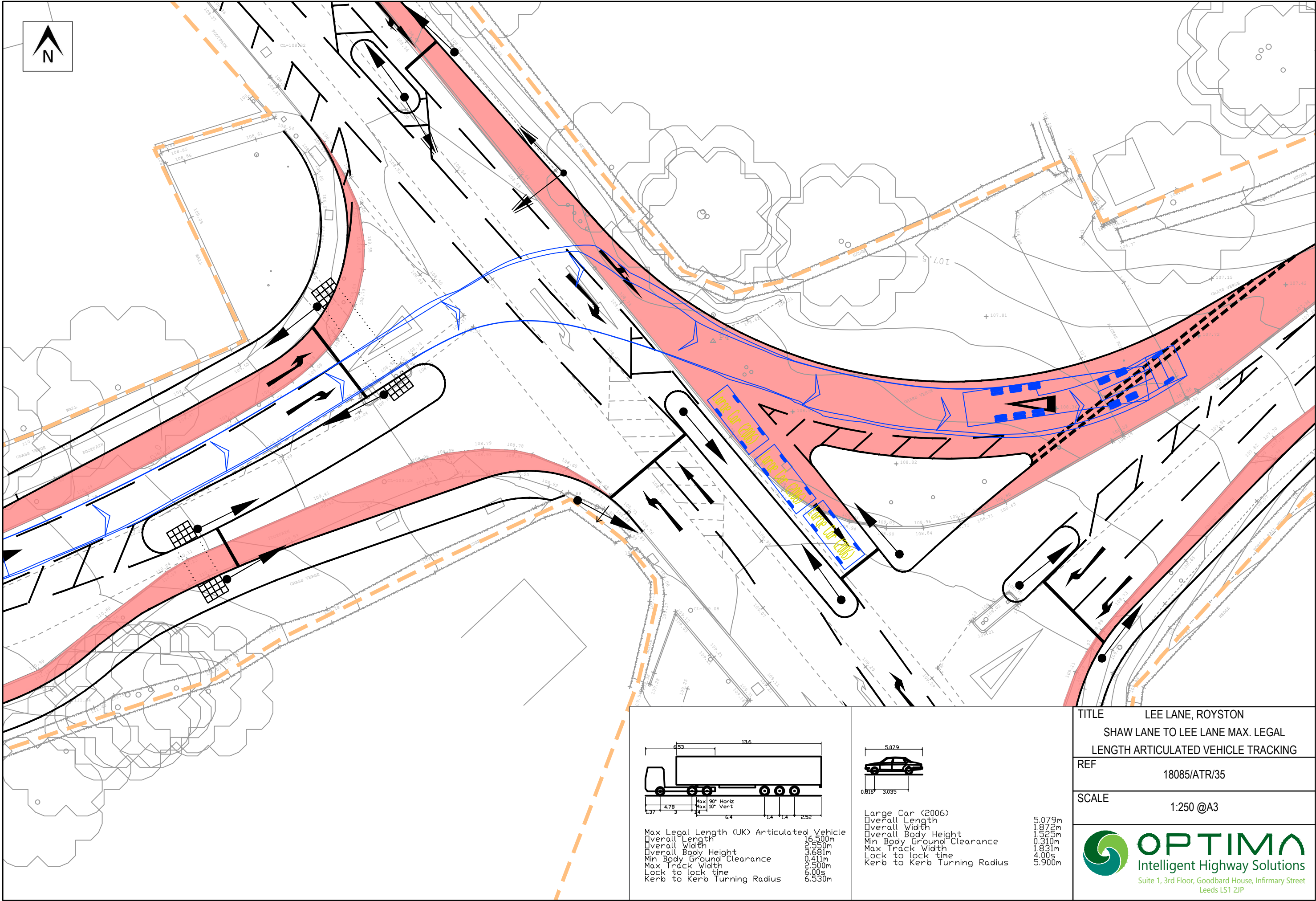
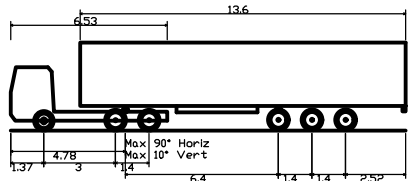
**Appendix K A61 Wakefield Road/Shaw Lane/Lee Lane
Junction – Proposed Improvement Swept
Paths (Optima Drawing Nos.
18085/ATR/04-1 Rev A, 18085/ATR/04-2
Rev A, 18085/ATR/04-3 Rev A,
18085/ATR/11-1, 18085/ATR/11-2 and
18085/ATR/11-3, ATR/35 & 36)**



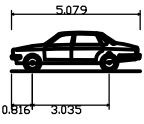


Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

TITLE	RIGHT TURN BAY MAX LEGAL LENGTH VEHICLE SWEEP PATH ANALYSIS
REF	ATR-36
SCALE	1:250@A3

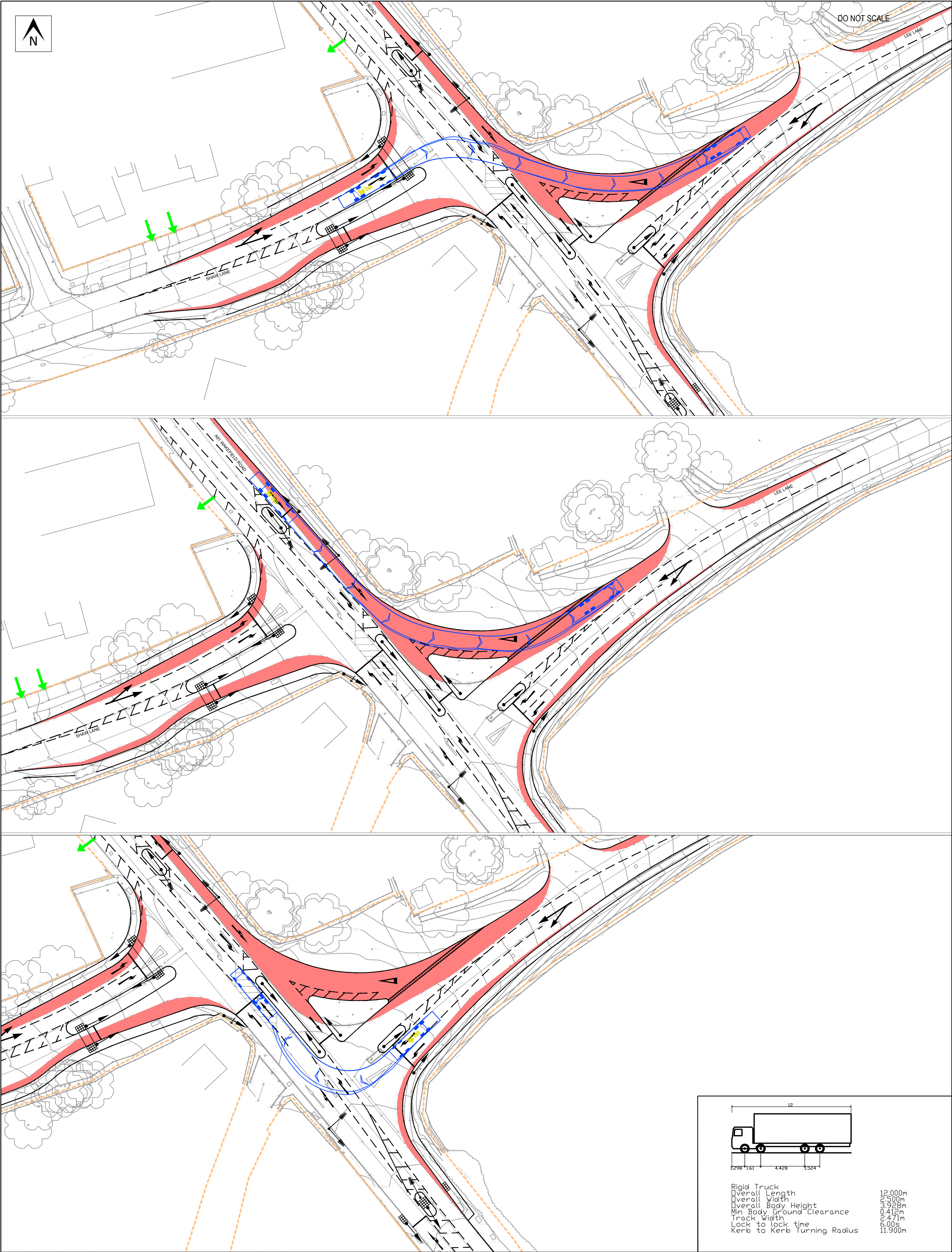


Max Legal Length (UK) Articulated Vehicle
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.681m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m



Large Car (2006)
Overall Length 5.079m
Overall Width 1.872m
Overall Body Height 1.525m
Min Body Ground Clearance 0.310m
Max Track Width 1.831m
Lock to lock time 4.00s
Kerb to Kerb Turning Radius 5.900m

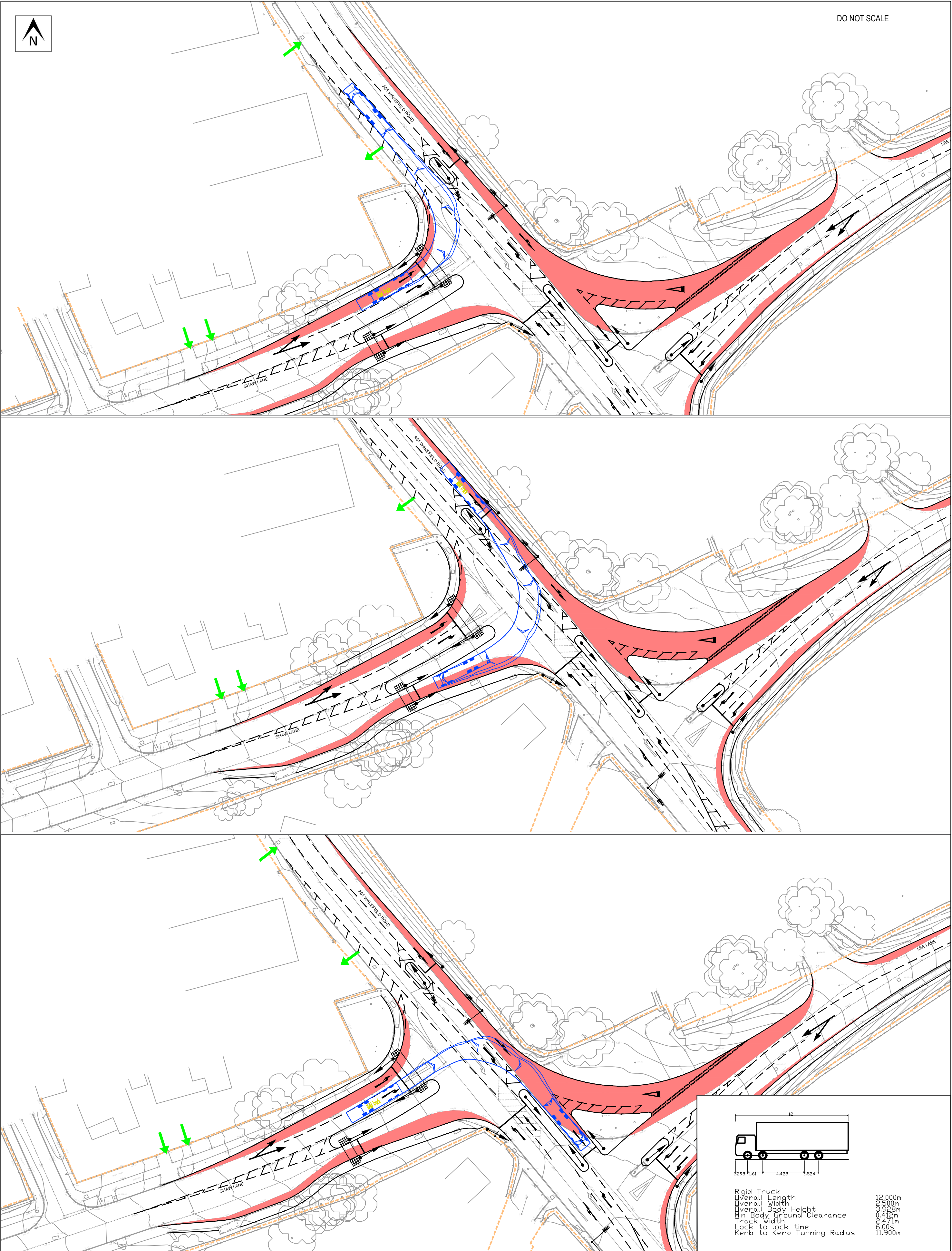
TITLE	LEE LANE, ROYSTON SHAW LANE TO LEE LANE MAX. LEGAL LENGTH ARTICULATED VEHICLE TRACKING
REF	18085/ATR/35
SCALE	1:250 @A3
 Suite 1, 3rd Floor, Goodbard House, Infirmary Street Leeds LS1 2JP	



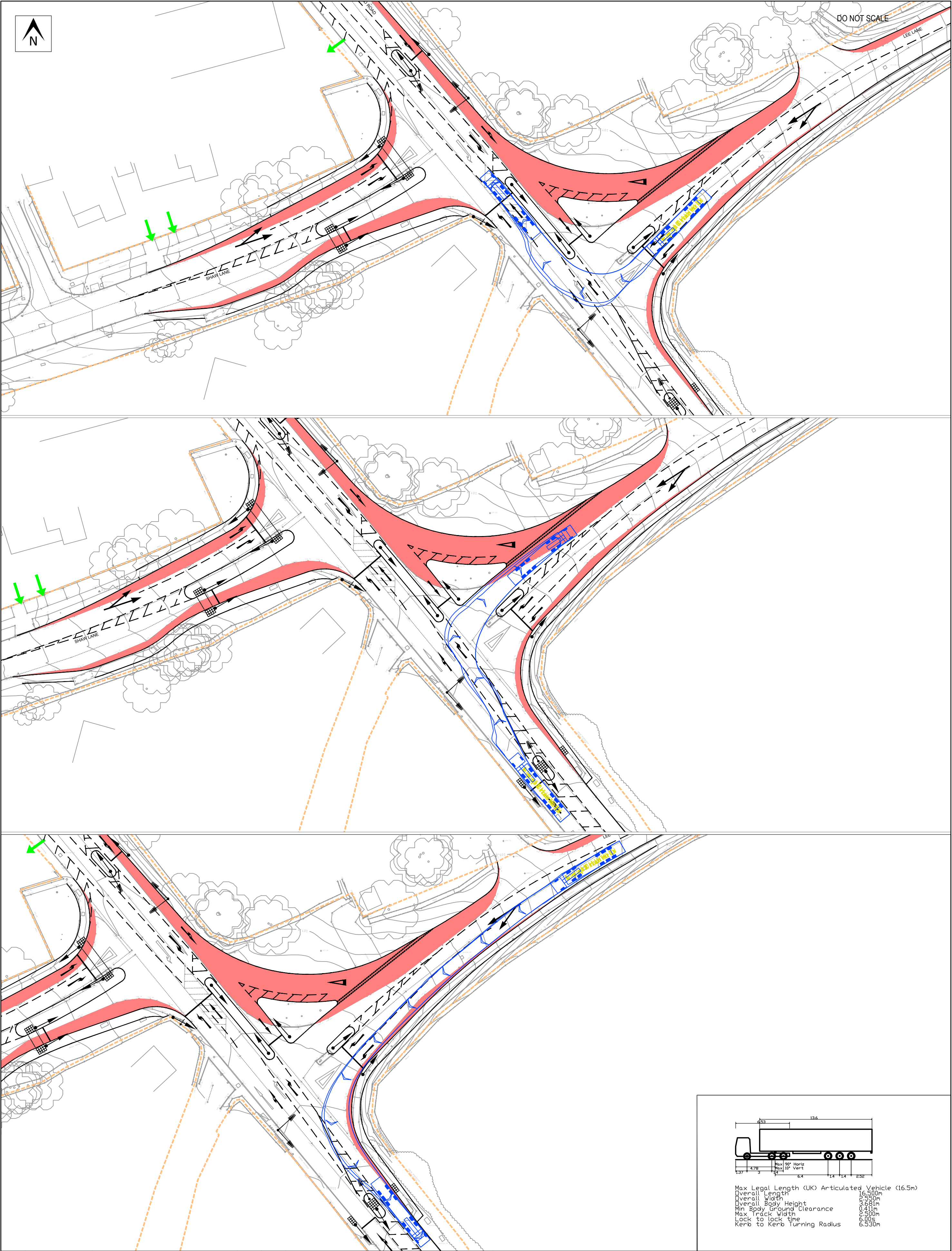
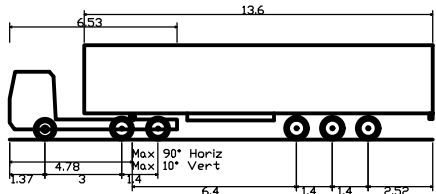
						PROJECT	CLIENT				<div> OPTIMA Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbard House, Infirmary Street Leeds LS1 2JP optimahighways.com T 0113 245 1679</div>
-	20/02/20	CJR	INITIAL ISSUE	PMO	PMO	LEE LANE, ROYSTON PROPOSED RESIDENTIAL DEVELOPMENT	BELLWAY HOMES LTD				
REV	DATE	BY	DESCRIPTION	CHK	APP	DRAWING TITLE	CHECKED PMO	APPROVED PMO	DRG No. 18085/ATR/11-3		
STATUS						LEE LANE/A61 WAKEFIELD ROAD/SHAW LANE POTENTIAL SIGNALISED JUNCTION RIGID VEHICLE SWEEP PATH ANALYSIS (3 OF 3)	DRAWN BY: CJR	SCALE @ A2 1:500	DATE FEBRUARY 2020	REV. -	
PRELIMINARY											



						PROJECT	CLIENT	<div> OPTIMA Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbard House, Infirmary Street Leeds LS1 2JP optimahighways.com T 0113 245 1679</div>						
						LEE LANE, ROYSTON PROPOSED RESIDENTIAL DEVELOPMENT	BELLWAY HOMES LTD							
-	20/02/20	CJR	INITIAL ISSUE	PMO	PMO	DRAWING TITLE	CHECKED PMO					APPROVED PMO	DRG No. 18085/ATR/11-2	
REV	DATE	BY	DESCRIPTION	CHK	APP	LEE LANE/A61 WAKEFIELD ROAD/SHAW LANE POTENTIAL SIGNALISED JUNCTION RIGID VEHICLE SWEEP PATH ANALYSIS (2 OF 3)	DRAWN BY: CJR					SCALE @ A2 1:500	DATE FEBRUARY 2020	REV. -
STATUS														
PRELIMINARY														



						PROJECT	LEE LANE, ROYSTON PROPOSED RESIDENTIAL DEVELOPMENT			CLIENT	BELLWAY HOMES LTD			 OPTIMA Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbard House, Infirmary Street Leeds LS1 2JP optimahighways.com T 0113 245 1679
-	20/02/20	CJR	INITIAL ISSUE	PMO	PMO	DRAWING TITLE	LEE LANE/A61 WAKEFIELD ROAD/SHAW LANE POTENTIAL SIGNALISED JUNCTION RIGID VEHICLE SWEEP PATH ANALYSIS (1 OF 3)			CHECKED PMO	APPROVED PMO	DRG No. 18085/ATR/11-1		
REV	DATE	BY	DESCRIPTION	CHK	APP				DRAWN BY: CJR	SCALE @ A2 1:500	DATE FEBRUARY 2020	REV. -		
STATUS														
PRELIMINARY														



Max Legal Length (UK) Articulated Vehicle (16.5m)
Overall Length 16.500m
Overall Width 2.550m
Overall Body Height 3.250m
Min Body Ground Clearance 0.411m
Max Track Width 2.500m
Lock to lock time 6.00s
Kerb to Kerb Turning Radius 6.530m

A	20/02/20	CJR	REVISED LAYOUT	PMO	PMO
-	24/09/19	CJR	INITIAL ISSUE	PMO	PMO
REV	DATE	BY	DESCRIPTION	CHK	APP
STATUS			PRELIMINARY		

PROJECT	LEE LANE, ROYSTON PROPOSED RESIDENTIAL DEVELOPMENT
DRAWING TITLE	LEE LANE/A61 WAKEFIELD ROAD/SHAW LANE POTENTIAL SIGNALISED JUNCTION MAX LEGAL LENGTH ARTICULATED VEHICLE SWEEP PATH ANALYSIS (3 OF 3)

CLIENT	BELLWAY HOMES LTD			
CHECKED	PMO	APPROVED	PMO	DRG No. 18085/ATR/04-3
DRAWN BY:	CJR	SCALE @ A2 1:500	DATE FEBRUARY 2020	REV. A


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						PROJECT	CLIENT				<div> OPTIMA Intelligent Highway Solutions Suite 1, 3rd Floor, Goodbaird House, Infirmary Street Leeds LS1 2JP optimahighways.com T 0113 245 1679</div>
A	20/02/20	CJR	REVISED LAYOUT	PMO	PMO	LEE LANE, ROYSTON PROPOSED RESIDENTIAL DEVELOPMENT	BELLWAY HOMES LTD				
-	24/09/19	CJR	INITIAL ISSUE	PMO	PMO	DRAWING TITLE	CHECKED	APPROVED	DRG No.		
REV	DATE	BY	DESCRIPTION	CHK	APP	LEE LANE/A61 WAKEFIELD ROAD/SHAW LANE POTENTIAL SIGNALISED JUNCTION MAX LEGAL LENGTH ARTICULATED VEHICLE SWEEP PATH ANALYSIS (2 OF 3)	PMO	PMO	18085/ATR/04-2		
STATUS							DRAWN BY:	SCALE @ A2	DATE	REV.	
PRELIMINARY							CJR	1:500	FEBRUARY 2020	A	

Appendix L A61 Wakefield Road and Shaw Lane Speed Surveys





LOCATION: 3 - Shaw Lane

DATE: 25/02/2020

SPEED LIMIT AT SITE: 30

DAY: Tuesday

DIRECTION: WESTBOUND

WEATHER: Showers

Total No.	200
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Average

85th %ile

Maximum
Minimum

47	76
20	32

Traffic speeds measured by hand held laser speed gun in accordance with advice given in Department of Transport Advice Note TA22/81 - DMRB Volume 5 Part 2 - 'Vehicle Speed Measurements on All Purpose Roads'

A61 Wakefield Road, Royston - Speed Survey

Road Data Services Ltd.

All speeds are recorded from free flowing vehicles

Weather:

Wednesday 12th February 2020

Sunny

12:00 - 14:30

Northbound							
	Speeds(mph)		Speeds(mph)		Speeds(mph)		Speeds(mph)
1	19	51	27	101	32	151	35
2	21	52	28	102	32	152	35
3	22	53	28	103	32	153	35
4	22	54	28	104	32	154	35
5	22	55	28	105	32	155	36
6	22	56	28	106	32	156	36
7	22	57	29	107	32	157	36
8	22	58	29	108	32	158	36
9	22	59	29	109	32	159	36
10	22	60	29	110	32	160	36
11	22	61	29	111	33	161	36
12	23	62	29	112	33	162	36
13	23	63	29	113	33	163	36
14	23	64	29	114	33	164	36
15	23	65	29	115	33	165	36
16	23	66	29	116	33	166	36
17	24	67	29	117	33	167	37
18	24	68	30	118	33	168	37
19	24	69	30	119	33	169	37
20	24	70	30	120	33	170	37
21	24	71	30	121	33	171	37
22	25	72	30	122	33	172	37
23	25	73	30	123	33	173	37
24	25	74	30	124	33	174	38
25	25	75	30	125	33	175	38
26	25	76	30	126	34	176	38
27	25	77	31	127	34	177	38
28	25	78	31	128	34	178	38
29	25	79	31	129	34	179	38
30	25	80	31	130	34	180	38
31	26	81	31	131	34	181	38
32	26	82	31	132	34	182	38
33	26	83	31	133	34	183	38
34	26	84	31	134	34	184	39
35	26	85	31	135	34	185	39
36	26	86	31	136	34	186	39
37	26	87	31	137	34	187	39
38	26	88	31	138	34	188	39
39	26	89	31	139	34	189	40
40	26	90	31	140	34	190	40
41	26	91	31	141	35	191	40
42	26	92	32	142	35	192	40
43	26	93	32	143	35	193	40
44	26	94	32	144	35	194	40
45	26	95	32	145	35	195	40
46	26	96	32	146	35	196	40
47	27	97	32	147	35	197	41
48	27	98	32	148	35	198	41
49	27	99	32	149	35	199	42
50	27	100	32	150	35	200	42

SPEED LIMIT: 40 MPH

ROAD SURFACE - DRY

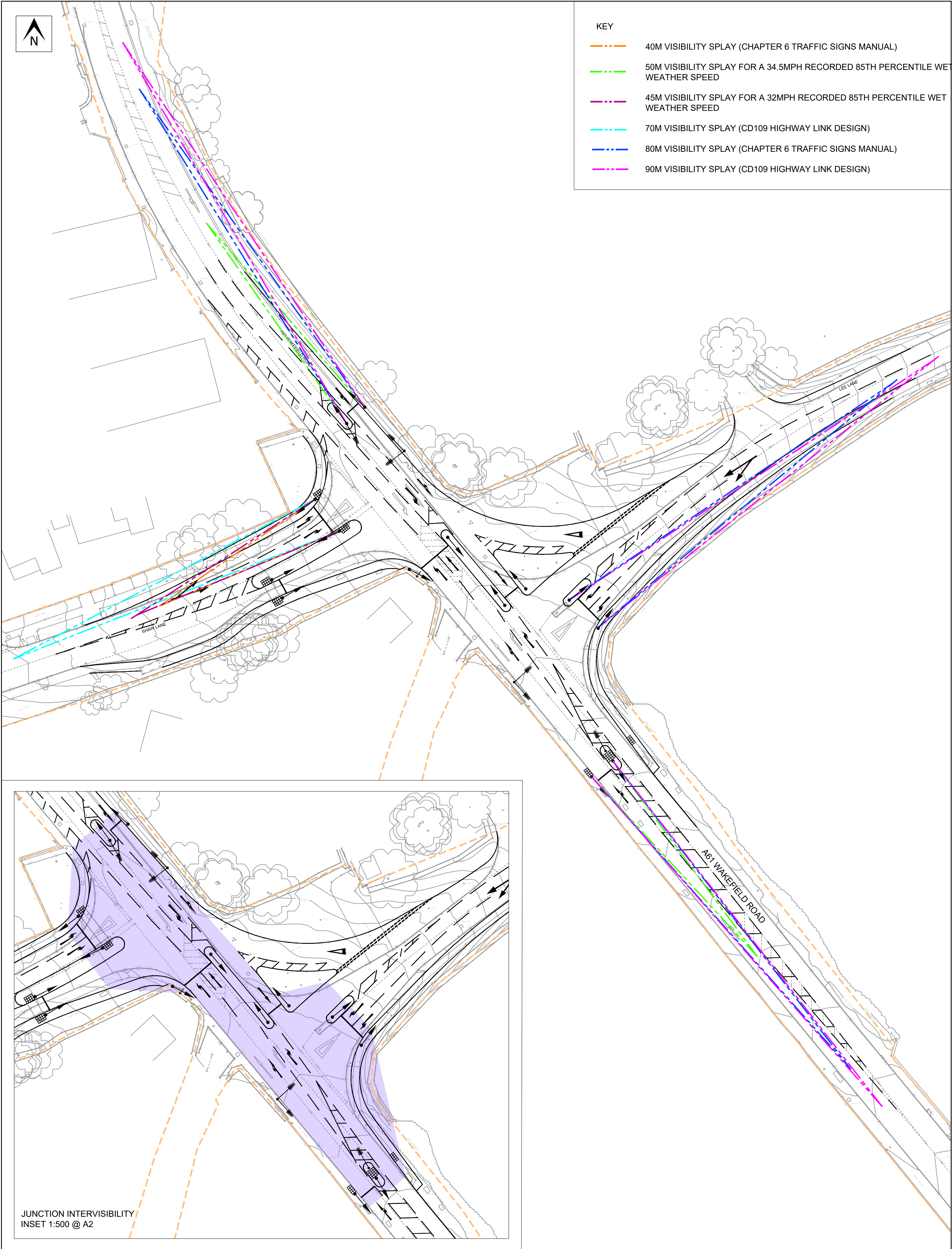
Southbound							
	Speeds(mph)		Speeds(mph)		Speeds(mph)		Speeds(mph)
1	16	51	22	101	27	151	33
2	18	52	22	102	27	152	34
3	18	53	22	103	27	153	34
4	18	54	22	104	27	154	34
5	18	55	22	105	28	155	34
6	18	56	23	106	28	156	34
7	18	57	23	107	28	157	34
8	18	58	23	108	28	158	34
9	18	59	23	109	28	159	34
10	18	60	23	110	28	160	35
11	19	61	23	111	28	161	35
12	19	62	23	112	28	162	35
13	19	63	23	113	28	163	35
14	19	64	24	114	28	164	35
15	19	65	24	115	28	165	36
16	19	66	24	116	29	166	36
17	20	67	24	117	29	167	36
18	20	68	24	118	29	168	36
19	20	69	24	119	29	169	37
20	20	70	24	120	29	170	37
21	20	71	24	121	29	171	37
22	20	72	24	122	29	172	37
23	20	73	24	123	29	173	38
24	20	74	24	124	29	174	38
25	20	75	24	125	30	175	38
26	20	76	24	126	30	176	38
27	20	77	24	127	30	177	38
28	20	78	24	128	30	178	38
29	20	79	24	129	30	179	38
30	20	80	24	130	30	180	38
31	21	81	25	131	30	181	38
32	21	82	25	132	31	182	39
33	21	83	25	133	31	183	39
34	21	84	25	134	31	184	39
35	21	85	25	135	31	185	40
36	21	86	25	136	32	186	40
37	21	87	25	137	32	187	40
38	21	88	26	138	32	188	41
39	21	89	26	139	32	189	41
40	21	90	26	140	32	190	41
41	22	91	26	141	32	191	41
42	22	92	26	142	32	192	41
43	22	93	26	143	32	193	42
44	22	94	26	144	32	194	42
45	22	95	26	145	33	195	42
46	22	96	26	146	33	196	43
47	22	97	26	147	33	197	43
48	22	98	26	148	33	198	43
49	22	99	27	149	33	199	43
50	22	100	27	150	33	200	43

Average Northbound (mph)	31.5
85th%ile Northbound (mph)	37.0
% Above Speed Limit Northbound	2.0%

Average Southbound (mph)	28.1
85th%ile Southbound (mph)	37.0
% Above Speed Limit Southbound	6.5%

Appendix M A61 Wakefield Road/Shaw Lane/Lee Lane Junction – Junction Visibility (Optima Drawing No.18085/IN/17)





						PROJECT	CLIENT			
						LEE LANE, ROYSTON	BELLWAY HOMES LTD			
-	02/03/20	CJR	INITIAL ISSUE	PMO	PMO	DRAWING TITLE	CHECKED	APPROVED	DRG No.	
REV	DATE	BY	DESCRIPTION	CHK	APP	PROPOSED A61 WAKEFIELD ROAD/LEE LANE/SHAW LANE IMPROVEMENTS JUNCTION VISIBILITY	PMO	PMO	18085/IN/17	
STATUS						DRAWN BY:	SCALE @ A2	DATE	REV.	
PRELIMINARY						CJR	1:500	MARCH 2020	-	



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Appendix N A61 Wakefield Road/Shaw Lane/Lee Lane Junction – Proposed Improvement Modelling Linsig Data



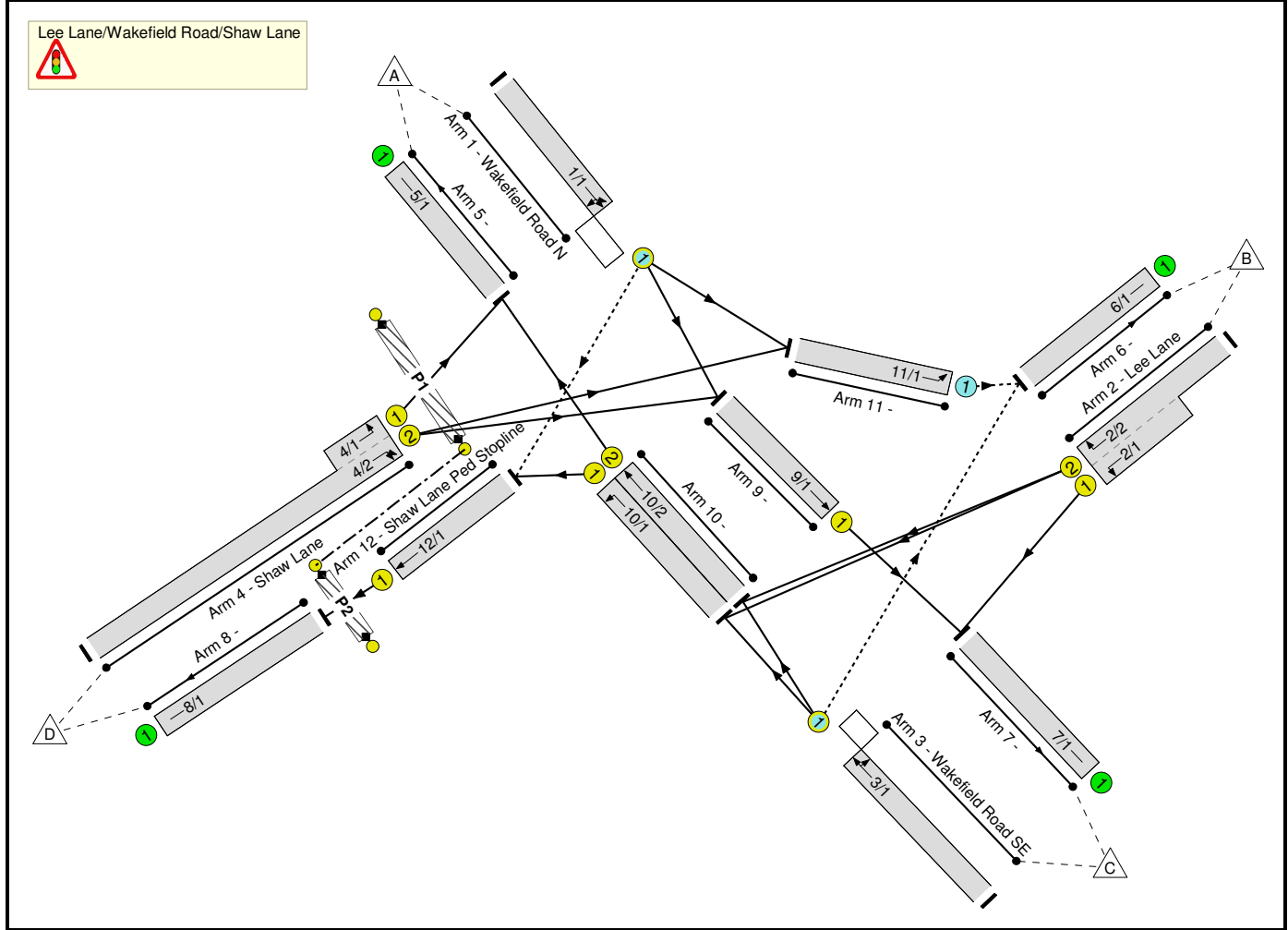
Full Input Data And Results

Full Input Data And Results

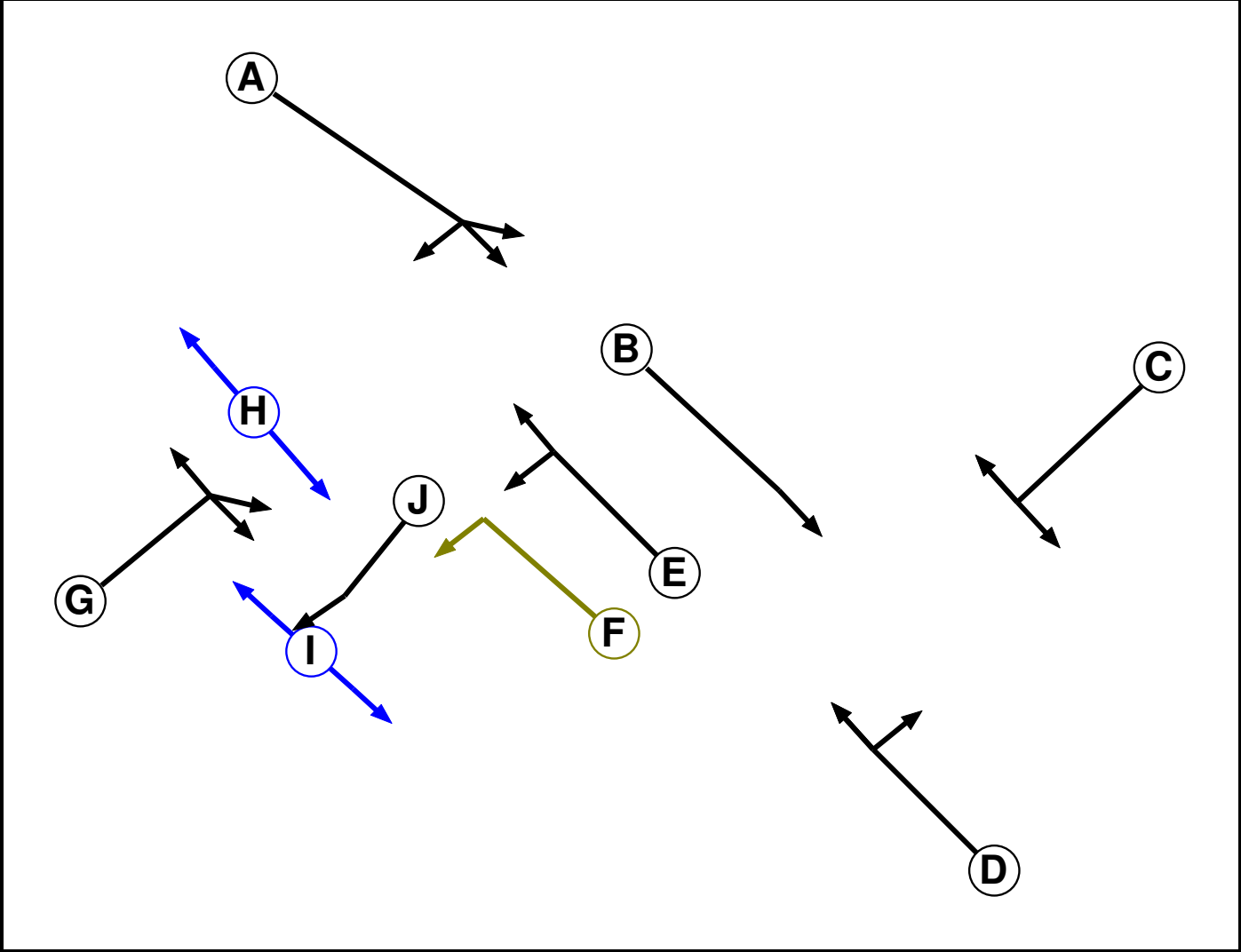
User and Project Details

Project:	Lee Lane, Royston
Title:	Lee Lane/Wakefield Road/Shaw Lane Proposed Signals
Location:	
Additional detail:	
File name:	220315 Lee Lane-Wakefield Road-Shaw Lane Proposed Signalised Junction (inc. Ped Crossing).lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	5
C	Traffic		7	7
D	Traffic		7	7
E	Traffic		7	5
F	Filter	E	4	0
G	Traffic		7	7
H	Pedestrian		7	7
I	Pedestrian		7	7
J	Traffic		7	7

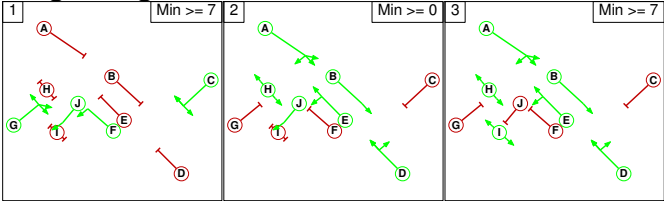
Phase Intergreens Matrix

Terminating Phase	Starting Phase										
		A	B	C	D	E	F	G	H	I	J
	A		-	-	-	-	6	6	-	-	-
	B	-		5	-	-	-	-	-	-	-
	C	-	5		5	-	-	-	-	12	-
	D	-	-	5		-	-	10	-	-	-
	E	-	-	-	-		-	5	-	-	-
	F	6	-	-	-	-		-	-	8	-
	G	7	-	-	5	5	-		5	-	-
	H	-	-	-	-	-	-	5		-	-
	I	-	-	5	-	-	8	-	-		5
	J	-	-	-	-	-	-	-	-	5	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
2	1	B	Losing	2	2
2	1	E	Losing	2	2
3	1	B	Losing	2	2
3	1	E	Losing	2	2

Prohibited Stage Change

From Stage	To Stage		
	1	2	3
	1	11	13
	2	10	5

Full Input Data And Results

Give-Way Lane Input Data

Junction: Lee Lane/Wakefield Road/Shaw Lane											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
1/1 (Wakefield Road N)	12/1 (Right)	1439	0	10/2	1.09	All	3.00	3.00	0.50	3	2.00
3/1 (Wakefield Road SE)	6/1 (Right)	1439	0	9/1	1.09	All	2.00	2.00	0.50	2	2.00
11/1	6/1 (Left)	1439	0	3/1	1.09	To 6/1 (Right) To 10/1 (Ahead) To 10/2 (Ahead)	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: Lee Lane/Wakefield Road/Shaw Lane												
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 (Wakefield Road N)	O	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 9 Ahead	Inf
											Arm 11 Ahead	Inf
											Arm 12 Right	Inf
2/1 (Lee Lane)	U	C	2	3	7.0	Geom	-	3.00	5.50	Y	Arm 7 Left	19.00
2/2 (Lee Lane)	U	C	2	3	60.0	Geom	-	3.00	5.50	Y	Arm 10 Right	18.00
3/1 (Wakefield Road SE)	O	D	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 6 Right	16.00
											Arm 10 Ahead	Inf
4/1 (Shaw Lane)	U	G	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 5 Left	15.00
4/2 (Shaw Lane)	U	G	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 9 Right	16.00
											Arm 11 Right	25.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-
9/1	U	B	2	3	3.4	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
10/1	U	E F	2	3	10.0	Geom	-	3.00	0.00	Y	Arm 12 Left	Inf
10/2	U	E	2	3	3.0	Geom	-	2.75	0.00	Y	Arm 5 Ahead	Inf
11/1	O		2	3	60.0	Geom	-	4.90	0.00	Y	Arm 6 Left	18.00
12/1 (Shaw Lane Ped Stopline)	U	J	2	3	4.9	Geom	-	3.40	0.00	Y	Arm 8 Ahead	Inf

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2035 AM Design'	07:45	08:45	01:00	
2: '2035 PM Design'	16:45	17:45	01:00	
3: '2029 AM Design'	07:45	08:45	01:00	
4: '2029 PM Design'	16:45	17:45	01:00	

Scenario 1: '2029 AM Design' (FG3: '2029 AM Design', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	41	208	86	335
	B	64	0	171	367	602
	C	299	99	0	285	683
	D	146	234	124	0	504
	Tot.	509	374	503	738	2124

Traffic Lane Flows

Lane	Scenario 1: 2029 AM Design
Junction: Lee Lane/Wakefield Road/Shaw Lane	
1/1	335
2/1 (short)	171
2/2 (with short)	602(In) 431(Out)
3/1	683
4/1 (short)	146
4/2 (with short)	504(In) 358(Out)
5/1	509
6/1	374
7/1	503
8/1	738
9/1	332
10/1	652
10/2	363
11/1	275
12/1	738

Lane Saturation Flows

Junction: Lee Lane/Wakefield Road/Shaw Lane								
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 (Wakefield Road N)	3.00	0.00	Y	Arm 9 Ahead	Inf	62.1 %	1915	1915
				Arm 11 Ahead	Inf	12.2 %		
				Arm 12 Right	Inf	25.7 %		
2/1 (Lee Lane)	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane)	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road SE)	3.00	0.00	Y	Arm 6 Right	16.00	14.5 %	1889	1889
				Arm 10 Ahead	Inf	85.5 %		
4/1 (Shaw Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane)	3.00	0.00	Y	Arm 9 Right	16.00	34.6 %	1787	1787
				Arm 11 Right	25.00	65.4 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Left	18.00	100.0 %	1943	1943
12/1 (Shaw Lane Ped Stopline)	3.40	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1955	1955

Scenario 2: '2029 PM Design ' (FG4: '2029 PM Design', Plan 1: 'Network Control Plan 1')**Traffic Flows, Desired****Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	92	318	166	576
	B	37	0	108	239	384
	C	180	188	0	245	613
	D	101	418	71	0	590
	Tot.	318	698	497	650	2163

Traffic Lane Flows

Lane	Scenario 2: 2029 PM Design
Junction: Lee Lane/Wakefield Road/Shaw Lane	
1/1	576
2/1 (short)	108
2/2 (with short)	384(In) 276(Out)
3/1	613
4/1 (short)	101
4/2 (with short)	590(In) 489(Out)
5/1	318
6/1	698
7/1	497
8/1	650
9/1	389
10/1	484
10/2	217
11/1	510
12/1	650

Lane Saturation Flows

Junction: Lee Lane/Wakefield Road/Shaw Lane								
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 (Wakefield Road N)	3.00	0.00	Y	Arm 9 Ahead	Inf	55.2 %	1915	1915
				Arm 11 Ahead	Inf	16.0 %		
				Arm 12 Right	Inf	28.8 %		
2/1 (Lee Lane)	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane)	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road SE)	3.00	0.00	Y	Arm 6 Right	16.00	30.7 %	1861	1861
				Arm 10 Ahead	Inf	69.3 %		
4/1 (Shaw Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane)	3.00	0.00	Y	Arm 9 Right	16.00	14.5 %	1798	1798
				Arm 11 Right	25.00	85.5 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Left	18.00	100.0 %	1943	1943
12/1 (Shaw Lane Ped Stopline)	3.40	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1955	1955

Scenario 3: '2035 AM Design' (FG1: '2035 AM Design', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
	A	0	46	211	88	345
	B	75	0	206	405	686
	C	303	113	0	289	705
	D	149	251	126	0	526
	Tot.	527	410	543	782	2262

Traffic Lane Flows

Lane	Scenario 3: 2035 AM Design
Junction: Lee Lane/Wakefield Road/Shaw Lane	
1/1	345
2/1 (short)	206
2/2 (with short)	686(In) 480(Out)
3/1	705
4/1 (short)	149
4/2 (with short)	526(In) 377(Out)
5/1	527
6/1	410
7/1	543
8/1	782
9/1	337
10/1	694
10/2	378
11/1	297
12/1	782

Lane Saturation Flows

Junction: Lee Lane/Wakefield Road/Shaw Lane								
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 (Wakefield Road N)	3.00	0.00	Y	Arm 9 Ahead	Inf	61.2 %	1915	1915
				Arm 11 Ahead	Inf	13.3 %		
				Arm 12 Right	Inf	25.5 %		
2/1 (Lee Lane)	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane)	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road SE)	3.00	0.00	Y	Arm 6 Right	16.00	16.0 %	1887	1887
				Arm 10 Ahead	Inf	84.0 %		
4/1 (Shaw Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane)	3.00	0.00	Y	Arm 9 Right	16.00	33.4 %	1788	1788
				Arm 11 Right	25.00	66.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Left	18.00	100.0 %	1943	1943
12/1 (Shaw Lane Ped Stopline)	3.40	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1955	1955

Scenario 4: '2035 PM Design ' (FG2: '2035 PM Design', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

Origin	Destination					
	A	B	C	D	Tot.	
	A	0	103	325	170	598
	B	42	0	124	259	425
	C	184	222	0	252	658
	D	104	450	72	0	626
	Tot.	330	775	521	681	2307

Traffic Lane Flows

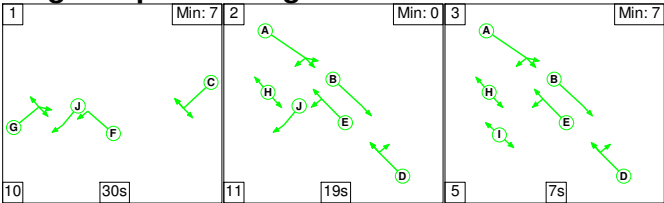
Lane	Scenario 4: 2035 PM Design
Junction: Lee Lane/Wakefield Road/Shaw Lane	
1/1	598
2/1 (short)	124
2/2 (with short)	425(In) 301(Out)
3/1	658
4/1 (short)	104
4/2 (with short)	626(In) 522(Out)
5/1	330
6/1	775
7/1	521
8/1	681
9/1	397
10/1	511
10/2	226
11/1	553
12/1	681

Lane Saturation Flows

Junction: Lee Lane/Wakefield Road/Shaw Lane								
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 (Wakefield Road N)	3.00	0.00	Y	Arm 9 Ahead	Inf	54.3 %	1915	1915
				Arm 11 Ahead	Inf	17.2 %		
				Arm 12 Right	Inf	28.4 %		
2/1 (Lee Lane)	3.00	5.50	Y	Arm 7 Left	19.00	100.0 %	1561	1561
2/2 (Lee Lane)	3.00	5.50	Y	Arm 10 Right	18.00	100.0 %	1554	1554
3/1 (Wakefield Road SE)	3.00	0.00	Y	Arm 6 Right	16.00	33.7 %	1856	1856
				Arm 10 Ahead	Inf	66.3 %		
4/1 (Shaw Lane)	3.00	0.00	Y	Arm 5 Left	15.00	100.0 %	1741	1741
4/2 (Shaw Lane)	3.00	0.00	Y	Arm 9 Right	16.00	13.8 %	1799	1799
				Arm 11 Right	25.00	86.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf
9/1	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
10/1	3.00	0.00	Y	Arm 12 Left	Inf	100.0 %	1915	1915
10/2	2.75	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1890	1890
11/1	4.90	0.00	Y	Arm 6 Left	18.00	100.0 %	1943	1943
12/1 (Shaw Lane Ped Stopline)	3.40	0.00	Y	Arm 8 Ahead	Inf	100.0 %	1955	1955

Scenario 1: '2029 AM Design' (FG3: '2029 AM Design', Plan 1: 'Network Control Plan 1')

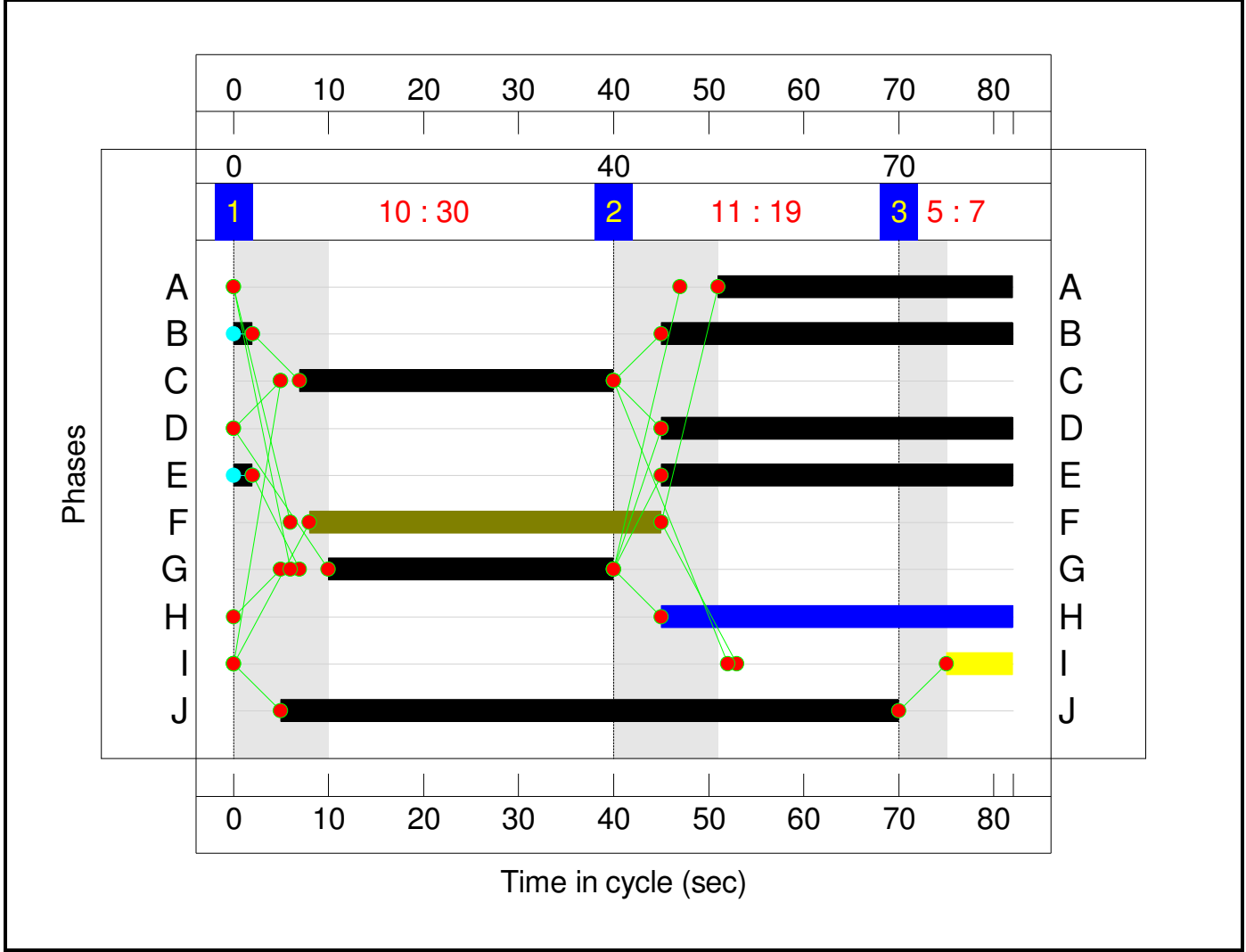
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	30	19	7
Change Point	0	40	70

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

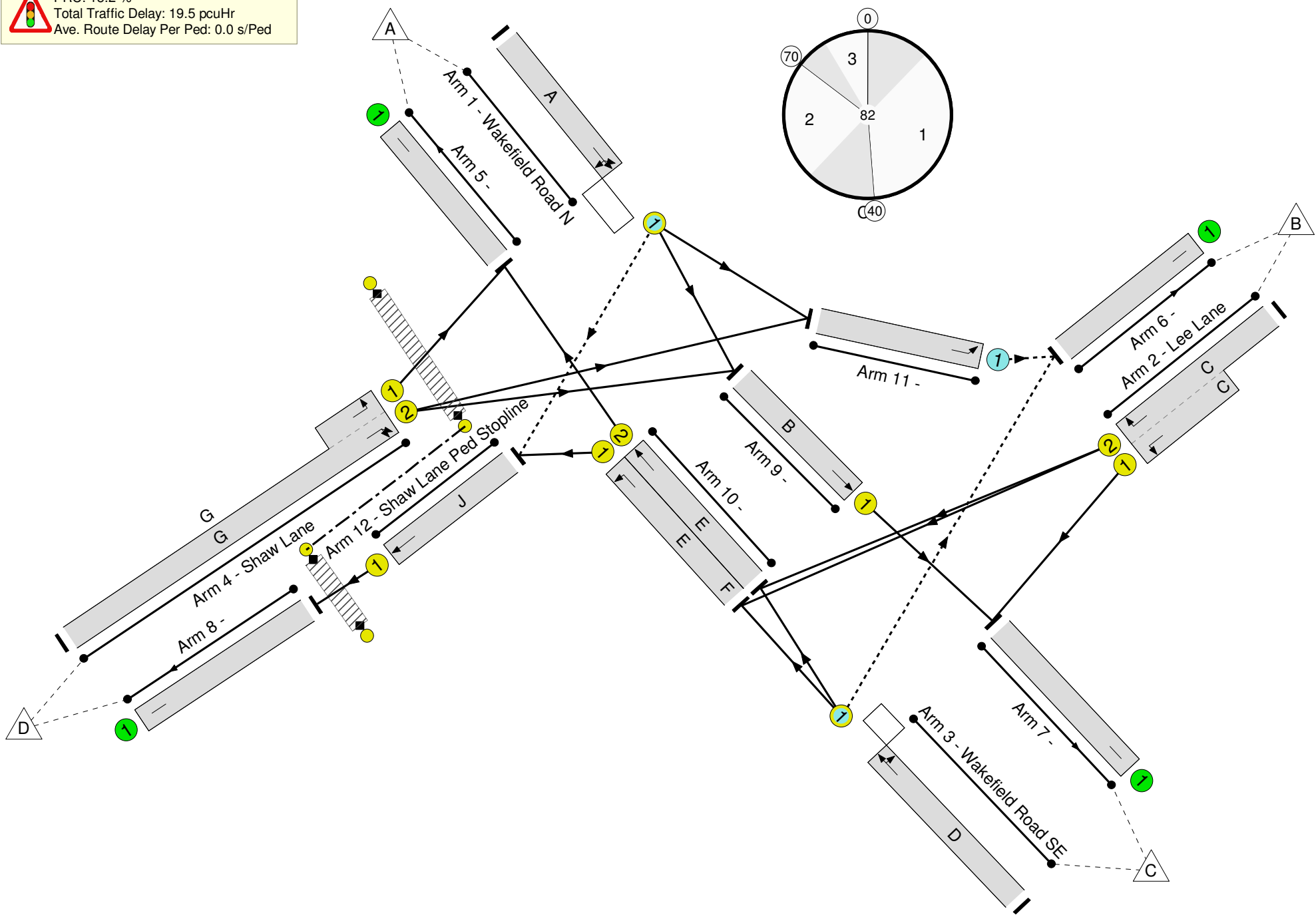


Lee Lane/Wakefield Road/Shaw Lane

PRC: 15.2 %

Total Traffic Delay: 19.5 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Lee Lane/Wakefield Road/Shaw Lane Proposed Signals	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
Lee Lane/Wakefield Road/Shaw Lane	-	-	N/A	-	-		-	-	-	-	-	-	78.1%
1/1	Wakefield Road N Ahead Ahead2 Right	O	N/A	N/A	A		1	31	-	335	1915	747	44.8%
2/2+2/1	Lee Lane Left Right	U	N/A	N/A	C		1	33	-	602	1554:1561	552+219	78.1 : 78.1%
3/1	Wakefield Road SE Right Ahead	O	N/A	N/A	D		1	37	-	683	1889	875	78.0%
4/2+4/1	Shaw Lane Left Right Right2	U	N/A	N/A	G		1	30	-	504	1787:1741	529+216	67.7 : 67.7%
5/1		U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	374	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	503	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	738	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	B		1	39	-	332	1915	934	35.5%
10/1	Left	U	N/A	N/A	E	F	1	76	37	652	1915	1798	36.3%
10/2	Ahead	U	N/A	N/A	E		1	39	-	363	1890	922	39.4%
11/1	Left	O	N/A	N/A	-		-	-	-	275	1943	1148	24.0%
12/1	Shaw Lane Ped Stopline Ahead	U	N/A	N/A	J		1	65	-	738	1955	1574	46.9%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	37	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%

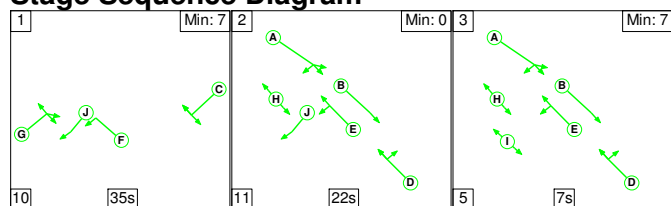
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Lee Lane/Wakefield Road/Shaw Lane Proposed Signals	-	-	226	234	0	13.1	6.4	0.0	19.5	-	-	-	-
Lee Lane/Wakefield Road/Shaw Lane	-	-	226	234	0	13.1	6.4	0.0	19.5	-	-	-	-
1/1	335	335	86	0	0	1.7	0.4	0.0	2.1	22.8	5.6	0.4	6.0
2/2+2/1	602	602	-	-	-	3.1	1.7	-	4.8	29.0	8.5	1.7	10.3
3/1	683	683	99	0	0	3.5	1.7	0.0	5.3	27.8	12.9	1.7	14.6
4/2+4/1	504	504	-	-	-	2.8	1.0	-	3.8	27.2	7.6	1.0	8.6
5/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	374	374	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	503	503	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	738	738	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	332	332	-	-	-	0.9	0.3	-	1.1	12.4	3.0	0.3	3.3
10/1	652	652	-	-	-	0.0	0.3	-	0.3	1.6	0.2	0.3	0.5
10/2	363	363	-	-	-	0.5	0.3	-	0.9	8.5	1.7	0.3	2.1
11/1	275	275	41	234	0	0.1	0.2	-	0.3	3.7	0.8	0.2	1.0
12/1	738	738	-	-	-	0.5	0.4	-	0.9	4.4	3.4	0.4	3.8
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 15.2 Total Delay for Signalled Lanes (pcuHr): 19.27 Cycle Time (s): 82 PRC Over All Lanes (%): 15.2 Total Delay Over All Lanes(pcuHr): 19.55													

Full Input Data And Results

Scenario 2: '2029 PM Design ' (FG4: '2029 PM Design', Plan 1: 'Network Control Plan 1')

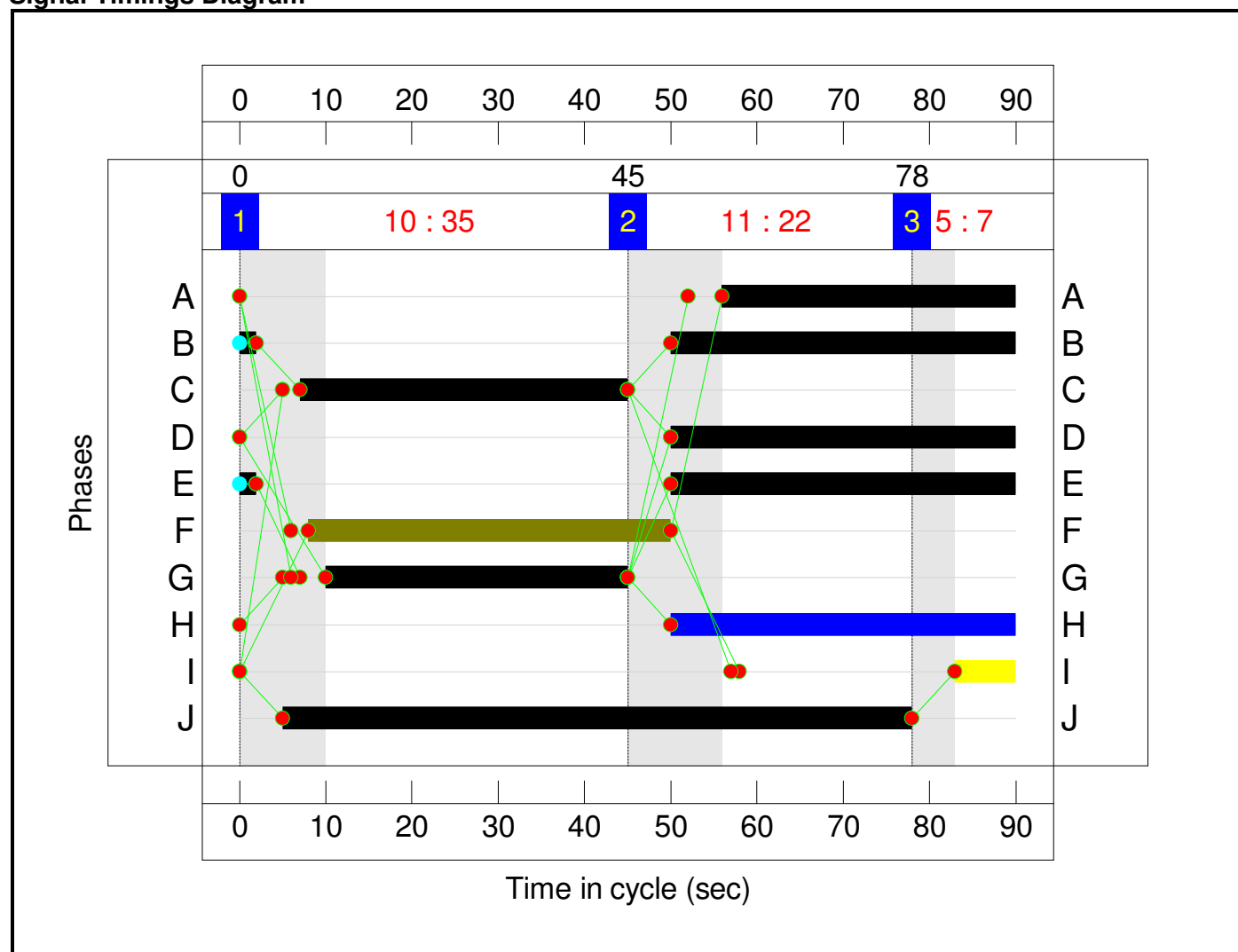
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	35	22	7
Change Point	0	45	78

Signal Timings Diagram



Full Input Data And Results

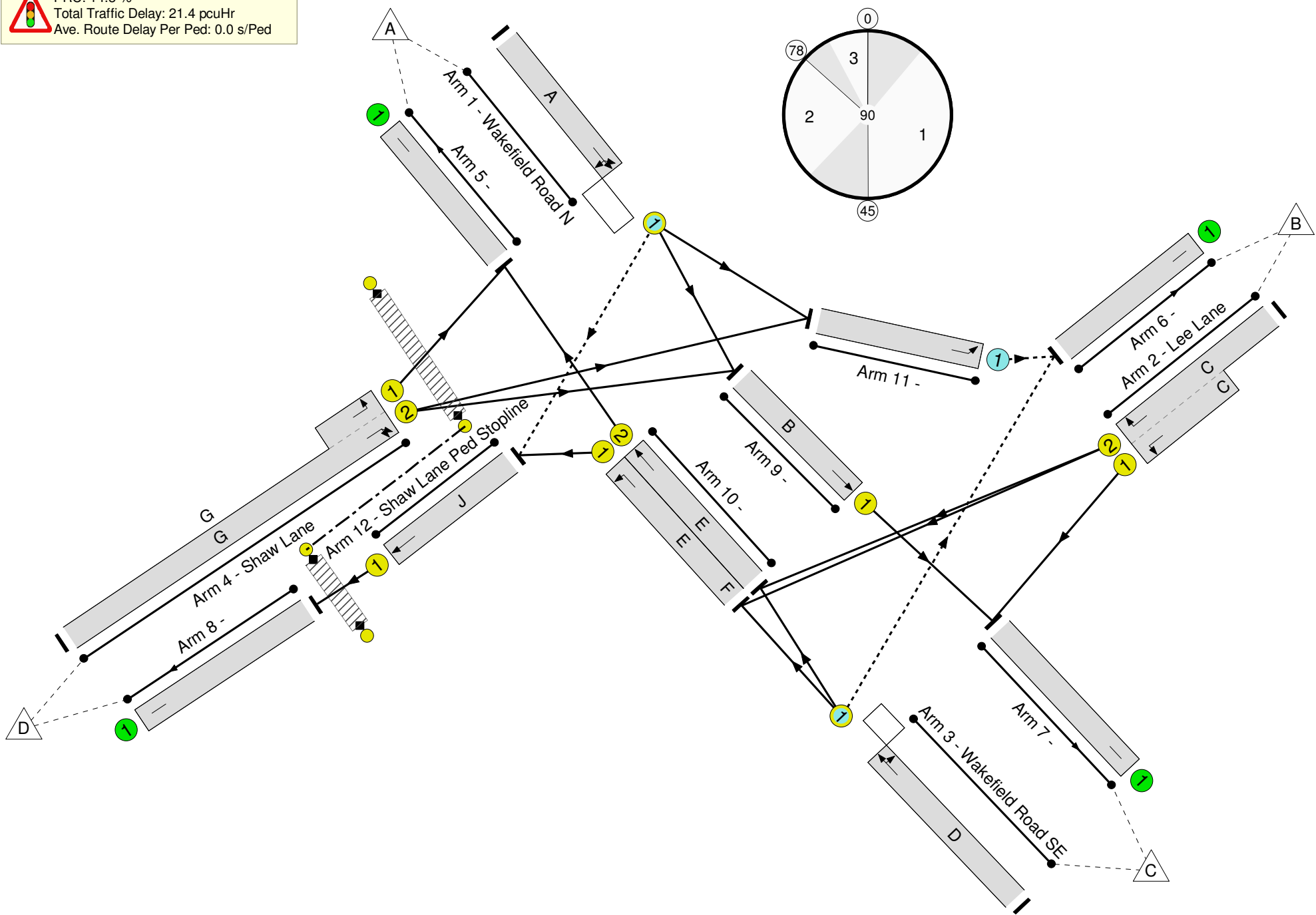
Network Layout Diagram

Full Input Data And Results

Lee Lane/Wakefield Road/Shaw Lane



PRC: 14.3 %
Total Traffic Delay: 21.4 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

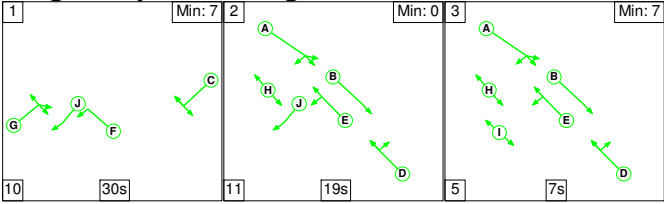
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Lee Lane/Wakefield Road/Shaw Lane Proposed Signals	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
Lee Lane/Wakefield Road/Shaw Lane	-	-	N/A	-	-		-	-	-	-	-	-	78.7%
1/1	Wakefield Road N Ahead Ahead2 Right	O	N/A	N/A	A		1	34	-	576	1915	745	77.3%
2/2+2/1	Lee Lane Left Right	U	N/A	N/A	C		1	38	-	384	1554:1561	566+221	48.8 : 48.8%
3/1	Wakefield Road SE Right Ahead	O	N/A	N/A	D		1	40	-	613	1861	838	73.2%
4/2+4/1	Shaw Lane Left Right Right2	U	N/A	N/A	G		1	35	-	590	1798:1741	621+128	78.7 : 78.7%
5/1		U	N/A	N/A	-		-	-	-	318	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	698	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	497	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	650	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	B		1	42	-	389	1915	915	42.5%
10/1	Left	U	N/A	N/A	E	F	1	84	42	484	1915	1809	26.8%
10/2	Ahead	U	N/A	N/A	E		1	42	-	217	1890	903	24.0%
11/1	Left	O	N/A	N/A	-		-	-	-	510	1943	1168	43.7%
12/1	Shaw Lane Ped Stopline Ahead	U	N/A	N/A	J		1	73	-	650	1955	1607	40.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	40	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Lee Lane/Wakefield Road/Shaw Lane Proposed Signals	-	-	445	419	0	14.5	6.7	0.2	21.4	-	-	-	-
Lee Lane/Wakefield Road/Shaw Lane	-	-	445	419	0	14.5	6.7	0.2	21.4	-	-	-	-
1/1	576	576	166	0	0	3.8	1.7	0.0	5.5	34.5	12.5	1.7	14.2
2/2+2/1	384	384	-	-	-	1.8	0.5	-	2.3	21.5	4.8	0.5	5.2
3/1	613	613	188	0	0	3.4	1.3	0.2	4.9	28.7	12.4	1.3	13.8
4/2+4/1	590	590	-	-	-	3.7	1.8	-	5.5	33.8	12.0	1.8	13.8
5/1	318	318	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	698	698	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	497	497	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	650	650	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	389	389	-	-	-	0.6	0.4	-	1.0	9.0	2.1	0.4	2.4
10/1	484	484	-	-	-	0.0	0.2	-	0.2	1.4	0.2	0.2	0.4
10/2	217	217	-	-	-	0.4	0.2	-	0.5	8.7	1.1	0.2	1.2
11/1	510	510	91	419	0	0.2	0.4	-	0.6	4.1	2.0	0.4	2.4
12/1	650	650	-	-	-	0.6	0.3	-	0.9	4.9	4.0	0.3	4.4
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 14.3 Total Delay for Signalled Lanes (pcuHr): 20.82 Cycle Time (s): 90 PRC Over All Lanes (%): 14.3 Total Delay Over All Lanes(pcuHr): 21.40													

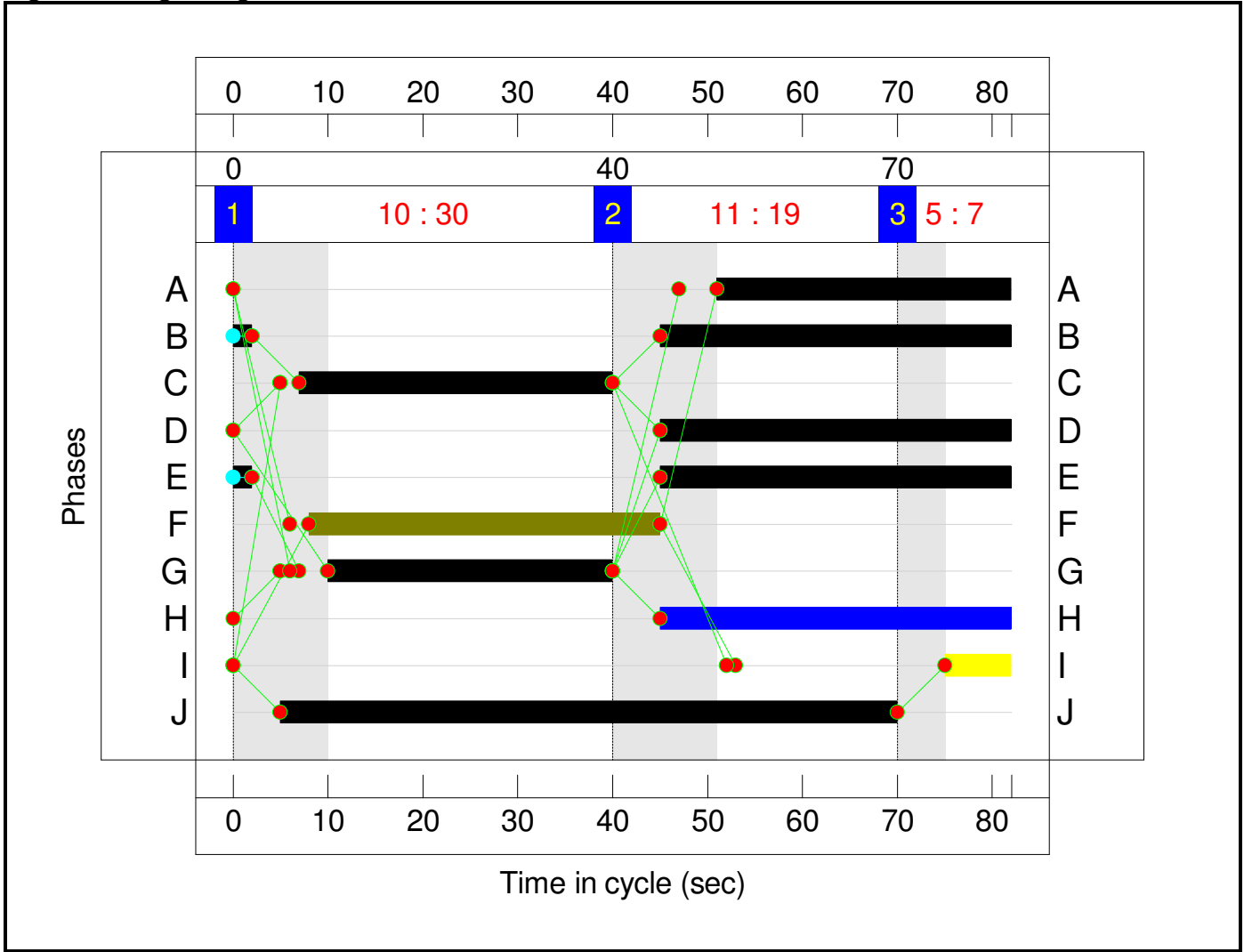
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	30	19	7
Change Point	0	40	70

Signal Timings Diagram



Full Input Data And Results

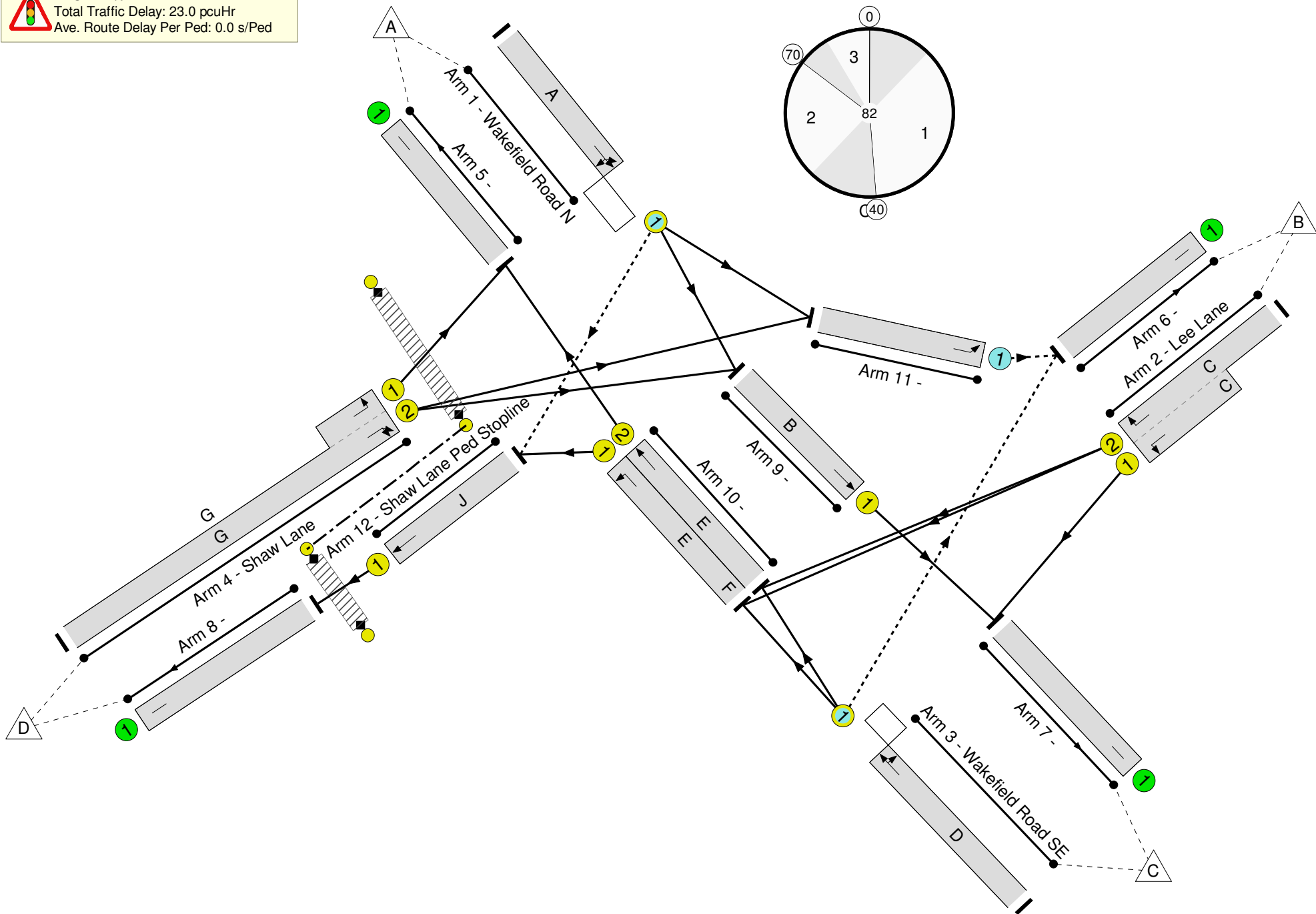
Network Layout Diagram

Full Input Data And Results

Lee Lane/Wakefield Road/Shaw Lane



PRC: 2.4 %
Total Traffic Delay: 23.0 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

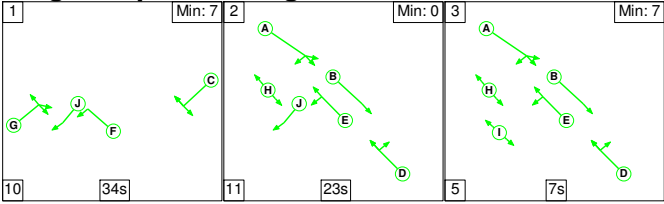
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Lee Lane/Wakefield Road/Shaw Lane Proposed Signals	-	-	N/A	-	-		-	-	-	-	-	-	87.9%
Lee Lane/Wakefield Road/Shaw Lane	-	-	N/A	-	-		-	-	-	-	-	-	87.9%
1/1	Wakefield Road N Ahead Ahead2 Right	O	N/A	N/A	A		1	31	-	345	1915	747	46.2%
2/2+2/1	Lee Lane Left Right	U	N/A	N/A	C		1	33	-	686	1554:1561	546+234	87.9 : 87.9%
3/1	Wakefield Road SE Right Ahead	O	N/A	N/A	D		1	37	-	705	1887	874	80.6%
4/2+4/1	Shaw Lane Left Right Right2	U	N/A	N/A	G		1	30	-	526	1788:1741	532+210	70.8 : 70.8%
5/1		U	N/A	N/A	-		-	-	-	527	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	410	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	782	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	B		1	39	-	337	1915	934	36.1%
10/1	Left	U	N/A	N/A	E	F	1	76	37	694	1915	1798	38.6%
10/2	Ahead	U	N/A	N/A	E		1	39	-	378	1890	922	41.0%
11/1	Left	O	N/A	N/A	-		-	-	-	297	1943	1132	26.2%
12/1	Shaw Lane Ped Stopline Ahead	U	N/A	N/A	J		1	65	-	782	1955	1574	49.7%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	37	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Lee Lane/Wakefield Road/Shaw Lane Proposed Signals	-	-	247	251	0	14.3	8.7	0.0	23.0	-	-	-	-
Lee Lane/Wakefield Road/Shaw Lane	-	-	247	251	0	14.3	8.7	0.0	23.0	-	-	-	-
1/1	345	345	88	0	0	1.8	0.4	0.0	2.2	23.1	5.7	0.4	6.2
2/2+2/1	686	686	-	-	-	3.7	3.4	-	7.1	37.4	10.9	3.4	14.3
3/1	705	705	113	0	0	3.7	2.0	0.0	5.8	29.4	13.7	2.0	15.7
4/2+4/1	526	526	-	-	-	2.9	1.2	-	4.1	28.4	8.2	1.2	9.4
5/1	527	527	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	410	410	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	543	543	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	782	782	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	337	337	-	-	-	0.9	0.3	-	1.2	12.3	3.1	0.3	3.3
10/1	694	694	-	-	-	0.0	0.3	-	0.3	1.7	0.3	0.3	0.6
10/2	378	378	-	-	-	0.6	0.3	-	0.9	8.9	2.0	0.3	2.3
11/1	297	297	46	251	0	0.2	0.2	-	0.3	4.1	1.0	0.2	1.1
12/1	782	782	-	-	-	0.5	0.5	-	1.0	4.5	3.6	0.5	4.1
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1	PRC for Signalled Lanes (%): PRC Over All Lanes (%):		2.4 2.4	Total Delay for Signalled Lanes (pcuHr): Total Delay Over All Lanes(pcuHr):		22.64 22.97	Cycle Time (s): 82						

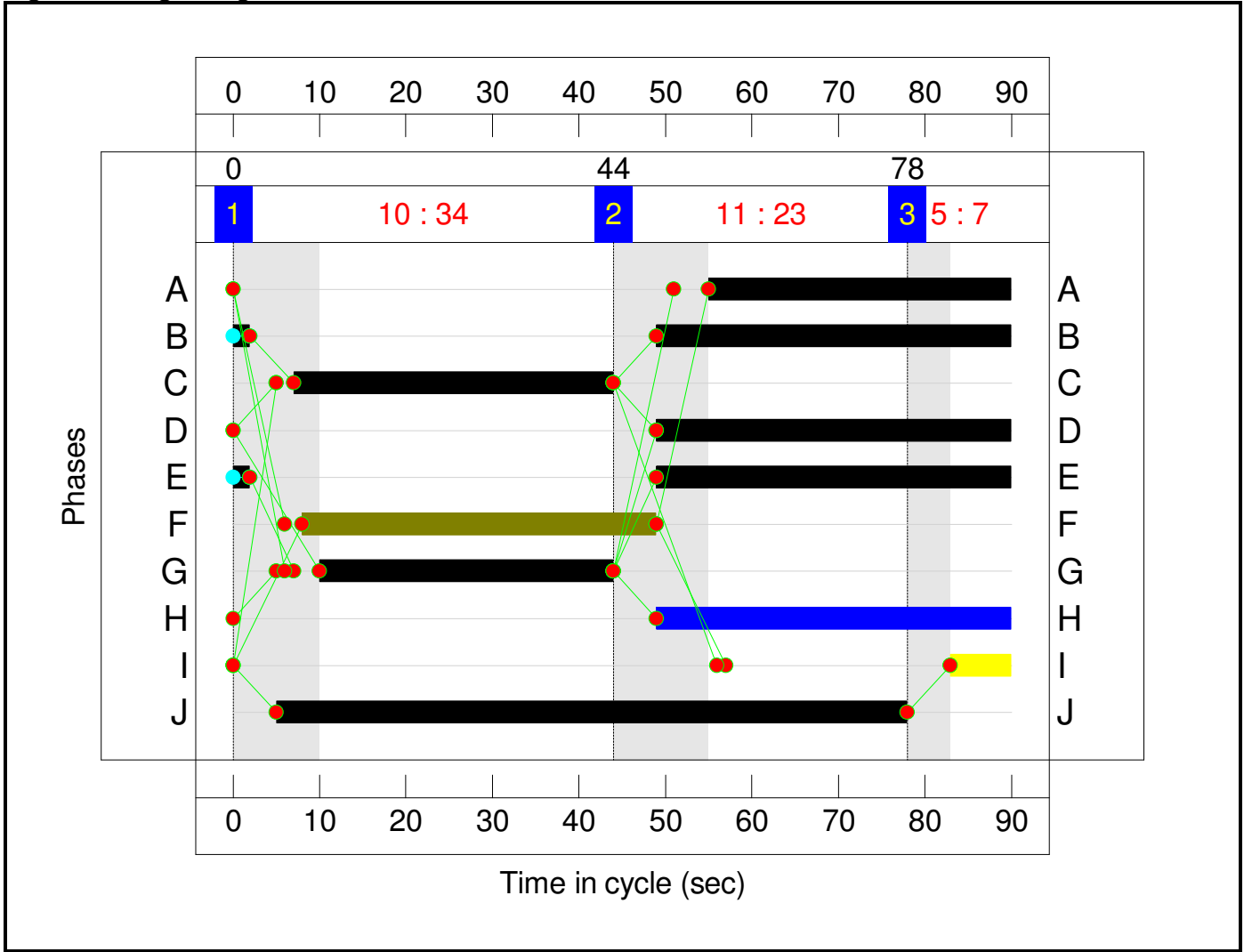
Stage Sequence Diagram



Stage Timings

Stage	1	2	3
Duration	34	23	7
Change Point	0	44	78

Signal Timings Diagram



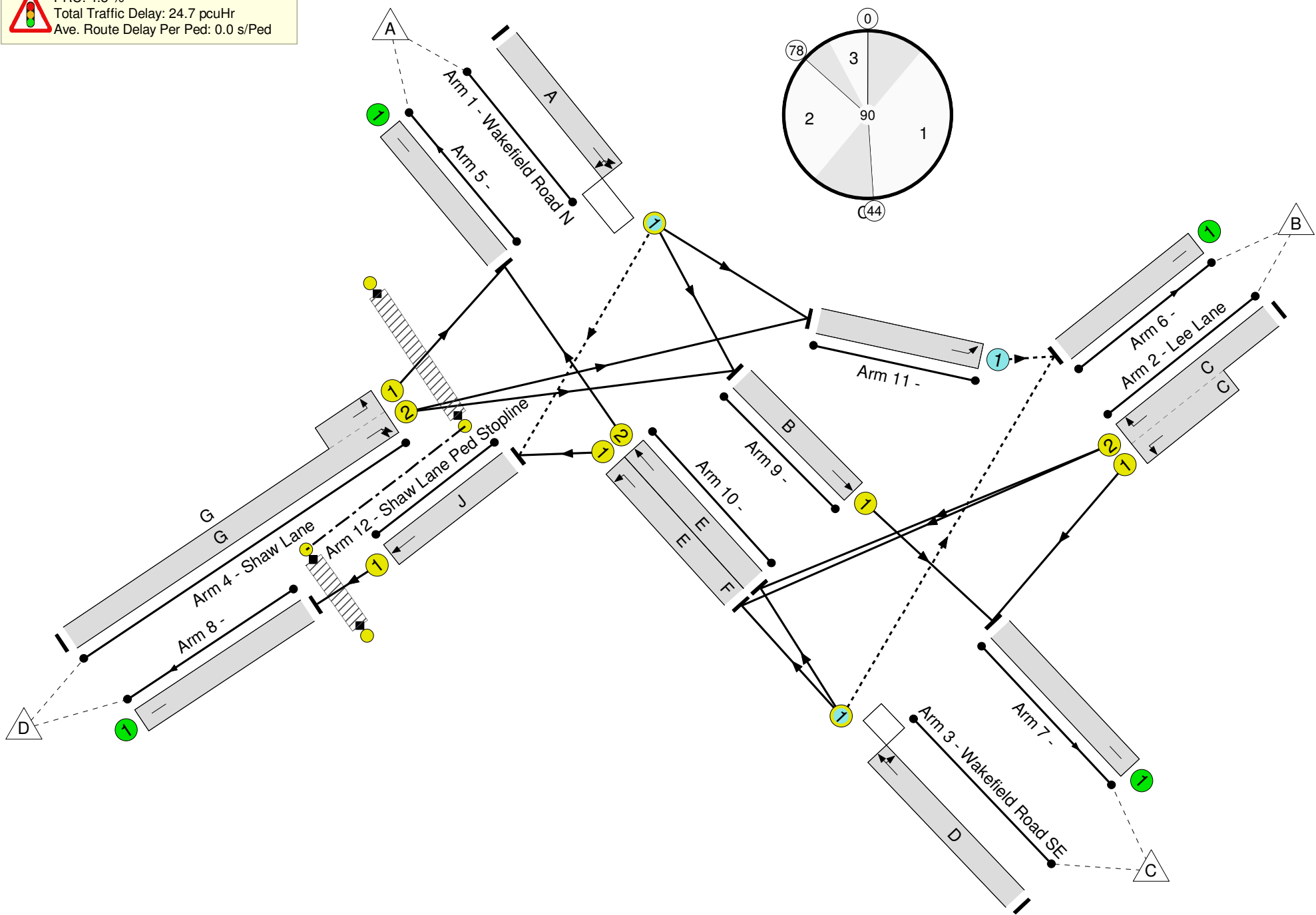
Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



Lee Lane/Wakefield Road/Shaw Lane
PRC: 4.8 %
Total Traffic Delay: 24.7 pcuHr
Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

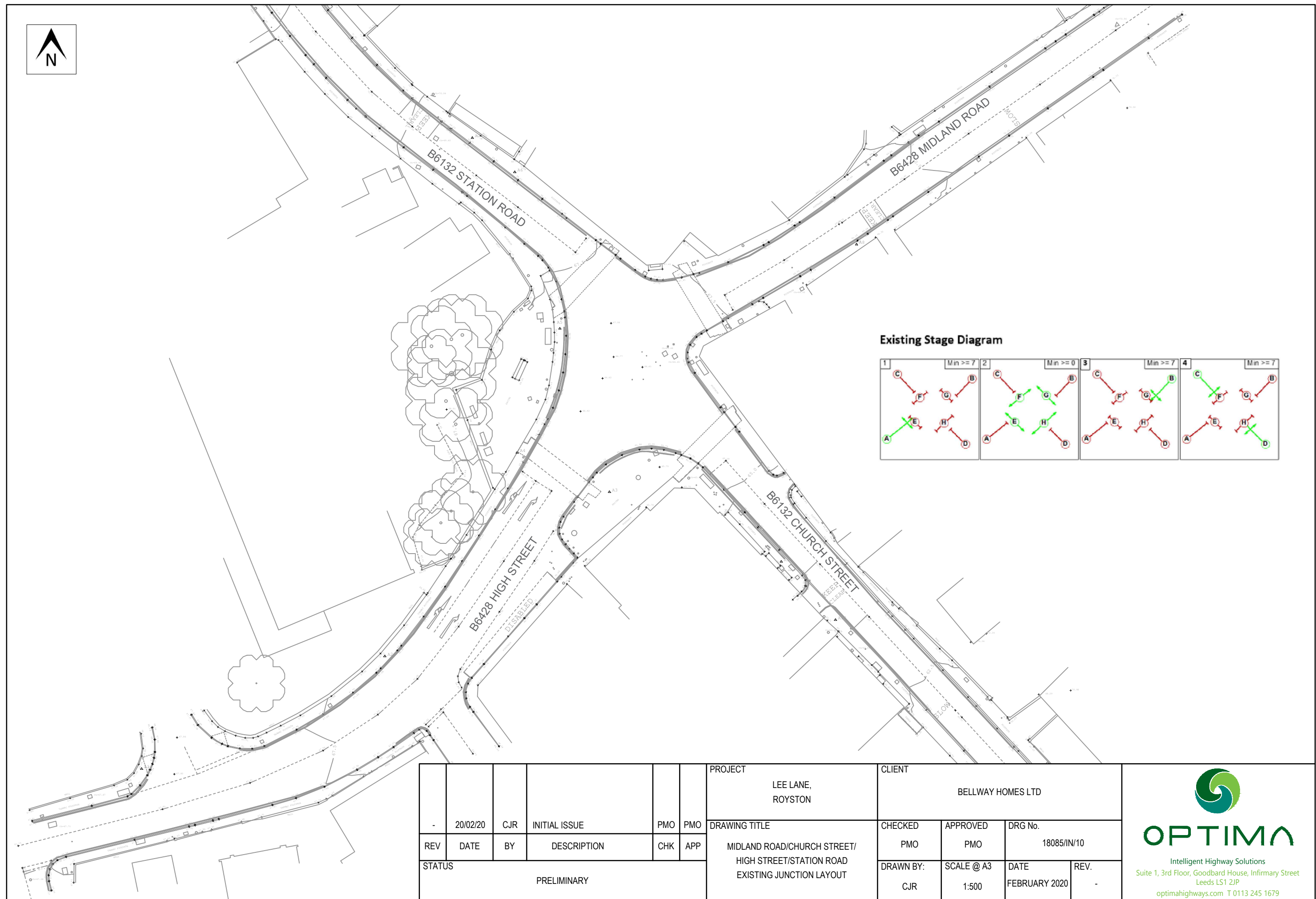
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network: Lee Lane/Wakefield Road/Shaw Lane Proposed Signals	-	-	N/A	-	-		-	-	-	-	-	-	85.9%
Lee Lane/Wakefield Road/Shaw Lane	-	-	N/A	-	-		-	-	-	-	-	-	85.9%
1/1	Wakefield Road N Ahead Ahead2 Right	O	N/A	N/A	A		1	35	-	598	1915	766	78.1%
2/2+2/1	Lee Lane Left Right	U	N/A	N/A	C		1	37	-	425	1554:1561	549+226	54.8 : 54.8%
3/1	Wakefield Road SE Right Ahead	O	N/A	N/A	D		1	41	-	658	1856	825	79.8%
4/2+4/1	Shaw Lane Left Right Right2	U	N/A	N/A	G		1	34	-	626	1799:1741	608+121	85.9 : 85.9%
5/1		U	N/A	N/A	-		-	-	-	330	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	775	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	521	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
9/1	Ahead	U	N/A	N/A	B		1	43	-	397	1915	936	42.4%
10/1	Left	U	N/A	N/A	E	F	1	84	41	511	1915	1809	28.3%
10/2	Ahead	U	N/A	N/A	E		1	43	-	226	1890	924	24.5%
11/1	Left	O	N/A	N/A	-		-	-	-	553	1943	1118	49.4%
12/1	Shaw Lane Ped Stopline Ahead	U	N/A	N/A	J		1	73	-	681	1955	1607	42.4%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	H		1	41	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	I		1	7	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network: Lee Lane/Wakefield Road/Shaw Lane Proposed Signals	-	-	470	475	0	15.8	8.7	0.2	24.7	-	-	-	-
Lee Lane/Wakefield Road/Shaw Lane	-	-	470	475	0	15.8	8.7	0.2	24.7	-	-	-	-
1/1	598	598	170	0	0	3.9	1.7	0.0	5.7	34.1	13.0	1.7	14.7
2/2+2/1	425	425	-	-	-	2.1	0.6	-	2.7	23.1	5.4	0.6	6.0
3/1	658	658	222	0	0	3.6	1.9	0.2	5.8	31.7	13.5	1.9	15.5
4/2+4/1	626	626	-	-	-	4.2	2.9	-	7.1	41.0	13.5	2.9	16.3
5/1	330	330	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	775	775	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	521	521	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
9/1	397	397	-	-	-	0.6	0.4	-	0.9	8.6	2.1	0.4	2.5
10/1	511	511	-	-	-	0.0	0.2	-	0.2	1.5	0.2	0.2	0.4
10/2	226	226	-	-	-	0.4	0.2	-	0.6	8.8	1.2	0.2	1.4
11/1	553	553	78	475	0	0.3	0.5	-	0.8	5.2	2.5	0.5	3.0
12/1	681	681	-	-	-	0.6	0.4	-	0.9	5.0	4.1	0.4	4.5
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): 4.8 Total Delay for Signalled Lanes (pcuHr): 23.95 Cycle Time (s): 90 PRC Over All Lanes (%): 4.8 Total Delay Over All Lanes(pcuHr): 24.75													

Appendix O The Wells Junction - Existing Layout (Optima Drawing No. 18085/IN/10)



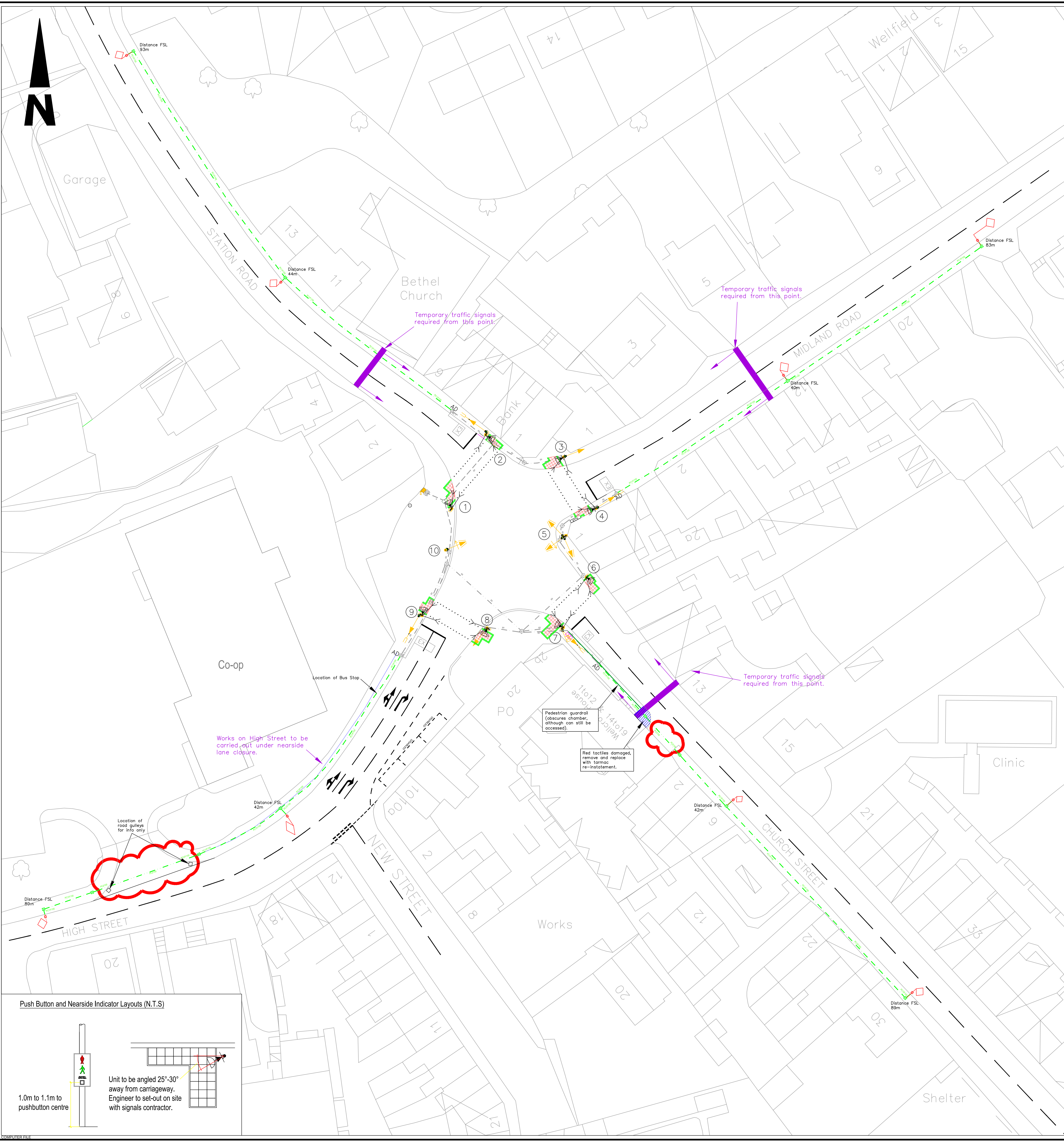
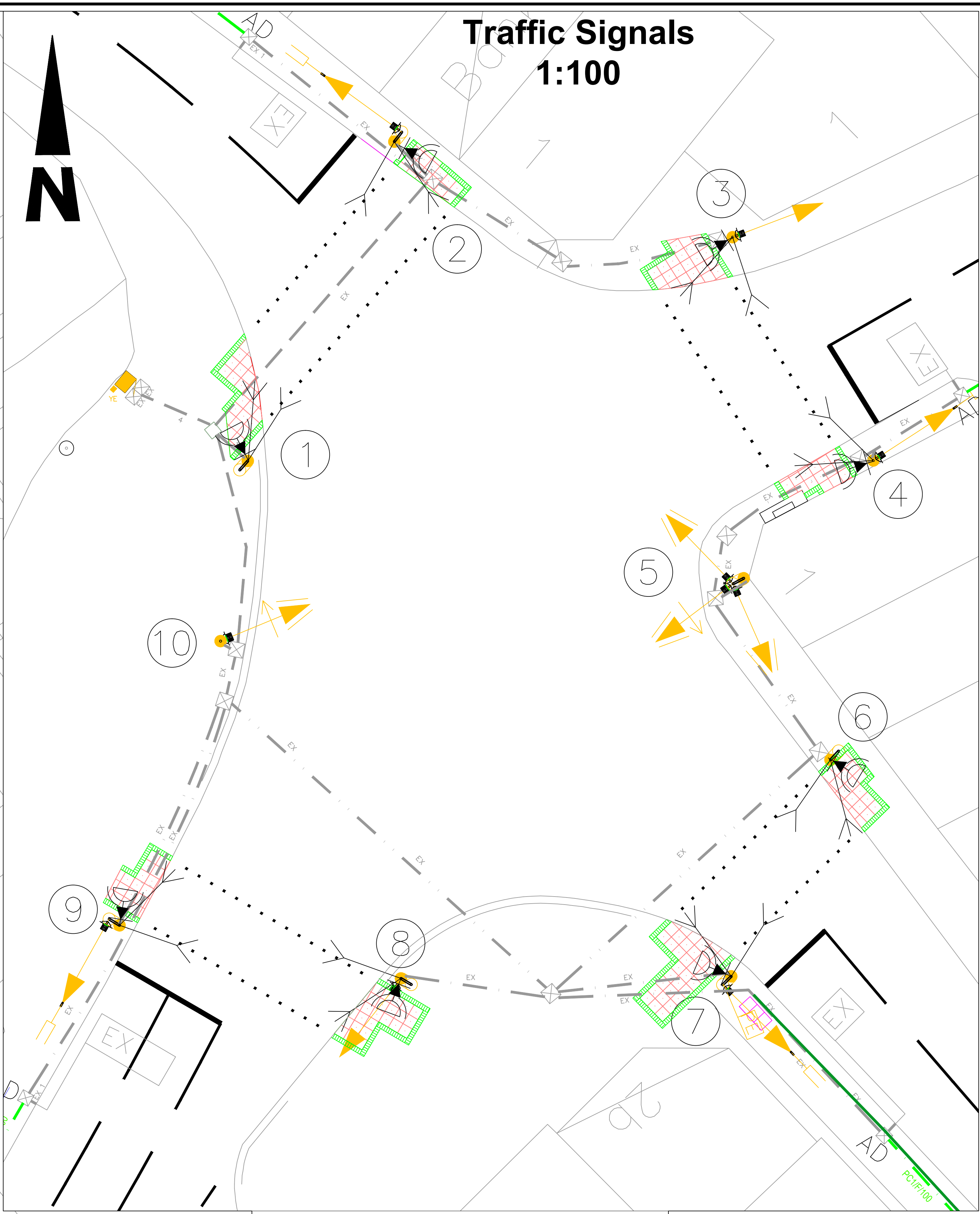


						PROJECT	CLIENT			
						LEE LANE, ROYSTON	BELLWAY HOMES LTD			
-	20/02/20	CJR	INITIAL ISSUE	PMO	PMO	DRAWING TITLE	CHECKED	APPROVED	DRG No.	
REV	DATE	BY	DESCRIPTION	CHK	APP	MIDLAND ROAD/CHURCH STREET/ HIGH STREET/STATION ROAD EXISTING JUNCTION LAYOUT	PMO	PMO	18085/IN/10	
STATUS							DRAWN BY:	SCALE @ A3	DATE	REV.
PRELIMINARY							CJR	1:500	FEBRUARY 2020	-



Appendix P The Wells Junction - Existing Signal Information





- TRAFFIC SIGNALS KEY (NOT TO SCALE)
- DUCTING & CHAMBERS
- Existing polyethylene 100mm ducts
 - New 1 No. Polyethylene 100mm duct (PC1/F)
 - New 2 No. Polyethylene 100mm duct (PC2)
 - Existing access chamber to remain
 - New access chamber 450mmx450mm (AC/1/450)
 - NAL carriageway loop box
 - MOVA Detector Loop
 - Existing Presence Detector Loop
 - Above ground pedestrian detector (on-crossing)
 - Above ground pedestrian detector (Kerb-side)
 - ELV LED, Combined nearside R/G indicator with push button facility (including tactile indicator), incl. all fixings, for use on Puffin Crossing
 - Adapt existing chamber to accept new 100mm Signal duct.
 - Existing Traffic Signals
 - Area which indicates possible out of hours working due to tight footways and carriageway or disruption to businesses. To be confirmed with BMBC Engineer and Streetworks.
 - Tarmac re-installment of footway. Excavate to a depth of 60mm and remove spoil off site, and resurface with 6mm wearing course (20mm thick) and 20mm basecourse (40mm thick).
- Based upon Ordnance Survey Digital Mapping. With permission of the Controller of Her Majesty's Stationery Office. CROWN COPYRIGHT RESERVED. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or Civil Proceedings. Licence No. 100022284

- Notes
- All works to be carried out in accordance with the BMBC Standard Details (Traffic Signal Schemes) and Specifications.
 - Detectors to be set up on site with signal engineer.
 - Existing far side red /green man aspects to be removed to store, including standard pedestrian push button units.
 - Any equipment which can be reused for spares should be taken to Traffic Groups store by a Siemens Field Engineer.
 - All LED ELV equipment to be fully monitored by signal controller.
 - Where required, cables to be upgraded to accept nearside facilities.
 - Traffic Signal Controller configuration to be upgraded to accept new nearside pedestrian facilities, including updating RMS configuration.
 - This drawing is to be read in conjunction with all other issued contract drawings.
 - Scheme contact: Adam Davis (01226) 787635

Rev.	By	Amendments	Date

BARNLSLEY
Metropolitan Borough Council

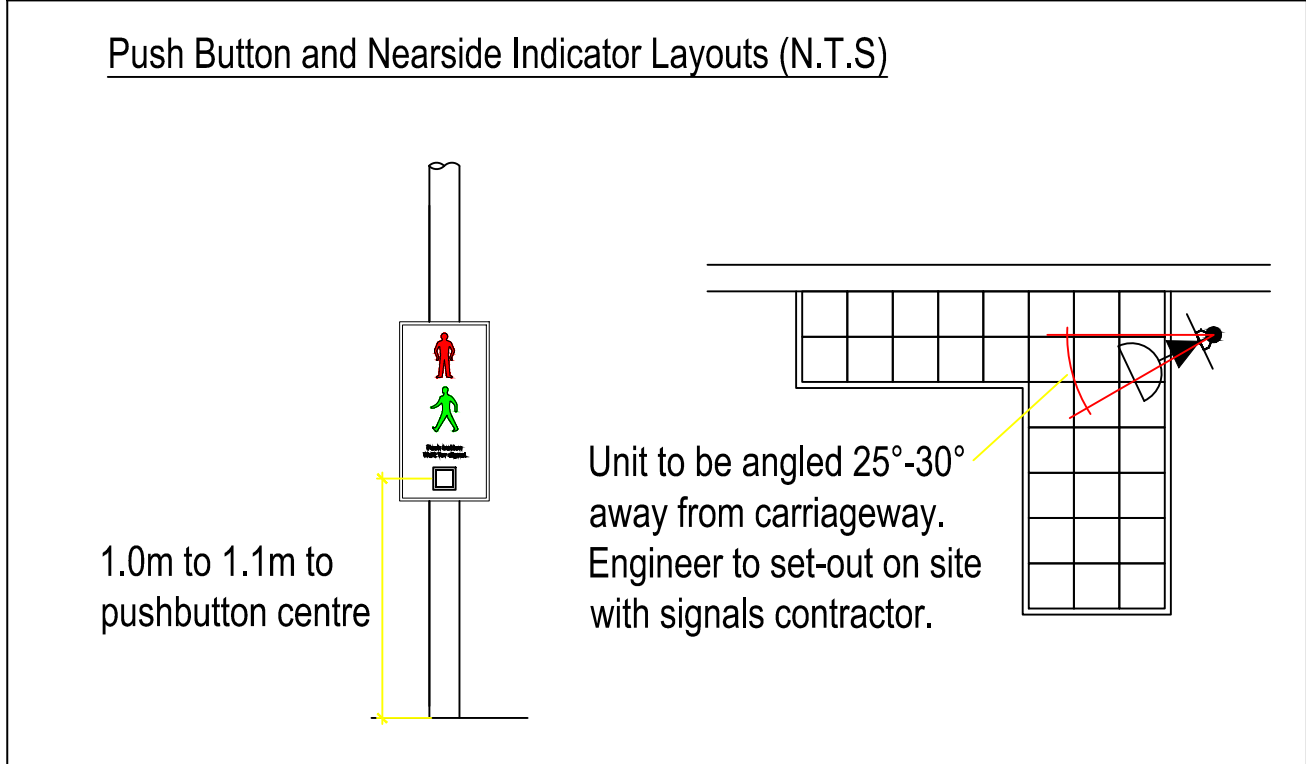
Project
**The Wells, Royston
J0087**

Drawing title
**Traffic Signal
Proposed MOVA Upgrade**

Scale	Drawn	Checked	Date
1:250 (unless stated)	AD		12/08/14

Drawing No.	Revision	File
TR/TS/3707/01		3707

M Gladstone, Executive Director
Development, Environment & Culture
Westgate Plaza One, Westgate
S70 2DR
Tel. (01226) 773555 Fax. (01226) 772110



Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

Administration

General Specifications

Customer Name	Barnsley M.B.C.	Customer Order No.	
Intersection/ General Description	High Street / Midlands Road / The Wells - Royston Barnsley	Controller/ Serial Number	
		S.T.S. /EM Number	41104 Issue 3
Controller	☒ New ☐ Modification	Equipment Installation by	Siemens
Area Specifications/ Customer Drawings	TR/TS/3707/01	Slot Cutting by	
Specification Section		Civil Works by	
Contract/Tender Ref:		Customer's Engineer	Luke Athey
Quotation No.		Telephone Number	01226 772014
Works Order No.	460966136		

Signal Company Use Only

Signal Engineer	Stuart Mulliner	(IF PROM Label as >) PROM Number	16777	PROM Variant	104
		Configuration Check Value	91 10 23 48		

Controller Options

Hardware	ST900 ELV	Firmware Type and Issue	PB801 ISS 13	Other Options	
----------	-----------	-------------------------	--------------	---------------	--

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack	Cabinet	Kit Type Options	☒ UK-Std ☐ Non-UK ☐		
Cabinet/Rack Variant	Grey	Cuckoo Options	None	Gemini Unit Fitted	☒

Mains Supply	230	Volts	50	Hz				
Peak Lamp Current	3	Amps	Dimming Voltage	27.5	Answer Issue	2	Date Created	26/03/10
Average Lamp Power	750	Watts	Low Inrush Transformer	☐	Edit Issue	7		
Total Average Power	1025	Watts						
Power feed fuse rating: requires 30 Amp minimum for controller, 15 Amp minimum for pelican/lightly loaded controller								

Works Order : 460966136
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Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

☒	Streams	Current Number of Streams	1
☐	Stages	Current Number of stages (inc. ALL-RED stages)	6

☐	Phases	Current Total Number of Phases	10
☐		☒ Number of Real Phases	9
☐		☐ Number of Dummy Phases	1

Switched Signs

☐	Number of Switched Signs	0
-----------------------	--------------------------	---

Action

Add At	Delete At
--------	-----------

Works Order : 460966136
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Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC

☒ Serial/Internal UTM/OTU
☐ Free-standing OTU
☐ Integral TC12 OTU
☒ Serial MOVA

☒ Master Time Clock
☐ Holiday Clock
☒ FT To Current MAX
☐ Linked Fixed Time

☒ Lamp Monitoring
☒ RED Lamp Monitoring
☒ Pelican/Puffin/Toucan
☐ Standalone Manual

☐ Extend All Red
☐ Speed Measurement
☐ Ripple Change
☐ London IMU

☐ Non-UK
☐ Fail to Part Time
☐ Fail To Hardware Flashing
☐
☐ Download To Level 3

9

Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
☐ Part Time	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐ Emergency Vehicles	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐ Hurry Call	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐ Priority Vehicle	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☒ Manual Control	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐ Manual Step On	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☒ Selected FT or VA or CLF	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☒ UTC	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐ CLF (Non-Base Time)	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☒ CLF (Base Time)	☐	☐	☐	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐
☒ Vehicle Actuated	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒	☐
☒ Fixed Time	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☒

Configuration Complexity

☐ Low
 ☐ Medium
 ☐ High
 ☒ Maximum

standardPB801.8df

Default PROM data file

Correspondence Monitoring to inc.

☒ Reds
☐ Switched Signs

☒ Ambers
☐ Ignore Reds and Ambers during

Flash Rate (ms)

400

Off

400

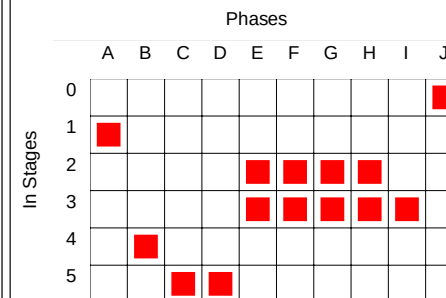
On

Last Modified 18/01/2016, Issue 3.2.7

Form Ref: 1.3

Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

Phases in Stages



Last Modified 18/01/2016, Issue 3.2.7

Form Ref: 1.4

Stages in Streams

Stages in Streams

Phase or Stage to revert to in absence of demands/extensions

Startup Stage

Switch Off Stage

Standalone Pedestrian

0

1

2

3

4

5

6

7

0

1

Note: For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet the relevant standard or specification.

In Stream

0

1

2

3

4

5

0

Phase Type and Conditions

Phase Type and Conditions

Phases A to P

Manual Output Allocation

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs		
						"R"	"A"	"G"
A	High Street	0 - UK Traffic	0	0 - E		1	1	1
B	Midland Road	0 - UK Traffic	0	0 - E		1	1	1
C	Station Road	0 - UK Traffic	0	0 - E		1	1	1
D	Church Street	0 - UK Traffic	0	0 - E		1	1	1
E	Pedestrians across High Street	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
F	Pedestrians across Station Road	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
G	Pedestrians across Midland Road	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
H	Pedestrians across Church Street	3 - UK Near Side Pedestrian	0	0 - E		1	1	2
I	Audible Driver	2 - UK GreenArrow	0	0 - E		0	0	1
J	Dummy for All Red	2 - UK GreenArrow	0	0 - E				

1) App Types: 0 = Always Appears, 1 = Appears if dem'd prior to interstage, 2 = If dem'd, 3 = If dem'd before end of window time
2) Term Types: 0 = Term's at end of stage, 1 = Term's when Assoc phase gains R.O.W, 2 = Term's when Assoc phase loses R.O.W.
3) The HW Fail Flash fields are for information only on all but ST900ELV Controllers. For other controllers, physical switches or links (etc.) select which aspects flash and these need to be set up manually.

Works Order : 460966136
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Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

Opposing and Conflicting Phases

Select Stream(s) To Configure

☒ All	☐ 0	☐	☐	☐	☐	☐	☐	☐	☐	<input type="button" value="Initialise"/>
--------------------------------------	-------------------------	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------	-----------------------	---

☒ Amber Conflict Monitoring[illegible]

From Phase

Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

[illegible]

Last Modified 18/01/2016, Issue 3.2.7

Form Ref: 2.2

Last Modified 18/01/2016, Issue 3.2.7

Form Ref: 2.3.1

Phase Intergreen Times

Select Stream(s) To Configure

☐ All ☐ 0 ☐ ☐ ☐ ☐ ☐ ☐ ☐

Note: On a Stand Alone Pelican/Toucan/Puffin Stream the Intergreens between Pedestrian and Traffic Phases are controlled by the timings (PBT, PIT, CMX, CDY, CRD and PAR), therefore 0 should be entered for the appropriate intergreen times in grid below.

		To Phase									
		A	B	C	D	E	F	G	H	I	J
From Phase	A		7	6	6	8	8	8	8	8	3
	B	6		7	7	8	8	8	8	8	3
	C	7	7			8	8	8	8	8	3
	D	7	7			8	8	8	8	8	3
	E	0	0	0	0						0
	F	0	0	0	0						0
	G	0	0	0	0						0
	H	0	0	0	0						0
	I	0	0	0	0						0
	J					2	2	2	2	2	

Intergreen Handset Limits

HIGH

30

Copy Intergreen Values

		To Phase									
		A	B	C	D	E	F	G	H	I	J
From Phase	A		6	5	5	7	7	7	7	7	3
	B	5		6	6	7	7	7	7	7	3
	C	6	6			7	7	7	7	7	3
	D	6	6			7	7	7	7	7	3
	E										
	F										
	G										
	H										
	I										
	J					1	1	1	1	1	

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green		Phase	Min. Green		Max. Green
	Min.	Max.		Min.	Max.	
A	7	20	Q			Min. 0 Max. 255
B	7	20	R			
C	7	20	S			Vehicle Extension
D	7	20	T			Min. 0.0 Max. 10.0
E	5	20	U			Phase Delay
F	6	20	V			Min. 0 Max. 3
G	5	20	W			Starting I/G
H	5	20	X			Min. 7 Max. 15
I	0	0	Y			Min Pedestrian Clearance (PBT)
J	3	20	Z			Min. 1 Max. 5
K			A2			
L			B2			Traffic Phase Leaving
M			C2			Min. 3.0 Max. 3.0
N			D2			
O			E2			Traffic Phase Red/Amber
P			F2			Min. 2 Max. 2

VA Demand and Extend Definitions

VA Demand and Extend Definitions

Phases A to P

Phase	Demands			
A	AX2	AX3	ASL4	
B	BX6	BSL7		
C	CX9	CSL10		
D	DX12	DSL13		
E	PEDE8	PEDE9		
F	PEDF1	PEDF2		
G	PEDG3	PEDG4		
H	PEDH6	PEDH7		
I				
J				

Extensions

AX2	AX3	ASL4	
BX6	BSL7		
CX9	CSL10		
DX12	DSL13		

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehide Responsive Demands

A	☒	B	☒	C	☒	D	☒	E	☒	F	☒	G	☒	H	☒	I	☐	J	☐	☐	☐	☐	☐	☐	☐	☐	☐
	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	☒	B	☒	C	☒	D	☒	E	☐	F	☐	G	☐	H	☐	I	☐	J	☐	☐	☐	☐	☐	☐	☐	☐	☐
	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐

Unlatched Demands that Start Max Timers

A	☒	B	☒	C	☒	D	☒	E	☒	F	☒	G	☒	H	☒	I	☒	J	☒	☐	☐	☐	☐	☐	☐	☐	☐
	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐		☐

Revertive Phase Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
<input type="text" value="A"/>	<input type="text" value="B"/>	<input type="text" value="C"/>	<input type="text" value="D"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>					
Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2

Phase - On Crossing and Kerbside Detector Definitions

On Crossing and Kerbside Input Definitions

☒ Phases A to P

☐

Phase

A	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
B	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
C	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
D	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
E	ONXE8	ONXE9	<input type="text"/>	<input type="text"/>
F	ONXF1	ONXF2	<input type="text"/>	<input type="text"/>
G	ONXG3	ONXG4	<input type="text"/>	<input type="text"/>
H	ONXH6	ONXH7	<input type="text"/>	<input type="text"/>
I	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
J	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Kerbside

<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
KSDE8	KSDE9	<input type="text"/>	<input type="text"/>
KSDF1	KSDF2	<input type="text"/>	<input type="text"/>
KSDG3	KSDG4	<input type="text"/>	<input type="text"/>
KSDH6	KSDH7	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Stream - Pelican/Puffin/Toucan Times

Stream - Pelican/Puffin/Toucan Times

Pedestrian Enable VA Mode (PEV)

Streams

01234567

Pedestrian All Red Times (Vehicle to Pedestrian)

Streams

01234567

(PAR n 0) VA Gap Change

(PAR n 1) VA Max Change

(PAR n 2) FVP Change

(PAR n 3) UTC Change

(PAR n 4) Local Link Change

Pelican Intergreen times

(PIT n 0) Veh Red/Ped Flash Green

(PIT n 1) Veh Flash Amber/Ped Flash Green

(PIT n 2) Veh Flash Amber/Ped Red

(PIT n 3) Veh Flash Amber/Ped Red Quiescent

Handset Range Limits

MinMax

00

00

00

00

00

00

Phase - Pelican, Puffin and Toucan Times

Phase - Pelican, Puffin and Toucan Times

Phases A to P

Phase	PDD Ped Demand Delay	PDX Ped Demand Hold	CMX Clearance Maximum	CDY 0 Clearance Delay Gap Change	CDY 1 Clearance Delay Max Change	CRD Clearance Minimum Red
A	0	0.0	0	0	0	0
B	0	0.0	0	0	0	0
C	0	0.0	0	0	0	0
D	0	0.0	0	0	0	0
E	1	1.0	8	0	0	0
F	1	1.0	10	0	0	0
G	1	1.0	8	0	0	0
H	1	1.0	7	0	0	0
I	0	0.0	0	0	0	0
J	0	0.0	0	0	0	0

Pedestrian Handset Range Limits

MINMAX

Demand Delay PDD03

Demand Hold PDX0.05.0

Clearance Maximum CMX015

Clearance Delays
CDY 0 and CDY103

Clearance Minimum Red CRD00

IO and Link - Pelican/Puffin/Toucan Times

IO and Link - Pelican/Puffin/Toucan Times

Streams

Computer Control

PV

Window Time
UIE

0

1

2

3

4

5

6

7

Local Link

PV1

Link Delay Time
LKD

Link Window Time
LKW

Link Override Time
LKO

Kerbside Mat Test
Output

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

Pelican, Puffin, Toucan Pushbutton/Kerbside Associations

	Phase	Demand	KBS
0	E	PED	E8
1	E	PED	E9
2	F	PED	F1
3	F	PED	F2
4	G	PED	G3
5	G	PED	G4
6	H	PED	H6
7	H	PED	H7
8			
9			
10			
11			
12			
13			
14			
15			
16			
17			
18			
19			
20			
21			
22			
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36			
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41			
42			
43			
44			
45			
46			
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48			
49			
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51			
52			
53			
54			
55			
56			
57			
58			
59			
60			
61			
62			
63			

Note: Any association pushed off the screen will have any previous association blanked.

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets

☒ 1

☐ 2

☐ 3

☐ 4

Modes	Restrictions Apply To:	No Restrictions
Urban Traffic Control	☒	☐
Cableless Linking	☒	☐
Vehicle Actuated	☒	☐
	☐	☐
Fixed Time	☒	☐
	☐	☐

Modes	Restrictions Apply To:	No Restrictions
Manual	☒	☐
	☐	☐
	☐	☐
	☐	☐

From Stage

		To Stage					
		0	1	2	3	4	5
0					2		
1					2		
2							
3			X				
4				2			
5				2			

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

0	☐	1	☐	2	☐	3	☐	4	☐	5	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

0	☐	1	☐	2	☐	3	☐	4	☐	5	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	☐

Unlatched Demands that Start Maximum Timers

0	☒	1	☒	2	☒	3	☒	4	☒	5	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐
	☐		☐		☐		☐		☐		☐		☐		☐		☐		☐	☐

Window Times

0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>										
16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31

Exceptional Stages

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

Fixed Time

Fixed Time

Stage Moves & Times (Not Fixed Time to Current Max)

Current Stage	0	1	2	3	4	5	6	7
Next Stage								
Time								
Current Stage	8	9	10	11	12	13	14	15
Next Stage								
Time								
Current Stage	16	17	18	19	20	21	22	23
Next Stage								
Time								
Current Stage	24	25	26	27	28	29	30	31
Next Stage								
Time								

Phases Demanded and Extended under Fixed Time to Current Max.

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Demand	☒	☒	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☒	☒	☒	☒	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Demand	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
Extend	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

CLF - Base Time

CLF - Base Time

Controller Base Date

XXXXXX

Controller Base Time

02:00:00

Plan Offset

	Minutes	Seconds		Minutes	Seconds
Plan 0	<div>0</div>	<div>0</div>	Plan 8	<div>0</div>	<div>0</div>
Plan 1	<div>0</div>	<div>0</div>	Plan 9	<div>0</div>	<div>0</div>
Plan 2	<div>0</div>	<div>0</div>	Plan 10	<div>0</div>	<div>0</div>
Plan 3	<div>0</div>	<div>0</div>	Plan 11	<div>0</div>	<div>0</div>
Plan 4	<div>0</div>	<div>0</div>	Plan 12	<div>0</div>	<div>0</div>
Plan 5	<div>0</div>	<div>0</div>	Plan 13	<div>0</div>	<div>0</div>
Plan 6	<div>0</div>	<div>0</div>	Plan 14	<div>0</div>	<div>0</div>
Plan 7	<div>0</div>	<div>0</div>	Plan 15	<div>0</div>	<div>0</div>

Handset Range Limits

	Minutes	Seconds
Min	<div>0</div>	<div>0</div>
Max	<div>4</div>	<div>59</div>

UTC General Data

UTC General Data

Type of UTC

☒ 106

☐ 316

Integral OTUAddress

2

Number of Control Words

2

Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Priority and LRTM

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day

Saturday

Time

00:00:00

Clock Confirm Time (UTC RT output)

Day

Saturday

Time

00:00:00

Last Modified 18/01/2016, Issue 3.2.7

Form Ref: 4.3.1

Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

Bit 1Bit 2Bit 3Bit 4Bit 5Bit 6Bit 7Bit 8

Word 1

F1

F2

F3

F4

F5

Word 2

Word 3

Word 4

Reply Words

Word 1

G1

G2

G3

G4

G5

Word 2

Word 3

Word 4

Word 5

Word 6

Word 7

Word 8

Word 9

Word 10

Word 11

Word 12

Word 13

Word 14

Last Modified 18/01/2016, Issue 3.2.7

Form Ref: 4.3.2

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0	F5	G5		16			
1	F1	G1		17			
2	*ROUGH2			18			
3	*ROUGH3			19			
4	F3	G3		20			
5	F4	G4		21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:

☐ G1/G2

☐ RR

☐

Manual Mode Selected:

☐ G1/G2

☐ RR

☐

No Lamp Power, or Lamps Off due to RLM or Part Time:

☐ G1/G2

☐

☐

Detector Fault:

☐

☐

☐ DF

Normal NOT selected on the Manual Panel:

☐ G1/G2

☐ RR

☐

RR Button Selected:

☐ G1/G2

☐ RR

☐

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

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping

☒ Combined

Set Selection

☐

☐

☐

☐

☐

1	AIN1	2	AX2	3	AX3	4	ASL4	5	BIN5	6	BX6	7	BSL7	8	CIN8
9	CX9	10	CSL10	11	DIN11	12	DX12	13	DSL13	14		15		16	
17		18		19		20		21		22		23		24	
25		26		27		28		29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	

Note - only 32 detectors available on MOVA 4.0

Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

MTC - Time Switch Parameters

—MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	Alternate Max	MAXSETE
4	Alternate Max	MAXSETF
5	Alternate Max	MAXSETG
6	Alternate Max	MAXSETH
7	Alternate DFM	ALTDPRMB
8	Alternate DFM	ALTDPRMC
9	Alternate DFM	ALTDPRMD
10	Conditioning	MTCF0
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

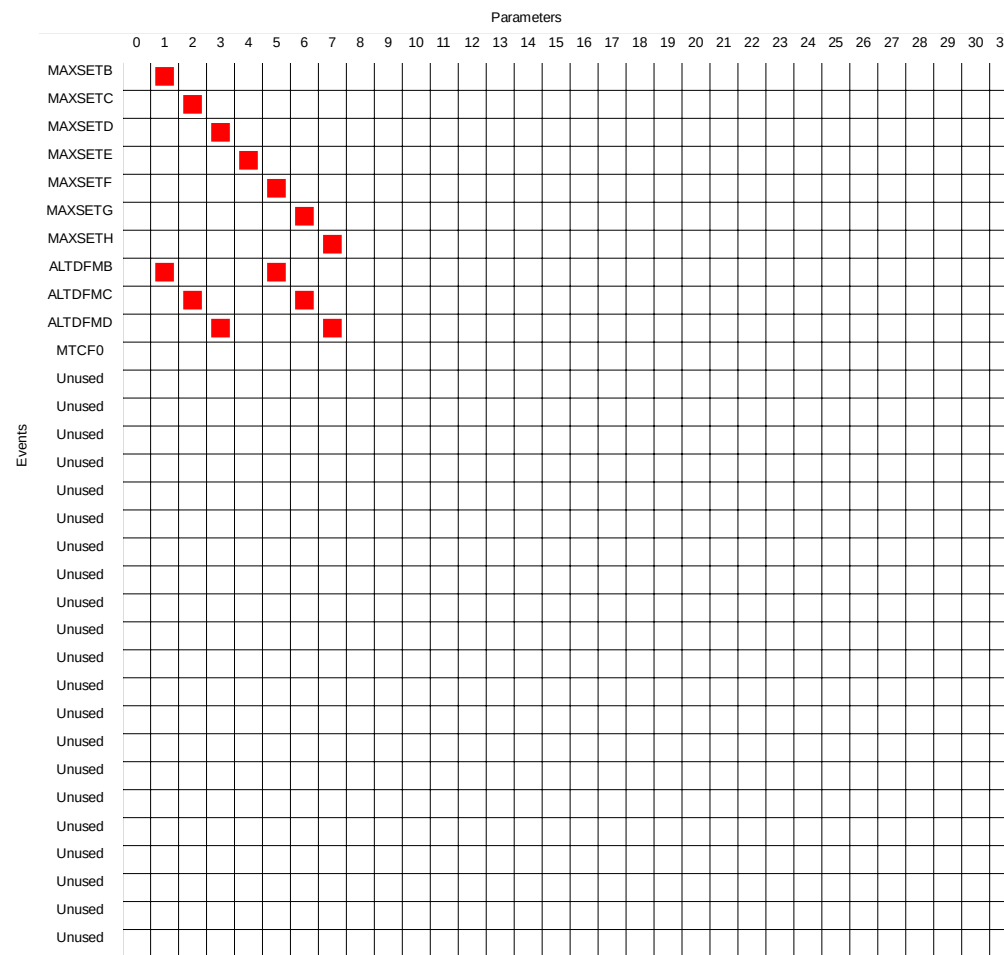
	Type	Event
16	No Action	
17	No Action	
18	No Action	
19	No Action	
20	No Action	
21	No Action	
22	No Action	
23	No Action	
24	No Action	
25	No Action	
26	No Action	
27	No Action	
28	No Action	
29	No Action	
30	No Action	
31	No Action	

Last Modified 18/01/2016, Issue 3.2.7

Form Ref: 4.4.1

Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

MTC - Time Switch Parameters Array



Last Modified 18/01/2016, Issue 3.2.7

Form Ref: 4.4.2

MTC - Day Type

MTC - Day Type

No.	Mon	Tue	Wed	Thu	Fri	Sat	Sun
0	☐	☐	☐	☐	☐	☒	☐
1	☐	☐	☐	☐	☐	☐	☒
2	☒	☐	☐	☐	☐	☐	☐
3	☐	☒	☐	☐	☐	☐	☐
4	☐	☐	☒	☐	☐	☐	☐
5	☐	☐	☐	☒	☐	☐	☐
6	☐	☐	☐	☐	☒	☐	☐
7	☒	☒	☒	☒	☒	☒	☒
8	☒	☒	☒	☒	☒	☒	☐
9	☒	☒	☒	☒	☒	☐	☐
10	☐	☐	☐	☐	☐	☐	☐
11	☐	☐	☐	☐	☐	☐	☐
12	☐	☐	☐	☐	☐	☐	☐
13	☐	☐	☐	☐	☐	☐	☐
14	☐	☐	☐	☐	☐	☐	☐
15	☐	☐	☐	☐	☐	☐	☐

MTC - Timetable

MTC - Timetable

View Timetable Settings

☒ 0 - 15☐ 16 - 31☐ 32 - 47☐ 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
<input type="text" value="0"/>	<input type="text" value="9"/>	<input type="text" value="07:00:00"/>	<input type="text" value="Maxset A and DFM set A"/>	<input type="text" value="2"/>	<input type="text" value="0"/>
<input type="text" value="1"/>	<input type="text" value="9"/>	<input type="text" value="09:30:00"/>	<input type="text" value="Maxset B and DFM set B"/>	<input type="text" value="2"/>	<input type="text" value="1"/>
<input type="text" value="2"/>	<input type="text" value="9"/>	<input type="text" value="12:00:00"/>	<input type="text" value="Maxset C and DFM set C"/>	<input type="text" value="2"/>	<input type="text" value="2"/>
<input type="text" value="3"/>	<input type="text" value="9"/>	<input type="text" value="15:00:00"/>	<input type="text" value="Maxset D and DFM set D"/>	<input type="text" value="2"/>	<input type="text" value="3"/>
<input type="text" value="4"/>	<input type="text" value="9"/>	<input type="text" value="16:00:00"/>	<input type="text" value="Maxset A and DFM set A"/>	<input type="text" value="1"/>	<input type="text" value="0"/>
<input type="text" value="5"/>	<input type="text" value="9"/>	<input type="text" value="18:30:00"/>	<input type="text" value="Maxset B and DFM set B"/>	<input type="text" value="2"/>	<input type="text" value="1"/>
<input type="text" value="6"/>	<input type="text" value="9"/>	<input type="text" value="18:15:00"/>	<input type="text" value="Maxset D and DFM set D"/>	<input type="text" value="2"/>	<input type="text" value="3"/>
<input type="text" value="7"/>	<input type="text" value="0"/>	<input type="text" value="18:00:00"/>	<input type="text" value="Maxset A and DFM set A"/>	<input type="text" value="2"/>	<input type="text" value="0"/>
<input type="text" value="8"/>	<input type="text" value="0"/>	<input type="text" value="09:30:00"/>	<input type="text" value="Maxset B and DFM set B"/>	<input type="text" value="2"/>	<input type="text" value="1"/>
<input type="text" value="9"/>	<input type="text" value="0"/>	<input type="text" value="16:00:00"/>	<input type="text" value="Maxset C and DFM set C"/>	<input type="text" value="2"/>	<input type="text" value="2"/>
<input type="text" value="10"/>	<input type="text" value="0"/>	<input type="text" value="18:00:00"/>	<input type="text" value="Maxset D and DFM set D"/>	<input type="text" value="2"/>	<input type="text" value="3"/>
<input type="text" value="11"/>	<input type="text" value="1"/>	<input type="text" value="09:00:00"/>	<input type="text" value="Maxset B and DFM set B"/>	<input type="text" value="2"/>	<input type="text" value="1"/>
<input type="text" value="12"/>	<input type="text" value="1"/>	<input type="text" value="16:30:00"/>	<input type="text" value="Maxset D and DFM set D"/>	<input type="text" value="2"/>	<input type="text" value="3"/>
<input type="text" value="13"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="14"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>
<input type="text" value="15"/>	<input type="text" value="0"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="0"/>	<input type="text" value="0"/>

Function Codes:
0 = Isolate From CLF
1 = Introduce a CLF Plan
2 = Introduce a Parameter (Combination of event switches)
3 = Selects an Individual event switch to be set
4 = Selects an Individual event switch to be cleared.

MTC - Timetable

MTC - Timetable

View Timetable Settings

☐ 0 - 15

☐ 16 - 31

☐ 32 - 47

☒ 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/Parameter
48	0			0	0
49	0			0	0
50	0			0	0
51	0			0	0
52	0			0	0
53	0			0	0
54	0			0	0
55	0			0	0
56	0			0	0
57	0			0	0
58	0			0	0
59	0			0	0
60	0			0	0
61	0			0	0
62	7	08:00:00	Enable Audibles	4	10
63	7	23:00:00	Disable Audibles	3	10

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

☐

☒ 48

☐

Red Lamp Monitoring

Max Red Bulb Wattage

First Red Lamp Fault Speed

2

☒ RLF2 Cancels RLM additional Intergreens

RLM Additional Intergreen Handset Limits

Minimum

Maximum

2

10

☒ RLF2 Only Cleared by RFL = 1

☐ RLF1 Only Cleared by RFL = 1

Streams with Phase BlackOut on RLF2

☐ 0

☐

☐

☐

☐

☐

☐

☐

Integral LMU Onboard Sensors

Integral LMU Onboard Sensors

No. of LSLS cards fitted
1

HPU Connection
1

Sensor Configuration For LSLS 1 (Cabinet 1)

Phase	Aspect	Sensor #	Sensor Type	Phase	Aspect	Sensor #	Sensor Type
A	Red	1	As Seq.	F	Red	7	R,G
A	Amber	1	As Seq.	F	Amber	8	Wait
A	Green	1	As Seq.	F	Green	7	R,G
B	Red	2	As Seq.	F	Green	N/A	
B	Amber	2	As Seq.	G	Red	9	R,G
B	Green	2	As Seq.	G	Amber	10	Wait
C	Red	3	As Seq.	G	Green	9	R,G
C	Amber	3	As Seq.	G	Green	N/A	
C	Green	3	As Seq.	H	Red	11	R,G
D	Red	4	As Seq.	H	Amber	12	Wait
D	Amber	4	As Seq.	H	Green	11	R,G
D	Green	4	As Seq.	H	Green	N/A	
E	Red	5	R,G	N/A	N/A		
E	Amber	6	Wait	N/A	N/A		
E	Green	5	R,G	N/A	N/A		
E	Green	N/A		I	Green	N/A	

Note : A(*) character next to a sensor number indicates that the sensor would also be available on the External sensors screen. Please be sure you wish to use these sensors here, as they will then become unavailable for Regulatory Signs.

Integral LMU External Sensors for Regulatory Signs

Integral LMU External Sensors for Regulatory Signs

External Sensors (1)

Sensor	Sensor Type
48	Regulatory Sign
47	Regulatory Sign
46	Regulatory Sign
45	Regulatory Sign

External Sensors (2)

Sensor	Sensor Type
--------	-------------

External Sensors (3)

Sensor	Sensor Type
--------	-------------

External Sensors (4)

Sensor	Sensor Type
--------	-------------

External Sensors (5)

Sensor	Sensor Type
--------	-------------

External Sensors (6)

Sensor	Sensor Type
--------	-------------

Note: Sensors which have been used as Onboard sensors will not be available here.

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select

1 of 1

Sensor	Phase	Sensor Type	LED R+W	Load Type	LLF Profile
1	A	As Seq.		1: Siemens Helios ELV	
2	B	As Seq.		1: Siemens Helios ELV	
3	C	As Seq.		1: Siemens Helios ELV	
4	D	As Seq.		1: Siemens Helios ELV	
5	E	R,G		3: Siemens LED Near Side Indicator	
6	E	Wait		2: Siemens LED Demand Indicator	
7	F	R,G		3: Siemens LED Near Side Indicator	
8	F	Wait		2: Siemens LED Demand Indicator	
9	G	R,G		3: Siemens LED Near Side Indicator	
10	G	Wait		2: Siemens LED Demand Indicator	
11	H	R,G		3: Siemens LED Near Side Indicator	
12	H	Wait		2: Siemens LED Demand Indicator	
45	N/A	Regulatory Sign		4: Siemens ELV Regulatory Sign	
46	N/A	Regulatory Sign		4: Siemens ELV Regulatory Sign	
47	N/A	Regulatory Sign		4: Siemens ELV Regulatory Sign	
48	N/A	Regulatory Sign		4: Siemens ELV Regulatory Sign	

RLM Additional Intergreens

Phases Delayed

Phases with RLF1

	A	B	C	D	E	F	G	H	I	J
A					3	3	3	3	3	
B					3	3	3	3	3	
C					3	3	3	3	3	
D					3	3	3	3	3	
E										
F										
G										
H										
I										
J										

RLM Phase Inhibits

Phases with RLF2

Phases Inhibited/Blacked-Out										
	A	B	C	D	E	F	G	H	I	J
A					<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
B					<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
C					<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
D					<div></div>	<div></div>	<div></div>	<div></div>	<div></div>	
E										
F										
G										
H										
I										
J										

Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream							
		0	1	2	3	4	5	6	7
0	All Red	0							
1	High Street	1							
2	Pedestrians	3							
3	Midland Road	4							
4	Church Street	5							
5									
6									
7									

General LEDs

	AUX 1	AUX 2	AUX 3	AUX 4 (Hurry Call)	AUX 5 (Higher Priority)
Conditioned	☒	☒	☒	☐	☒

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	☒	☐	☐	☐
RR	☒	☐	☐	☐

Manual Signals On

☐ Immediate Signals On

☒ As Start-Up

Manual Mode Enable

☒ Always

☐ When Handset Plugged in (Note 1)

☐ When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

Mode Select Switches Disabled

☐ VA

☐ Fixed Time

☐ CLF

Special Conditioning

```
; T800/900 SPECIAL FACILITIES
;
; -----

DOORSW: :=MNCNT                      ; DOOR CLOSED DISABLES MANUAL CONTROL
          *=MSCONT
          *=ESPTX0                      ; DOOR SWITCH ALSO SENT ALONG SERIAL LINK

MAXSETB+MAXSETF=ESPTX1                ; MAXSET INFORMATION ALSO SENT ALONG SERIAL LINK
MAXSETC+MAXSETG=ESPTX2
MAXSETD+MAXSETH=ESPTX3

TRUE=ESPTX4                            ; FLAG TO DETECT SERIAL LINK DISCONNECTION

(NOT FFH22).(LMUINHE+LMUINHf+LMUINHg+LMUINHh):::=+UCST1
          *=+UCST2
          *=+UCST4
          *=+UCST5

          ; DEMAND ALL STAGES IF DOUBLE RED FAIL JUST CLEARED
          ; BUT PEDESTRIAN PHASE(S) STILL INHIBITED

;
; ADDITIONAL MOVA FUNCTIONS
; -----

VRDMNDE=MOVADET27                      ; PEDESTRIAN DEMAND CONFIRMS
VRDMNDF=MOVADET28
VRDMNDG=MOVADET29
VRDMNDH=MOVADET30
VRDMNDE+VRDMNDF+VRDMNDG+VRDMNDH=MOVADET31

;
; CONTROL READY BIT
; -----

; Manual to be TOP Priority, Higher Priority LED and AUX1 LED to be enabled in conditioning
; Manual Panel Switch 1 and LED 1 used to disable MOVA, reallocate if Sw1/LED1 used for other purposes
; PIR92 - Lamps off Delay Timer      Set at 1.0   Limits 1.0 - 5.0
; PIR93 - MoVa Override Timer        Set at 10.0  Limits 5.0 - 31.8
; PIR94 - CRB Delay Timer            Set at 255   Limits 180 - 255
; PIR95 - CRB Pulse Timer            Set at 2.0   Limits 1.0 - 31.8

IFT SCRT0+CNDTER94 THN                  ; START CRB PULSE TIMER IF CRB DELAY TIMER
RUN <95>                                ; JUST TIMED OFF OR IF CONTROLLER HAS JUST
END                                     ; DROPPED OFF MOVA CONTROL

IFT (MODE0 EQL <6>)+(PRVMOD0 EQL <6>) THN ; THIS BLOCK OF CONDITIONING WILL PULSE CRB BIT FOR
TRUE=SCRT0                              ; PIR95 SECONDS EVERY PIR94 SECONDS IF MOVA IS NOT
          ; IN CONTROL ON THIS OR LAST CYCLE
          ; IT WILL ALSO DROP CRB IF LAMPS ARE OFF OR NORMAL
          ; NOT SELECTED OR SW1 PRESSED

CNDTMA92.(NOT(SSMAN+SSVA+SSFIX+SSCLF+MAUXSW1))=MOVACRB
ELS
FALSE=SCRT0
CNDTMA92.(NOT(SSMAN+SSVA+SSFIX+SSCLF+MAUXSW1+CNDTMA95))=MOVACRB
END

IFT (NOT MOVACRB)+CNDTER95 THN           ; RESET CRB DELAY TIMER IF CRB NOT PRESENT
RUN <94>                                ; OR IF CRB PULSE TIMER HAS JUST FINISHED
```

Special Conditioning

```
END

NOT CNDTMA93=DISUTC0                      ; MOVA OVERRIDE TIMER WILL DISABLE MOVA IF IT HAS
IFT MOVACRB THN                          ; NOT RELEASED CONTROL AFTER LOSING CRB
RUN <93>
END

IFT PRSLMPRA+PRSLMPAA+PRSLMPGA THN      ; LAMPS SUPPLY DELAY TIMER
RUN <92>
END

IFT (NOT MOVACRB).SCRT0 THN              ; IF MOVA IS IN CONTROL BUT CRB IS NOT PRESENT
INC 2SCRTCH31                            ; FLASH THE HIGHER PRIORITY L.E.D. ON THE
2SCRT248=MIL17                          ; MANUAL PANEL OTHERWISE THE LED IS FULLY
ELS                                       ; LIT DURING MOVA MODE
(MODE0 EQL <6>)=MIL17
END

MAUXSW1=MIL22                            ; AUX1 LED CONFIRMS MOVA DISABLED BY SW1

;
; TIMESWITCHED AUDIBLES
; -----
; Ensure ALL moves to second stage are via the first stage in ALL modes
; Ensure move from second stage to first stage is prevented in ALL modes
; Green confirm reply needs to be conditioned and the "F" bit should force both stages except in MOVA,
; (See below)
; Marked block **below** should ONLY be used in MOVA
; See CAUTION note regarding Flexible Lamp Sequencing

FALSE:=.LCPHI                            ; PREVENT ANY DEMANDS FOR THE AUDIBLE EXCEPT
          *=.UCPHI                      ; FOR THE ONE PRODUCED IN THE FOLLOWING BLOCK

(NOT(PHASEE.PHASEF.PHASEG.PHASEH)).PHASEI=1AUXCMDI4 ; DELETE AUDIBLE DRIVER PHASE UNLESS ALL
          ; PEDESTRIAN PHASES ARE AT GREEN
          ; CAUTION: - ENSURE FLEXIBLE LAMP SEQUENCING IS
          ; *****   ENABLED FOR GREEN ARROW PHASES

IFT (NXTSTG0 EQL <2>) THN                ; IF CONTROLLER IS GOING TO STAGE 2 THE AUDIBLE
SCRT1+(NOT(PHASEE.PHASEF.PHASEG.PHASEH))=PRVPHI ; DRIVER PHASE IS PREVENTED UNLESS ALL PEDESTRIAN
ELS                                       ; PHASES ARE AT GREEN AND TIMESWITCH FLAG IS NOT SET
SCRT1.(NOT PHASEI)=PRVPHI               ; AT ALL OTHER TIMES THE AUDIBLE DRIVER PHASE IS
END                                     ; PREVENTED WHEN TIMESWITCH FLAG IS SET

PHASEE.PHASEF.PHASEG.PHASEH=.SCRT1      ; TIMESWITCH FLAG SET WHEN SWITCH 10 IS SET
MTCF0.(NOT(MODE0 EQL <4>))=+SCRT1       ; N.B. THE FLAG CANNOT BE RESET IF
          ; THE PEDESTRIAN PHASES ARE AT GREEN
          ; WHEN TIMESWITCH CHANGES

(PHASEE.PHASEF.PHASEG.PHASEH).(NOT(PRVPHI+PHASEI)):::=====+FTCONT
          *=CLCONT
          *=HYCONT
          *=UTCONT
          *=+MNCNT
          *=+MSCONT
          *=BUSCONT
          *=SSCONT
          *=EVCONT
```

Special Conditioning

```

                                *:=+UCPHI
                                ; THE ABOVE BLOCK OF CONDITIONING WILL FORCE AN
                                ; IMMEDIATE 2-3 CHANGE TO ALLOW AUDIBLE DRIVER PHASE
                                ; TO APPEAR PROVIDING ALL PEDESTRIAN PHASES ARE AT
                                ; GREEN AND THE AUDIBLE DRIVER PHASE IS NOT
                                ; PREVENTED

IFT (STAGE0+STAGE1+STAGE4+STAGES5) THN      ; TIMESWITCH ENABLES AUDIBLE MODULE BUT IT CANNOT
NOT MTCF0=AUDIO                             ; CHANGE STATE UNLESS ALL PEDESTRIANS ARE AT RED
END                                           ; (For ELV controllers only)

CNDTMA10=.AUDIO                             ; AUDIBLE CUT OFF TIMER EXPIRING WILL STOP AUDIBLES

IFT (NOT PHASEI) THN                        ; IF AUDIBLE PHASE IS NOT AT GREEN RESET AUDIBLE
RUN <10>                                     ; CUT OFF TIMER
END

(NXTSTG0 EQL <2>)+(NXTSTG0 EQL <3>)=.SCRT2    ; GREEN CONFIRM IS EITHER STAGE PLUS INTERSTAGE
STAGE2+STAGE3=+SCRT2                       ; BETWEEN THEM
(NOT SCRT2)=G2

((F1+F2+F3+F4).UTCNT)+(F2.STAGE3)=ROUGH3     ; FORCE STAGE 3 IF THE ABOVE MOVE IS REQUIRED OR
F2.(NOT ROUGH3)=ROUGH2                     ; F2 FORCES STAGE 3 DURING STAGE 3
                                           ; F2 FORCES STAGE 2 UNLESS IT IS FORCING STAGE 3

FALSE=UTCNT                                ; PREVENT DROPPING OFF UTC IF MOVA IS IN USE

; DELAYED REVERSION
; -----
; Add phase _stage demands as required to suit configuration and ensure no reversion specified
; on the revertive stage/phase page of the IC4 file.
; Remove movadetxx and duplicate from first block if not required.

NOT(CNDTMA0+SCRT10):=+UCPHJ                ; REVERSION DELAY EXPIRED DEMANDS DUMMY
      *=MOVADET32                          ; PHASE IN ALL RED STAGE

FALSE=.SCRT10                             ; FLAG TO ALLOW TIMER TO BE SET TO ZERO

IFT (VRDMNDA+VRDMNDB+VRDMNDC+VRDMNDD+VRDMNDE+VRDMNDF+VRDMNDG+VRDMNDH) THN
RUN <0>
TRUE:=+SCRT10
END

IFT (VRDMND1+VRDMND2+VRDMND3+VRDMND4+VRDMND5) THN ; ANY DEMAND OR EXTENSION OR INTERGREEN WILL
RUN <0>                                     ; RESET THE DELAYED REVERSION TIMER
TRUE:=+SCRT10
END

IFT (EX0A+EXTAA+EX0B+EXTAB+EX0C+EXTAC+EX0D+EXTAD) THN
RUN <0>
TRUE:=+SCRT10
END

IFT (NOT(STAGE1+STAGE2+STAGE3+STAGE4+STAGES5)) THN
```

Special Conditioning

```

RUN <0>
TRUE:=+SCRT10
END
```

Special Conditioning Timers

Special Conditioning Timers

Timers

0-31

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
0	10	0	255	☐	Reversion Delay Timer	16		0	255	☐	
1		0	255	☐		17		0	255	☐	
2		0	255	☐		18		0	255	☐	
3		0	255	☐		19		0	255	☐	
4		0	255	☐		20		0	255	☐	
5		0	255	☐		21		0	255	☐	
6		0	255	☐		22		0	255	☐	
7		0	255	☐		23		0	255	☐	
8		0	255	☐		24		0	255	☐	
9		0	255	☐		25		0	255	☐	
10	5	5	20	☐	Audible Cutoff Timer	26		0	255	☐	
11		0	255	☐		27		0	255	☐	
12		0	255	☐		28		0	255	☐	
13		0	255	☐		29		0	255	☐	
14		0	255	☐		30		0	255	☐	
15		0	255	☐		31		0	255	☐	

Special Conditioning Timers

Special Conditioning Timers

Timers

64-95

No	Value	Min	Max	200ms	Description	No	Value	Min	Max	200ms	Description
64		0	255	☐		80		0	255	☐	
65		0	255	☐		81		0	255	☐	
66		0	255	☐		82		0	255	☐	
67		0	255	☐		83		0	255	☐	
68		0	255	☐		84		0	255	☐	
69		0	255	☐		85		0	255	☐	
70		0	255	☐		86		0	255	☐	
71		0	255	☐		87		0	255	☐	
72		0	255	☐		88		0	255	☐	
73		0	255	☐		89		0	255	☐	
74		0	255	☐		90		0	255	☐	
75		0	255	☐		91		0	255	☐	
76		0	255	☐		92	1.0	1.0	5.0	☒	Lamps off delay
77		0	255	☐		93	10.0	5.0	30.0	☒	MOVA Override
78		0	255	☐		94	180	120	255	☐	CRB Delay
79		0	255	☐		95	2.0	1.0	30.0	☒	CRB Pulse

Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

Special Instructions

The existing controller will be modified to become a 5 stage / 8 phase T900ELV controller incorporating manual, V.A, fixed time to current maximums, C.L.F, red & general lamp monitoring, timeswitched audibles, red & general lamp monitoring, delayed reversion to all red and Siemens semi-integral OMU/MOVA. The CLF is for possible future use.

When all phases in stage 2 have reached green and immediate change to stage 3 will occur, (timeswitch permitting), to bring phase I to green. This phase will provide the audible drive voltage. The audibles can also be switched off by the AUDIO output after (PIR10) seconds of phase I green. Once switched off they cannot restart in that cycle. F2/G2 will apply to both stages and interstage.

In the absence of demands and extensions the controller will revert to all red. The reversion is delayed by PIR0 timer. This timer is reset by any demand, extension or intergreen.

ADDITIONAL MOVA OUTPUTS

Pedestrian phase E demand = MOVA 27
Pedestrian phase F demand = MOVA 28
Pedestrian phase G demand = MOVA 29
Pedestrian phase H demand = MOVA 30
Any pedestrian demand = MOVA 31

Reversion request = MOVA 32

TIMESWITCHED AUDIBLES

Connect Phase I green and signal retur to LSLS I/P and RET on audio module

Connect EN+ and COM to AUDIO output on I/O card

Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

Special Instructions

SIEMENS ST900 INTERNAL DETECTOR BACKPLANE POWER AND SERIAL COMMUNICATION CONNECTION

(BACKPLANE 1)				(BACKPLANE 2)			
SERIAL CONNECTION				SERIAL CONNECTION			
RJ45 COMM'S CABLE				RJ45 COMM'S CABLE			
PHS PCB	BACKPLANE			BACKPLANE			
PL2/4---	(RJ45)----	IN	OUT	-----	(RJ45)-----	IN	OUT
							etc
POWER CONNECTION				POWER CONNECTION			
POWER	BACKPLANE			BACKPLANE			
+24V DC	IN+	OUT+		IN+	OUT+		
TBE 1-6---	(RED)---	SK7	SK6-----	(RED)-----	SK7	SK6	----- etc
0V	IN-	OUT-		IN-	OUT-		
TBE 7-12--	(BLK)---	SK7	SK6-----	(BLK)-----	SK7	SK6	----- etc
POWER CONNECTION				POWER CONNECTION			
AGD SUPPLY KIT							
667/1/27006/008							
POWER	BACKPLANE			BACKPLANE			
TX TERM	IN+	OUT+		IN+	OUT+		
24V-----	(RED)---	SK7	SK6-----	(RED)-----	SK7	SK6	----- etc
TX TERM	IN-	OUT-		IN-	OUT-		
0V-----	(BLK)---	SK7	SK6-----	(BLK)-----	SK7	SK6	----- etc

- NOTE 1

If more than one backplane power Linking between B/Planes to be made using the Black 24/0.2 PVC wire 998/4/200075/605
- NOTE 2

PHS RJ45 connections. It is recomended that the Detector Backplanes are cabled on one daisy-chain from the PHS and the IO cards are cabled on a separate daisy-chain from the PHS (ie do not mix IO cards and Backplanes on the same daisy-chain)
- NOTE 3

Card addressing (1 to 15) is shared between IO cards and Backplane Controllers.(ie if an IO card is set to address 1, then no Backplane Controller may use address 1)
- NOTE 4

Address 0 must not be used on an IO card or on Backplane Controller

Special Instructions

SIEMENS ST900 INTERNAL DETECTOR BACKPLANE INSTRUCTIONS SHEET

DETECTOR BACKPLANE ADDRESS: 001
POSITION OF LOOP TERMINATION BOARD: 2LT1

LOOP DESIGNATION				
DET CARD "A"		DET CARD "A"		
No.	LOOP ID	TERMINATIONS	PANEL	
1	AIN1	1	2LT1/A1L & A1R	UPPER
2	AX2	2	2LT1/A2L & A2R	UPPER
3	AX3	3	2LT1/A3L & A3R	UPPER
4	ASL4	4	2LT1/A4L & A4R	UPPER
DET CARD "B"		DET CARD "B"		
No.	LOOP ID	TERMINATIONS	PANEL	
1	BIN5	1	2LT1/B1L & B1R	UPPER
2	BX6	2	2LT1/B2L & B2R	UPPER
3	BSL7	3	2LT1/B3L & B3R	UPPER
4	Not In Use	4	2LT1/B4L & B4R	UPPER
DET CARD "C"		DET CARD "C"		
No.	LOOP ID	TERMINATIONS	PANEL	
1	CIN8	1	2LT1/C1L & C1R	UPPER
2	CX9	2	2LT1/C2L & C2R	UPPER
3	CSL10	3	2LT1/C3L & C3R	UPPER
4	Not In Use	4	2LT1/C4L & C4R	UPPER
DET CARD "D"		DET CARD "D"		
No.	LOOP ID	TERMINATIONS	PANEL	
1	DIN11	1	2LT1/D1L & D1R	UPPER
2	DX12	2	2LT1/D2L & D2R	UPPER
3	DSL13	3	2LT1/D3L & D3R	UPPER
4	Not In Use	4	2LT1/D4L & D4R	UPPER

N.B. L=L.H. TERMINAL R=R.H. TERMINAL

Special Instructions

T900 SERIAL I/O BOARD - INPUT PORTS

		INPUT NAME		INPUT NAME	
0	0	0	Phase E push buttons pole 8	Phase G push buttons pole 4	12
1	1	1	Phase E kerbside pole 8	Phase G kerbside pole 4	13
2	2	2	Phase E on crossing pole 8	Phase G on crossing pole 8	14
3	3	3			15
4	4	4	Phase E push buttons pole 9		16
5	5	5	Phase E kerbside pole 9		17
6	6	6	Phase E on crossing pole 9		18
7	7	7			19
8	8	8	Phase G push buttons pole 3		20
9	9	9	Phase G kerbside pole 3		21
10	10	10	Phase G on crossing pole 3		22
11	11	11			23

SERIAL I/O BOARD No:-001

0	Volts - INPUT COMMON	0	Volts - INPUT COMMON
0	Volts - INPUT COMMON	0	Volts - INPUT COMMON
0	Volts - INPUT COMMON	0	Volts - INPUT COMMON
0	Volts - INPUT COMMON	0	Volts - INPUT COMMON
0	Volts - INPUT COMMON	0	Volts - INPUT COMMON
0	Volts - INPUT COMMON	0	Volts - INPUT COMMON
0	Volts - INPUT COMMON	0	Volts - INPUT COMMON
0	Volts - INPUT COMMON	0	Volts - INPUT COMMON

BOARD ADDRESS 002

SPECIAL NOTE:-
***** Unless otherwise indicated ALL above ground detectors (MVD, kerbside & on crossing, etc) MUST be wired as open circuit for vehicle/pedestrian presence.

Special Instructions

T900 SERIAL I/O BOARD - OUTPUT PORTS

***** ***** SERIAL I/O BOARD No:-001 ***** *****														
N/C	C	N/O	OUTPUT NAME					OUTPUT NAME				N/O	C	N/C
---	---	---	-----					-----				---	---	---
	X	X	Connect to EN+ & COM on AUDIO module					O/P 8					X	

	X							O/P 8					X	

	X		O/P 1					O/P 9					X	

	X		O/P 1					O/P 9					X	

	X		O/P 2					O/P 10					X	

	X		O/P 2					O/P 10					X	

	X		O/P 3					O/P 11					X	

	X		O/P 3					O/P 11					X	

***** ***** FOR OUTPUT NAMES USE ONLY THE TERMINALS MARKED - "X" ***** *****														
N/C	C	N/O	OUTPUT NAME					OUTPUT NAME				N/O	C	N/C
---	---	---	-----					-----				---	---	---
	X		O/P 4					O/P 12					X	

	X		O/P 4					O/P 12					X	

	X		O/P 5					O/P 13					X	

	X		O/P 5					O/P 13					X	

	X		O/P 6					O/P 14					X	

	X		O/P 6					O/P 14					X	

	X		O/P 7					O/P 15					X	

	X		O/P 7					O/P 15					X	

***** ***** BOARD ADDRESS 002 ***** *****														

Special Instructions

T900 SERIAL I/O BOARD - INPUT PORTS

			INPUT NAME			INPUT NAME					
0	0	0	Phase F push buttons pole 1			Phase H push buttons pole 7			12	12	12
1	1	1	Phase F kerbside pole 1			Phase H kerbside pole 7			13	13	13
2	2	2	Phase F on crossing pole 1			Phase H on crossing pole 7			14	14	14
3	3	3							15	15	15
4	4	4	Phase F push buttons pole 2						16	16	16
5	5	5	Phase F kerbside pole 2						17	17	17
6	6	6	Phase F on crossing pole 2						18	18	18
7	7	7							19	19	19
8	8	8	Phase H push buttons pole 6						20	20	20
9	9	9	Phase H kerbside pole 6						21	21	21
10	10	10	Phase H on crossing pole 6						22	22	22
11	11	11							23	23	23
***** ***** SERIAL I/O BOARD No:-002 ***** *****											
-	-	-	0 Volts - INPUT COMMON			0 Volts - INPUT COMMON			-	-	-
-	-	-	0 Volts - INPUT COMMON			0 Volts - INPUT COMMON			-	-	-
-	-	-	0 Volts - INPUT COMMON			0 Volts - INPUT COMMON			-	-	-
-	-	-	0 Volts - INPUT COMMON			0 Volts - INPUT COMMON			-	-	-
-	-	-	0 Volts - INPUT COMMON			0 Volts - INPUT COMMON			-	-	-
-	-	-	0 Volts - INPUT COMMON			0 Volts - INPUT COMMON			-	-	-
-	-	-	0 Volts - INPUT COMMON			0 Volts - INPUT COMMON			-	-	-
-	-	-	0 Volts - INPUT COMMON			0 Volts - INPUT COMMON			-	-	-
***** ***** BOARD ADDRESS 003 ***** *****											

SPECIAL NOTE:-
***** Unless otherwise indicated ALL above ground detectors (MVD, kerbside & on crossing, etc) MUST be wired as open circuit for vehicle/pedestrian presence.

Special Instructions

T900 SERIAL I/O BOARD - OUTPUT PORTS

***** SERIAL I/O BOARD No:-002 *****													
N/C	C	N/O	OUTPUT NAME				OUTPUT NAME				N/O	C	N/C
---	---	---	O/P 0				O/P 8				---	---	---
		X	O/P 0				O/P 8						X

		X	O/P 1				O/P 9						X

		X	O/P 1				O/P 9						X

		X	O/P 2				O/P 10						X

		X	O/P 2				O/P 10						X

		X	O/P 3				O/P 11						X

		X	O/P 3				O/P 11						X

***** FOR OUTPUT NAMES USE ONLY THE TERMINALS MARKED - "X" *****													
N/C	C	N/O	OUTPUT NAME				OUTPUT NAME				N/O	C	N/C
---	---	---	O/P 4				O/P 12				---	---	---
		X	O/P 4				O/P 12						X

		X	O/P 5				O/P 13						X

		X	O/P 5				O/P 13						X

		X	O/P 6				O/P 14						X

		X	O/P 6				O/P 14						X

		X	O/P 7				O/P 15						X

		X	O/P 7				O/P 15						X

***** BOARD ADDRESS 003 *****													

N.B. THE 24/0 BOARD HAS NO OUTPUT RELAYS FITTED. THE 24/4 BOARD ONLY HAS OUTPUT RELAYS 0-3 FITTED

Special Instructions

41104							
Card Type	Rack Posn	Addr.	Port	Type	Line	Term	Posn
Intelligent Backplane 16/0	Rack	01	0	I	000 - 007	2	LT1
Intelligent Backplane 16/0	Rack	01	1	I	008 - 015	2	LT1
Serial IO 24/4	1 I/01	02	2	I	016 - 023	1	I/01
Serial IO 24/4	1 I/01	02	3	I	024 - 031	1	I/01
Serial IO 24/4	1 I/01	02	4	I	032 - 039	1	I/01
Serial IO 24/4	1 I/01	02	5	O	040 - 043	1	I/01
Serial IO 24/4	1 I/02	03	6	I	048 - 055	1	I/02
Serial IO 24/4	1 I/02	03	7	I	056 - 063	1	I/02
Serial IO 24/4	1 I/02	03	8	I	064 - 071	1	I/02
Serial IO 24/4	1 I/02	03	9	O	072 - 075	1	I/02
CPU	A						

Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/32900/020	ST900 ELV Cabinet UK 20A 1 LSLS - Grey	1		
3	667/1/32900/040	ST900 ELV Cabinet UK 40A 1 LSLS - Grey			
4	667/1/32900/021	ST900 ELV Cabinet UK 20A 1 LSLS - Black			
5	667/1/32900/041	ST900 ELV Cabinet UK 40A 1 LSLS - Black			
6	667/1/32900/520	ST900ELV 20A SGL LSLS LOW INRUSH - Grey			
7	667/1/32900/521	ST900ELV 20A SGL LSLS LOW INRUSH - Black			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit			
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit			
11	667/1/32995/002	ST900 I/O card kit (4 outputs)	2		
12	667/1/32995/001	ST900 I/O card kit (16 outputs)			
13					
14					
15					
16	667/1/27004/000	Integral TC12 OTU kit			
17	667/1/27005/000	SDE Facility kit			
18	667/1/32910/000	ST900 Intelligent detector backplane kit	1		
19	667/1/33002/000	ELV detector 6U rack expansion kit			
20	667/1/33074/000	ST900 ELV 24 V detector supply Kit (6A)			
21	667/1/20690/001	19" Detector Rack			
22					
23	667/1/32980/040	ELV 20A to 40A upgrade kit			
24					
25					
26	667/1/33070/000	ELV Regulatory Sign expansion kit			
27	667/1/32955/000	ELV Audible supply kit			
28	667/1/27117/000	ST900 300mA RCD kit			
29					
30	667/1/32900/001	Expansion cabinet kit - Black			
31	667/1/32900/000	Expansion cabinet kit - Grey			
32	667/1/33072/000	Cabinet mounted cut-out connection kit			
33	667/1/33007/000	LSLS Expansion cabinet kit			
34					
35					
36	667/1/27056/001	Manual Panel Full kit			
37	667/1/27110/000	Manual Panel RS232 kit			
38					
39					
40	667/1/16777/104	Configuration Eprom (Issue 4. 0)	1		

Note 1:
Please refer to special instruction pages for additional information on items marked with an '*'.

Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

Special Instructions

ST900 ELV CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/32900/920	ST900 ELV cuckoo Kit - T200			
43	667/1/32900/921	ST900 ELV cuckoo Kit - T400			
44	667/1/32900/922	ST900 ELV cuckoo Kit - T800			
45	667/1/32900/923	ST900 ELV cuckoo Kit - Microsense			
46	667/1/32900/925	ST900 ELV cuckoo Kit - Peek			
47					
48					
49					
50					
51					
52	667/1/33073/000	ST900 Isolator locking kit			
53	667/2/20234/000	Screw Lock Key			
54					
55					
56	667/1/27104/000	ST800 / ST900 DFM Lens Kit			
57	667/1/21150/002	ST800 / ST900 Gas Plinth			
58	667/2/27096/000	ST800 / ST900 Mounting Stool			
59					
60					
61					
62	667/1/26271/000	Telephone Kit (Lightning protection)			
63	667/1/27118/000	Surge Arrester (Lightning protection)			
64					
65					
66					
67	667/1/32900/120	ST900 ELV Cabinet Export 20A 1 LSLS - Grey			
68	667/1/32900/140	ST900 ELV Cabinet Export 40A 1 LSLS - Grey			
69					
70					
71					
72					
73	667/1/32900/000	ST900 ELV export rack Kit			
74	667/1/32945/000	ST900 ELV additional LSLS rack wiring kit			
75					
76	667/1/27007/000	IRM Facility			
77					
78					
79					
80	667/1/45200/001	SLD4 Standard 4 Channel loop detector	4		

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port:

☐ Inputs

☐ Outputs

☒ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0

Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
☐	0	0	I	AIN1	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="0.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A1
☐	1	1	I	AX2	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="4.2"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A2
☐	2	2	I	AX3	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="3.6"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A3
☐	3	3	I	ASL4	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="1.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A4
☐	4	4	I	BIN5	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="0.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B1
☐	5	5	I	BX6	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="4.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B2
☐	6	6	I	BSL7	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="1.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B3
☐	7	7	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B4

AddDeleteMoveClear Used ByMove to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port:

☐ Inputs

☐ Outputs

☒ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0

Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
☐	8	0	I	CIN8	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="0.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C1
☐	9	1	I	CX9	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="4.4"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C2
☐	10	2	I	CSL10	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="1.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C3
☐	11	3	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	C4
☐	12	4	I	DIN11	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="0.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D1
☐	13	5	I	DX12	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="4.2"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D2
☐	14	6	I	DSL13	☒	☒	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="0"/>	<input type="text" value="1.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D3
☐	15	7	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	D4

AddDeleteMoveClear Used ByMove to/from backplane

Manual Map Optimisation

Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required
Check boxes
 ☐ Manual Allocation

Port Number & Type

Port:

☐ Inputs
 ☐ Outputs
☒ Inputs & Outputs

Card Type & Address

Serial IO 24/4
 Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
☐	16	0	I	PEDE8	☒	☐	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="1"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/O1	I-0
☐	17	1	I	KSDE8	☒	☐	☒	☐	☐	<input type="text" value="Y"/>	<input type="text" value="4"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/O1	I-1
☐	18	2	I	ONXE8	☒	☐	☒	☐	☐	<input type="text" value="Y"/>	<input type="text" value="3"/>	<input type="text" value="0.6"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/O1	I-2
☐	19	3	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/O1	I-3
☐	20	4	I	PEDE9	☒	☐	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="1"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/O1	I-4
☐	21	5	I	KSDE9	☒	☐	☒	☐	☐	<input type="text" value="Y"/>	<input type="text" value="4"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/O1	I-5
☐	22	6	I	ONXE9	☒	☐	☒	☐	☐	<input type="text" value="Y"/>	<input type="text" value="3"/>	<input type="text" value="0.6"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/O1	I-6
☐	23	7	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/O1	I-7

Add

Delete

Move

Clear Used By

Move to/from backplane

Manual Map Optimisation

Works Order : 460966136
EM Number : 41104
Engineer : Stuart Mulliner
Intersection : High Street / Midlands Road / The Wells - Royston Barnsley

Inputs and Outputs

☐ Enable Signal Required
Check boxes
 ☐ Manual Allocation

Port Number & Type
 Port:

☐ Inputs
 ☐ Outputs
☒ Inputs & Outputs

Card Type & Address
 Serial IO 24/4
 Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
☐	24	0	I	PEDG3	☒	☐	☐	☐	☐	Y	<input type="text" value="1"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/01	I-8
☐	25	1	I	KSDG3	☒	☐	☒	☐	☐	Y	<input type="text" value="4"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/01	I-9
☐	26	2	I	ONXG3	☒	☐	☒	☐	☐	Y	<input type="text" value="3"/>	<input type="text" value="0.6"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/01	I-10
☐	27	3	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/01	I-11
☐	28	4	I	PEDG4	☒	☐	☐	☐	☐	Y	<input type="text" value="1"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/01	I-12
☐	29	5	I	KSDG4	☒	☐	☒	☐	☐	Y	<input type="text" value="4"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/01	I-13
☐	30	6	I	ONXG4	☒	☐	☒	☐	☐	Y	<input type="text" value="3"/>	<input type="text" value="0.6"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/01	I-14
☐	31	7	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/01	I-15

Add

Delete

Move

Clear Used By

Move to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port:

Card Type & Address

Serial IO 24/4
Card Address: 2

☐ Inputs

☐ Outputs

☒ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
☐	40	0	O	AUDIO	☒	☐	☐	☐	☐	N	<input type="text"/>	0.0	☐	☐	☐	☐	☐	☐	☐	☐	☐	11/01	O-0
☐	41	1	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/01	O-1
☐	42	2	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/01	O-2
☐	43	3	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/01	O-3
☐	44	4	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/01	O-4
☐	45	5	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/01	O-5
☐	46	6	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/01	O-6
☐	47	7	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/01	O-7

AddDeleteMoveClear Used ByMove to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required Check boxes

☐ Manual Allocation

Port Number & Type

Port:

Card Type & Address

Serial IO 24/4
Card Address: 3

☐ Inputs

☐ Outputs

☒ Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
☐	48	0	I	PEDF1	☒	☐	☐	☐	☐	Y	1	2.0	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-0
☐	49	1	I	KSDF1	☒	☐	☒	☐	☐	Y	4	2.0	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-1
☐	50	2	I	ONXF1	☒	☐	☒	☐	☐	Y	3	0.6	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-2
☐	51	3	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-3
☐	52	4	I	PEDF2	☒	☐	☐	☐	☐	Y	1	2.0	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-4
☐	53	5	I	KSDF2	☒	☐	☒	☐	☐	Y	4	2.0	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-5
☐	54	6	I	ONXF2	☒	☐	☒	☐	☐	Y	3	0.6	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-6
☐	55	7	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-7

AddDeleteMoveClear Used ByMove to/from backplane

Manual Map Optimisation

Inputs and Outputs

Inputs and Outputs

☐ Enable Signal Required
Check boxes

☐ Manual Allocation

Port Number & Type

Port:

☐ Inputs ☐ Outputs

☒ Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 3

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
☐	56	0	I	PEDH6	☒	☐	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="1"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-8
☐	57	1	I	KSDH6	☒	☐	☒	☐	☐	<input type="text" value="Y"/>	<input type="text" value="4"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-9
☐	58	2	I	ONXH6	☒	☐	☒	☐	☐	<input type="text" value="Y"/>	<input type="text" value="3"/>	<input type="text" value="0.6"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-10
☐	59	3	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-11
☐	60	4	I	PEDH7	☒	☐	☐	☐	☐	<input type="text" value="Y"/>	<input type="text" value="1"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-12
☐	61	5	I	KSDH7	☒	☐	☒	☐	☐	<input type="text" value="Y"/>	<input type="text" value="4"/>	<input type="text" value="2.0"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-13
☐	62	6	I	ONXH7	☒	☐	☒	☐	☐	<input type="text" value="Y"/>	<input type="text" value="3"/>	<input type="text" value="0.6"/>	☒	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-14
☐	63	7	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	11/02	I-15

AddDeleteMoveClear Used ByMove to/from backplane

Manual Map Optimisation

Aspect Drives (ELV Controllers)

Aspect Drives (ELV Controllers)

☐ Card Reversed

HPU Connection

Aspect Drive Configuration for LSLS 1 of 1 cards (Cabinet 1)

Output	Phase	Aspect	Use	Output	Phase	Aspect	Use
32	A	Red	Phase	16	F	Red	Phase
31	A	Amber	Phase	15	F	Amber	Phase
30	A	Green	Phase	14	F	Green	Phase
29	B	Red	Phase	13	F	Green	Phase
28	B	Amber	Phase	12	G	Red	Phase
27	B	Green	Phase	11	G	Amber	Phase
26	C	Red	Phase	10	G	Green	Phase
25	C	Amber	Phase	9	G	Green	Phase
24	C	Green	Phase	8	H	Red	Phase
23	D	Red	Phase	7	H	Amber	Phase
22	D	Amber	Phase	6	H	Green	Phase
21	D	Green	Phase	5	H	Green	Phase
20	E	Red	Phase	4	N/A	N/A	N/A
19	E	Amber	Phase	3	N/A	N/A	N/A
18	E	Green	Phase	2	N/A	N/A	N/A
17	E	Green	Phase	1	I	Green	Phase

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SETA	SETB	SETC	SETD
Group 0	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 1	Active (Mins)	<input type="text" value="10"/>	<input type="text" value="10"/>	<input type="text" value="10"/>	<input type="text" value="10"/>
	InActive (Hrs)	<input type="text" value="72"/>	<input type="text" value="72"/>	<input type="text" value="72"/>	<input type="text" value="72"/>
Group 2	Active (Mins)	<input type="text" value="90"/>	<input type="text" value="90"/>	<input type="text" value="90"/>	<input type="text" value="90"/>
	InActive (Hrs)	<input type="text" value="48"/>	<input type="text" value="48"/>	<input type="text" value="48"/>	<input type="text" value="48"/>
Group 3	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 4	Active (Mins)	<input type="text" value="90"/>	<input type="text" value="90"/>	<input type="text" value="90"/>	<input type="text" value="90"/>
	InActive (Hrs)	<input type="text" value="48"/>	<input type="text" value="48"/>	<input type="text" value="48"/>	<input type="text" value="48"/>
Group 5	Active (Mins)	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>	<input type="text" value="60"/>
	InActive (Hrs)	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>	<input type="text" value="18"/>
Group 6	Active (Mins)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Group 7	Active (Mins)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
	InActive (Hrs)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

Note - 255 or blank disables DFM monitoring of that state (active or inactive) during that timeset (Ato D)

Handset Limiting Values

State	Min	Max
Active (Mins)	<input type="text" value="0"/>	<input type="text" value="254"/>
InActive (Hrs)	<input type="text" value="0"/>	<input type="text" value="254"/>

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I/O - DFM Group Timings

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SITE: 1 Arm A

DATE: 03/10/2019

LOCATION: B6132 Station Rd

DAY: Thursday

Lane 1

Start of Green Time	Time at start of Flow	Time at end of Flow	End of Green Time	CAR	LGV	HGV	PSV	MCL	PCL	Total Flow Time	Total Green Time	Comments
07:46:24	07:46:26	07:46:35	07:46:45	2	0	0	1	0	0	00:00:09	00:00:21	
07:47:42	07:47:44	07:47:48	07:48:02	1	0	0	0	0	0	00:00:04	00:00:20	
07:48:56	07:48:58	07:49:04	07:49:19	2	0	0	0	0	0	00:00:06	00:00:23	
07:50:15	07:50:17	07:50:19	07:50:54	1	0	0	0	0	0	00:00:02	00:00:39	
07:52:02	07:52:04	07:52:13	07:52:20	2	0	0	1	0	0	00:00:09	00:00:18	
07:53:19			07:53:51	0	0	0	0	0	0	00:00:00	00:00:32	
07:54:56	07:54:59	07:55:05	07:55:20	3	0	0	0	0	0	00:00:06	00:00:24	
07:56:25	07:56:27	07:56:34	07:56:57	3	1	0	0	0	0	00:00:07	00:00:32	
07:57:41			07:57:58	0	0	0	0	0	0	00:00:00	00:00:17	
07:59:05	07:59:08	07:59:12	07:59:31	3	0	0	0	0	0	00:00:04	00:00:26	
08:00:25			08:01:01	0	0	0	0	0	0	00:00:00	00:00:36	
08:01:39			08:01:59							00:00:00	00:00:20	
08:02:57	08:03:00	08:03:03	08:03:10	2	0	0	0	0	0	00:00:03	00:00:13	
08:03:50	08:03:53	08:04:01	08:04:35	4	0	0	0	0	0	00:00:08	00:00:45	
08:05:39	08:05:41	08:05:49	08:06:15	4	0	0	0	0	0	00:00:08	00:00:36	
08:06:50	08:06:53	08:06:56	08:07:19	2	0	0	0	0	0	00:00:03	00:00:29	
08:07:49			08:08:03							00:00:00	00:00:14	
08:08:53	08:08:55	08:08:56	08:09:04	1	0	0	0	0	0	00:00:01	00:00:11	
08:10:01	08:10:04	08:10:06	08:10:23	2	0	0	0	0	0	00:00:02	00:00:22	
08:11:41	08:11:45	08:11:57	08:12:45	5	1	0	0	0	0	00:00:12	00:01:04	
08:13:50	08:13:54	08:13:56	08:14:26	2	0	0	0	0	0	00:00:02	00:00:36	
08:15:30	08:15:33	08:15:36	08:16:09	2	0	0	0	0	0	00:00:03	00:00:39	
08:17:17	08:17:20	08:17:35	08:18:02	6	0	1	0	0	0	00:00:15	00:00:45	
08:19:07	08:19:11	08:19:24	08:19:34	5	1	0	0	0	0	00:00:13	00:00:27	
08:20:17	08:20:20	08:20:30	08:20:35	5	0	0	0	0	0	00:00:10	00:00:18	
08:21:30	08:21:32	08:21:34	08:22:12	0	1	0	0	0	0	00:00:02	00:00:42	
08:23:32	08:23:35	08:23:46	08:24:08	5	0	1	0	0	0	00:00:11	00:00:36	
08:25:10	08:25:14	08:25:43	08:25:43	2	1	0	0	0	0	00:00:29	00:00:33	
08:27:04	08:27:07	08:27:16	08:27:43	4	0	0	0	0	0	00:00:09	00:00:39	
08:29:03	08:29:06	08:29:19	08:29:31	6	1	0	0	0	0	00:00:13	00:00:28	
08:30:49	08:30:52	08:31:07	08:31:27	7	0	0	0	0	0	00:00:15	00:00:38	
08:33:00	08:33:03	08:33:13	08:33:43	4	0	0	0	0	0	00:00:10	00:00:43	
08:34:49	08:34:52	08:34:54	08:34:59	1	1	0	0	0	0	00:00:02	00:00:10	
08:35:55	08:35:59	08:36:06	08:36:17	3	0	0	0	0	0	00:00:07	00:00:22	
08:37:05	08:37:07	08:37:11	08:37:30	2	0	0	0	0	0	00:00:04	00:00:25	
08:38:07	08:38:13	08:38:24	08:38:25	3	3	0	0	0	0	00:00:11	00:00:18	
08:39:21	08:39:26	08:39:31	08:39:43	3	0	0	0	0	0	00:00:05	00:00:22	
08:40:19	08:40:23	08:40:25	08:40:30	0	0	1	0	0	0	00:00:02	00:00:11	
08:41:21			08:41:32	0	0	0	0	0	0	00:00:00	00:00:11	
08:42:16			08:42:35	0	0	0	0	0	0	00:00:00	00:00:19	
08:43:01			08:43:14	0	0	0	0	0	0	#VALUE!	00:00:13	
08:44:30	08:44:32	08:44:41	08:44:52	5	0	0	0	0	0	00:00:09	00:00:22	
										00:00:00	00:00:00	
										00:00:00	00:00:00	
										00:00:00	00:00:00	
										00:00:00	00:00:00	
										00:00:00	00:00:00	
										00:00:00	00:00:00	
										00:00:00	00:00:00	
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										00:00:00	00:00:00	
										00:00:00	00:00:00	
										00:00:00	00:00:00	

SITE: 1 Arm A

DATE: 03/10/2019

LOCATION: B6132 Station Rd

DAY: Thursday

Lane 1

Start of Green Time	Time at start of Flow	Time at end of Flow	End of Green Time	CAR	LGv	HGV	PSV	MCL	PCL	Total Flow Time	Total Green Time	Comments
16:30:07	16:30:10	16:30:26	16:30:28	6	2	0	0	0	0	00:00:16	00:00:21	
16:31:07	16:31:13	16:31:40	16:31:41	8	2	1	0	0	0	00:00:27	00:00:34	
16:32:59	16:33:02	16:33:10	16:33:14	3	1	0	0	0	0	00:00:08	00:00:15	
16:34:07	16:34:10	16:34:13	16:34:43	1	1	0	0	0	0	00:00:03	00:00:36	
16:35:36	16:35:37	16:35:56	16:35:57	8	1	0	0	0	0	00:00:19	00:00:21	
16:36:47	16:36:49	16:37:08	16:37:14	7	0	1	0	0	0	00:00:19	00:00:27	
16:38:13	16:38:16	16:38:21	16:38:31	2	0	0	0	0	0	00:00:05	00:00:18	
16:39:10	16:39:12	16:39:13	16:39:35	1	0	0	0	0	0	00:00:01	00:00:25	
16:40:41	16:40:43	16:41:00	16:41:06	5	0	1	0	1	0	00:00:17	00:00:25	
16:41:45	16:41:48	16:41:51	16:42:25	2	0	0	0	0	0	00:00:03	00:00:40	
16:43:33	16:43:36	16:43:51	16:44:14	7	0	0	0	0	0	00:00:15	00:00:41	
16:45:25	16:45:26	16:45:35	16:45:44	5	0	0	0	0	0	00:00:09	00:00:19	
16:46:32	16:46:34	16:46:40	16:47:09	2	0	0	1	1	0	00:00:06	00:00:37	
16:48:04	16:48:06	16:48:32	16:48:35	10	3	0	0	0	0	00:00:26	00:00:31	
16:49:40	16:49:42	16:50:01	16:50:12	9	0	0	0	0	0	00:00:19	00:00:32	
16:51:00			16:51:11	0	0	0	0	0	0	00:00:00	00:00:11	
16:51:46			16:52:18	0	0	0	0	0	0	00:00:00	00:00:32	
16:53:24	16:53:27	16:53:44	16:53:48	6	2	0	0	0	0	00:00:17	00:00:24	
16:54:55	16:54:58	16:55:18	16:55:38	11	0	0	0	0	0	00:00:20	00:00:43	
16:56:44	16:56:47	16:56:58	16:57:23	5	0	0	0	0	0	00:00:11	00:00:39	
16:58:23	16:58:24	16:58:37	16:58:48	6	0	0	0	0	0	00:00:13	00:00:25	
16:59:33	16:59:35	16:59:42	17:00:11	3	1	0	0	0	0	00:00:07	00:00:38	
17:00:59	17:01:01	17:01:08	17:01:24	3	0	0	0	0	0	00:00:07	00:00:25	
17:03:01	17:03:05	17:03:15	17:03:25	5	0	0	0	0	0	00:00:10	00:00:24	
17:04:30	17:04:33	17:04:46	17:04:47	4	2	0	0	0	0	00:00:13	00:00:17	
17:05:26	17:05:29	17:05:33	17:05:50	2	1	0	0	0	0	00:00:04	00:00:24	
17:07:11	17:07:16	17:07:37	17:07:41	8	1	0	0	0	0	00:00:21	00:00:30	
17:08:59	17:09:02	17:09:25	17:09:27	10	1	0	0	1	0	00:00:23	00:00:28	
17:10:31	17:10:36	17:11:09	17:11:34	9	2	1	1	0	0	00:00:33	00:01:03	
17:12:52	17:12:56	17:13:24	17:13:27	13	1	0	0	0	0	00:00:28	00:00:35	
17:14:42	17:14:45	17:15:02	17:15:34	8	0	0	0	0	0	00:00:17	00:00:52	
17:17:12	17:17:14	17:17:16	17:18:00	2	0	0	0	0	0	00:00:02	00:00:48	
17:19:13	17:19:16	17:19:38	17:19:43	11	0	0	0	0	0	00:00:22	00:00:30	
17:20:40	17:20:42	17:21:02	17:21:24	11	0	0	0	0	0	00:00:20	00:00:44	
17:22:30	17:22:31	17:22:39	17:22:54	2	1	0	0	0	0	00:00:08	00:00:24	
17:23:35	17:23:37	17:23:42	17:24:16	3	0	0	0	0	0	00:00:05	00:00:41	
17:25:20	17:25:22	17:25:27	17:25:40	5	1	0	0	1	0	00:00:05	00:00:20	
17:26:41			17:27:37	0	0	0	0	0	0	00:00:00	00:00:56	
17:28:39	17:28:44	17:29:06	17:29:08	9	0	0	1	0	0	00:00:22	00:00:29	
										00:00:00	00:00:00	
										00:00:00	00:00:00	
										00:00:00	00:00:00	
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										00:00:00	00:00:00	
				</								

SITE: 1 Arm B

DATE: 03/10/2019

LOCATION: B6428 High St

DAY: Thursday

Lane 1

Start of Green Time	Time at start of Flow	Time at end of Flow	End of Green Time	CAR	LGV	HGV	PSV	MCL	PCL	Total Flow Time	Total Green Time	Comments
07:45:25	07:45:27	07:45:37	07:45:42	4	0	0	1	0	0	00:00:10	00:00:17	
07:45:49			07:47:00	0	0	0	0	0	0	00:00:00	00:01:11	No Flow
07:48:06	07:48:09	07:48:20	07:48:25	3	2	0	0	0	0	00:00:11	00:00:19	
07:49:24			07:49:38	0	0	0	0	0	0	00:00:00	00:00:14	No Flow
07:50:58	07:51:00	07:51:10	07:51:16	5	1	0	0	0	0	00:00:10	00:00:18	
07:52:24			07:52:38	0	0	0	0	0	0	00:00:00	00:00:14	No Flow
07:53:56	07:53:58	07:53:59	07:54:05	1	0	0	0	0	0	00:00:01	00:00:09	
07:55:24	07:55:29	07:55:36	07:55:40	3	2	0	0	0	0	00:00:07	00:00:16	
07:57:01	07:57:04	07:57:05	07:57:15	1	0	0	0	0	0	00:00:01	00:00:14	
07:58:02	07:58:04	07:58:10	07:58:25	1	2	0	0	1	0	00:00:06	00:00:23	
07:59:36			07:59:59	0	0	0	0	0	0	00:00:00	00:00:23	No Flow
08:01:05	08:01:09	08:01:10	08:01:16	1	0	0	0	0	0	00:00:01	00:00:11	
08:02:03	08:02:05	08:02:13	08:02:13	1	1	0	0	0	0	00:00:08	00:00:10	
08:03:15	08:03:17	08:03:24	08:03:30	3	1	0	0	0	0	00:00:07	00:00:15	
08:04:39			08:04:50	0	0	0	0	0	0	00:00:00	00:00:11	No Flow
08:06:19	08:06:21	08:06:24	08:06:31	1	1	0	0	0	0	00:00:03	00:00:12	
08:08:07	08:08:12	08:08:15	08:08:21	2	0	0	0	0	0	00:00:03	00:00:14	
08:09:08			08:09:18	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
08:10:27			08:10:46	0	0	0	0	0	0	00:00:00	00:00:19	No Flow
08:12:48	08:12:56	08:13:07	08:13:11	6	0	1	0	0	0	00:00:11	00:00:23	
08:14:31	08:14:40	08:14:46	08:14:47	4	0	0	0	0	0	00:00:06	00:00:16	
08:16:14	08:16:17	08:16:23	08:16:28	4	0	0	0	0	0	00:00:06	00:00:14	
08:18:06	08:18:10	08:18:21	08:18:25	3	3	0	0	0	0	00:00:11	00:00:19	
08:19:38			08:19:48	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
08:20:39	08:20:42	08:20:54	08:20:59	5	2	0	0	0	0	00:00:12	00:00:20	
08:22:17	08:22:21	08:22:30	08:22:52	3	1	0	0	0	0	00:00:09	00:00:35	
08:24:12			08:24:21	0	0	0	0	0	0	00:00:00	00:00:09	No Flow
08:25:47	08:25:52	08:26:00	08:26:12	6	0	0	0	0	0	00:00:08	00:00:25	
08:27:47	08:27:53	08:28:18	08:28:20	6	0	0	2	0	0	00:00:25	00:00:33	hgv blocking lane 1
08:29:35			08:29:45	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
08:31:31	08:31:35	08:31:49	08:31:57	7	0	1	0	0	0	00:00:14	00:00:26	hgv blocking lane 1
08:33:47	08:33:51	08:34:04	08:34:04	4	0	0	0	0	0	00:00:13	00:00:17	hgv blocking lane 1
08:35:04	08:35:11	08:35:15	08:35:15	2	0	0	0	0	0	00:00:04	00:00:11	
08:36:23	08:36:25	08:36:42	08:36:43	6	2	0	0	0	0	00:00:17	00:00:20	
08:37:34			08:37:45	0	0	0	0	0	0	00:00:00	00:00:11	No Flow
08:38:28	08:38:35	08:38:39	08:38:42	2	0	0	0	0	0	00:00:04	00:00:14	
08:39:47			08:39:58	0	0	0	0	0	0	00:00:00	00:00:11	No Flow
08:40:34	08:40:38	08:40:44	08:40:49	2	0	1	0	0	0	00:00:06	00:00:15	
08:41:37			08:41:52	0	0	0	0	0	0	00:00:00	00:00:15	No Flow
08:43:18	08:43:24	08:43:35	08:43:38	3	1	2	0	0	0	00:00:11	00:00:20	
08:44:57	08:45:03	08:45:15	08:45:17	6	1	0	0	0	0	00:00:12	00:00:20	

SITE: 1

DATE: 03/10/2019

LOCATION: B6428 High St

DAY: Thursday

Lane 2

Start of Green Time	Time at start of Flow	Time at end of Flow	End of Green Time	CAR	LGV	HGV	PSV	MCL	PCL	Total Flow Time	Total Green Time	Comments
07:45:25	07:45:28	07:45:38	07:45:42	4	1	0	0	0	0	00:00:10	00:00:17	
07:45:49			07:47:00	0	0	0	0	0	0	00:00:00	00:01:11	No Flow
07:48:06	07:48:09	07:48:18	07:48:25	4	0	0	0	0	0	00:00:09	00:00:19	
07:49:24			07:49:38	0	0	0	0	0	0	00:00:00	00:00:14	No Flow
07:50:58	07:51:00	07:51:13	07:51:16	3	2	0	0	0	0	00:00:13	00:00:18	
07:52:24	07:52:28	07:52:36	07:52:38	4	0	0	0	0	0	00:00:08	00:00:14	
07:53:56	07:53:59	07:54:00	07:54:05	0	1	0	0	0	0	00:00:01	00:00:09	
07:55:24	07:55:27	07:55:27	07:55:40	1	0	0	0	0	0	00:00:00	00:00:16	
07:57:01			07:57:15	0	0	0	0	0	0	00:00:00	00:00:14	No Flow
07:58:02	07:58:06	07:58:09	07:58:25	1	1	0	0	0	0	00:00:03	00:00:23	
07:59:36			07:59:59	0	0	0	0	0	0	00:00:00	00:00:23	No Flow
08:01:05	08:01:08	08:01:12	08:01:16	0	2	0	0	0	0	00:00:04	00:00:11	
08:02:03			08:02:13	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
08:03:15	08:03:18	08:03:21	08:03:30	2	0	0	0	0	0	00:00:03	00:00:15	
08:04:39			08:04:50	0	0	0	0	0	0	00:00:00	00:00:11	No Flow
08:06:19	08:06:22	08:06:27	08:06:31	2	0	1	0	0	0	00:00:05	00:00:12	
08:08:07	08:08:10	08:08:18	08:08:21	3	1	0	0	0	0	00:00:08	00:00:14	
08:09:08			08:09:18	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
08:10:27	08:10:30	08:10:34	08:10:46	3	0	0	0	0	0	00:00:04	00:00:19	
08:12:48			08:13:11	0	0	0	0	0	0	00:00:00	00:00:23	No Flow
08:14:31	08:14:35	08:14:45	08:14:47	3	0	1	0	0	0	00:00:10	00:00:16	
08:16:14	08:16:17	08:16:21	08:16:28	2	1	0	0	0	0	00:00:04	00:00:14	
08:18:06	08:18:10	08:18:18	08:18:25	3	1	0	0	0	0	00:00:08	00:00:19	
08:19:38	08:19:43	08:19:44	08:19:48	1	0	0	0	0	0	00:00:01	00:00:10	
08:20:39	08:20:42	08:20:43	08:20:59	1	0	0	0	0	0	00:00:01	00:00:20	
08:22:17			08:22:52	0	0	0	0	0	0	00:00:00	00:00:35	No Flow
08:24:12			08:24:21	0	0	0	0	0	0	00:00:00	00:00:09	No Flow
08:25:47	08:25:51	08:25:55	08:26:12	2	0	0	0	0	0	00:00:04	00:00:25	
08:27:47	08:27:49	08:27:52	08:28:20	0	1	0	0	0	0	00:00:03	00:00:33	
08:29:35			08:29:45	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
08:31:31	08:31:35	08:31:41	08:31:57	2	0	0	0	0	0	00:00:06	00:00:26	
08:33:47	08:33:52	08:34:01	08:34:04	3	0	1	0	0	0	00:00:09	00:00:17	
08:35:04	08:35:10	08:35:12	08:35:15	0	0	1	0	0	0	00:00:02	00:00:11	
08:36:23	08:36:26	08:36:31	08:36:43	3	0	0	0	0	0	00:00:05	00:00:20	
08:37:34			08:37:45	0	0	0	0	0	0	00:00:00	00:00:11	No Flow
08:38:28	08:38:34	08:38:40	08:38:42	3	0	0	0	0	0	00:00:06	00:00:14	
08:39:47			08:39:58	0	0	0	0	0	0	00:00:00	00:00:11	No Flow
08:40:34	08:40:38	08:40:46	08:40:49	3	1	0	0	0	0	00:00:08	00:00:15	
08:41:37			08:41:52	0	0	0	0	0	0	00:00:00	00:00:15	No Flow
08:43:18	08:43:22	08:43:30	08:43:38	3	0	0	0	0	0	00:00:08	00:00:20	
08:44:57			08:45:17	0	0	0	0	0	0	00:00:00	00:00:20	No Flow

SITE: 1 Arm B

DATE: 03/10/2019

LOCATION: B6428 High St

DAY: Thursday

Lane 1

Start of Green Time	Time at start of Flow	Time at end of Flow	End of Green Time	CAR	LGV	HGV	PSV	MCL	PCL	Total Flow Time	Total Green Time	Comments
16:30:32	16:30:37	16:30:44	16:30:45	3	1	0	0	0	0	00:00:07	00:00:13	
16:31:46	16:31:49	16:32:11	16:32:14	8	1	1	0	0	0	00:00:22	00:00:28	
16:33:19			16:33:29	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
16:34:47	16:34:51	16:35:05	16:35:09	7	0	0	0	0	0	00:00:14	00:00:22	
16:36:02			16:36:14	0	0	0	0	0	0	00:00:00	00:00:12	No Flow
16:37:19	16:37:22	16:37:37	16:37:45	6	2	0	0	0	0	00:00:15	00:00:26	
16:38:35	16:38:39	16:38:47	16:38:52	4	0	0	0	0	0	00:00:08	00:00:17	
16:39:40	16:39:43	16:40:00	16:40:05	8	1	0	0	0	0	00:00:17	00:00:25	
16:41:06			16:41:15	0	0	0	0	0	0	00:00:00	00:00:09	No Flow
16:42:30	16:42:34	16:42:41	16:42:55	3	1	0	0	0	0	00:00:07	00:00:25	
16:44:18	16:44:22	16:44:35	16:44:40	5	2	0	0	0	0	00:00:13	00:00:22	
16:45:49			16:45:59	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
16:47:13	16:47:17	16:47:24	16:47:30	4	1	0	0	0	0	00:00:07	00:00:17	
16:48:39	16:48:43	16:48:54	16:49:01	6	0	0	0	0	0	00:00:11	00:00:22	
16:50:16			16:50:26	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
16:51:15	16:51:19	16:51:24	16:51:27	1	1	0	0	0	0	00:00:05	00:00:12	
16:52:23	16:52:28	16:52:31	16:52:33	1	1	0	0	0	0	00:00:03	00:00:10	
16:53:52	16:53:56	16:54:03	16:54:09	3	1	0	0	0	0	00:00:07	00:00:17	
16:55:42	16:55:46	16:55:49	16:56:03	2	0	0	0	0	0	00:00:03	00:00:21	
16:57:27	16:57:33	16:57:38	16:57:41	3	0	0	0	0	0	00:00:05	00:00:14	
16:58:52	16:58:56	16:59:04	16:59:14	5	4	0	0	0	0	00:00:08	00:00:22	
17:00:15	17:00:20	17:00:22	17:00:25	1	0	0	0	0	0	00:00:02	00:00:10	
17:01:28	17:01:31	17:01:53	17:01:56	9	2	0	0	0	0	00:00:22	00:00:28	
17:03:29	17:03:32	17:03:43	17:03:44	4	1	0	0	0	0	00:00:11	00:00:15	
17:04:52	17:04:56	17:05:02	17:05:03	3	0	0	0	0	0	00:00:06	00:00:11	
17:05:54	17:05:58	17:06:17	17:06:21	7	1	0	1	0	0	00:00:19	00:00:27	
17:07:45			17:07:55	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
17:09:32	17:09:37	17:09:44	17:09:50	2	2	0	0	0	0	00:00:07	00:00:18	
17:11:39	17:11:44	17:11:58	17:12:00	8	1	0	0	0	0	00:00:14	00:00:21	
17:13:31	17:13:34	17:13:44	17:13:50	6	0	0	0	0	0	00:00:10	00:00:19	
17:15:39			17:16:10	0	0	0	0	0	0	00:00:00	00:00:31	No Flow
17:18:04	17:18:08	17:18:13	17:18:21	3	0	0	0	0	0	00:00:05	00:00:17	
17:19:47			17:20:01	0	0	0	0	0	0	00:00:00	00:00:14	No Flow
17:21:28	17:21:31	17:21:42	17:21:47	5	1	0	0	0	0	00:00:11	00:00:19	
17:22:58			17:23:08	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
17:24:20	17:24:24	17:24:35	17:24:39	5	1	0	0	0	0	00:00:11	00:00:19	
17:25:45	17:25:51	17:26:04	17:26:09	3	1	0	0	0	0	00:00:13	00:00:24	
17:27:42	17:27:44	17:27:50	17:27:58	3	0	0	0	0	0	00:00:06	00:00:16	
17:29:12			17:29:23	0	0	0	0	0	0	00:00:00	00:00:11	No Flow

SITE: 1

DATE: 03/10/2019

LOCATION: B6428 High St

DAY: Thursday

Lane 2

Start of Green Time	Time at start of Flow	Time at end of Flow	End of Green Time	CAR	LGV	HGV	PSV	MCL	PCL	Total Flow Time	Total Green Time	Comments
16:30:32			16:30:45	0	0	0	0	0	0	00:00:00	00:00:13	No Flow
16:31:46	16:31:48	16:31:49	16:32:14	1	0	0	0	0	0	00:00:01	00:00:28	No Flow
16:33:19			16:33:29	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
16:34:47	16:34:50	16:34:51	16:35:09	3	0	0	0	0	0	00:00:01	00:00:22	No Flow
16:36:02			16:36:14	0	0	0	0	0	0	00:00:00	00:00:12	No Flow
16:37:19	16:37:22	16:37:25	16:37:45	2	0	0	0	0	0	00:00:03	00:00:26	No Flow
16:38:35			16:38:52	0	0	0	0	0	0	00:00:00	00:00:17	No Flow
16:39:40			16:40:05	0	0	0	0	0	0	00:00:00	00:00:25	No Flow
16:41:56	16:41:59	16:41:11	16:41:15	1	0	0	0	0	0	00:00:02	00:00:09	No Flow
16:42:30	16:42:34	16:42:35	16:42:55	1	0	0	0	0	0	00:00:01	00:00:25	No Flow
16:44:18	16:44:22	16:44:24	16:44:40	1	0	0	0	0	0	00:00:02	00:00:22	No Flow
16:45:49			16:45:59	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
16:47:13	16:47:17	16:47:20	16:47:30	1	1	0	0	0	0	00:00:03	00:00:17	No Flow
16:48:39	16:48:42	16:48:43	16:49:01	1	0	0	0	0	0	00:00:01	00:00:22	No Flow
16:50:16			16:50:26	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
16:51:15	16:51:19	16:51:21	16:51:27	1	0	0	0	0	0	00:00:02	00:00:12	No Flow
16:52:23			16:52:33	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
16:53:52	16:53:56	16:54:00	16:54:09	2	0	0	0	0	0	00:00:04	00:00:17	No Flow
16:55:42			16:56:03	0	0	0	0	0	0	00:00:00	00:00:21	No Flow
16:57:27			16:57:41	0	0	0	0	0	0	00:00:00	00:00:14	No Flow
16:58:52	16:58:56	16:59:01	16:59:14	2	1	0	0	0	0	00:00:05	00:00:22	No Flow
17:00:15			17:00:25	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
17:01:28	17:01:33	17:01:42	17:01:56	3	1	0	0	0	0	00:00:09	00:00:28	No Flow
17:03:29	17:03:34	17:03:40	17:03:44	3	0	0	0	0	0	00:00:06	00:00:15	No Flow
17:04:52			17:05:03	0	0	0	0	0	0	00:00:00	00:00:11	No Flow
17:05:54			17:06:21	0	0	0	0	0	0	00:00:00	00:00:27	No Flow
17:07:45			17:07:55	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
17:09:32	17:09:36	17:09:45	17:09:50	3	1	0	0	0	0	00:00:09	00:00:18	No Flow
17:11:39	17:11:42	17:11:46	17:12:00	1	1	0	0	0	0	00:00:04	00:00:21	No Flow
17:13:31	17:13:33	17:13:43	17:13:50	3	2	0	0	0	0	00:00:10	00:00:19	No Flow
17:15:39			17:16:10	0	0	0	0	0	0	00:00:00	00:00:31	No Flow
17:18:04	17:18:08	17:18:18	17:18:21	4	1	0	0	0	0	00:00:10	00:00:17	No Flow
17:19:47	17:19:50	17:19:55	17:20:01	2	0	0	0	0	0	00:00:05	00:00:14	No Flow
17:21:28	17:21:31	17:21:35	17:21:47	1	1	0	0	0	0	00:00:04	00:00:19	No Flow
17:22:58			17:23:08	0	0	0	0	0	0	00:00:00	00:00:10	No Flow
17:24:20	17:24:25	17:24:31	17:24:39	2	1	0	0	0	0	00:00:06	00:00:19	No Flow
17:25:45	17:25:55	17:26:05	17:26:09	1	2	0	1	0	0	00:00:10	00:00:24	No Flow
17:27:42	17:27:46	17:27:48	17:27:58	1	0	0	0	0	0	00:00:02	00:00:16	No Flow
17:29:12	17:29:16	17:29:19	17:29:23	2	0	0	0	0	0	00:00:03	00:00:11	No Flow

SITE: 1 Arm C

DATE: 03/10/2019

LOCATION: B6132 Church St

DAY: Thursday

Lane 1

Start of Green Time	Time at start of Flow	Time at end of Flow	End of Green Time	CAR	LGV	HGV	PSV	MCL	PCL	Total Flow Time	Total Green Time	Comments
07:46:23	07:46:24	07:46:43	07:46:46	5	1	1	0	0	0	00:00:17	00:00:23	
07:47:42	07:47:46	07:48:01	07:48:00	5	0	1	0	0	0	00:00:15	00:00:18	
07:48:57	07:49:01	07:49:18	07:49:19	6	1	0	0	0	0	00:00:17	00:00:22	
07:50:15	07:50:19	07:50:49	07:50:54	11	2	0	0	0	0	00:00:30	00:00:39	
07:52:02	07:52:06	07:52:15	07:52:19	3	1	0	0	0	0	00:00:09	00:00:17	
07:53:19	07:53:23	07:53:48	07:53:51	10	1	1	0	0	0	00:00:25	00:00:32	
07:54:56	07:54:59	07:55:19	07:55:20	9	0	0	0	0	0	00:00:20	00:00:24	
07:56:25	07:56:28	07:56:56	07:56:57	8	4	0	0	0	0	00:00:28	00:00:32	
07:57:41	07:57:45	07:57:50	07:57:57	3	0	0	0	0	0	00:00:05	00:00:16	
07:59:05	07:59:08	07:59:25	07:59:32	4	3	0	0	1	0	00:00:17	00:00:27	
08:00:25	08:00:28	08:00:40	08:01:01	6	0	0	0	0	0	00:00:12	00:00:36	
08:01:39	08:01:43	08:01:54	08:01:59	4	1	0	0	0	0	00:00:11	00:00:20	
08:02:57	08:02:59	08:03:07	08:03:11	4	0	0	0	0	0	00:00:08	00:00:14	
08:03:50	08:03:53	08:04:14	08:04:35	9	0	1	0	1	0	00:00:21	00:00:45	
08:05:39	08:05:44	08:06:09	08:06:15	9	1	1	0	0	0	00:00:25	00:00:36	
08:06:51	08:06:54	08:07:11	08:07:19	8	0	0	0	0	0	00:00:17	00:00:28	
08:07:49	08:07:52	08:08:01	08:08:02	3	2	0	0	0	0	00:00:09	00:00:13	
08:08:53	08:08:57	08:09:01	08:09:02	2	0	0	0	0	0	00:00:04	00:00:09	
08:10:01	08:10:05	08:10:21	08:10:23	6	0	0	0	0	0	00:00:16	00:00:22	
08:11:41	08:11:46	08:12:18	08:12:45	15	3	0	0	0	0	00:00:32	00:01:04	
08:13:50	08:13:53	08:14:23	08:14:26	11	1	1	0	0	0	00:00:30	00:00:36	
08:15:30	08:15:33	08:15:59	08:16:09	8	1	1	0	1	0	00:00:26	00:00:39	
08:17:17	08:17:20	08:18:00	08:18:02	16	3	0	0	0	0	00:00:40	00:00:45	
08:19:07	08:19:10	08:19:25	08:19:34	5	2	0	0	0	0	00:00:15	00:00:27	
08:20:17	08:20:20	08:20:22	08:20:35	1	0	0	0	0	0	00:00:02	00:00:18	
08:21:30	08:21:32	08:21:36	08:22:12	2	0	0	0	0	0	00:00:04	00:00:42	
08:23:32	08:23:34	08:23:55	08:24:07	6	1	0	1	0	0	00:00:21	00:00:35	
08:25:10	08:25:13	08:25:31	08:25:43	6	2	0	0	0	0	00:00:18	00:00:33	
08:27:03	08:27:05	08:27:41	08:27:43	13	0	2	0	0	0	00:00:36	00:00:40	
08:29:03	08:29:05	08:29:31	08:29:31	5	1	1	0	0	0	00:00:26	00:00:28	Held up by Right Turners
08:30:50	08:30:54	08:31:26	08:31:27	12	1	1	0	0	0	00:00:32	00:00:37	
08:33:00	08:33:04	08:33:37	08:33:43	13	3	0	0	0	0	00:00:33	00:00:43	
08:34:49	08:34:51	08:34:52	08:34:54	0	0	0	0	1	0	00:00:01	00:00:05	
08:35:58	08:35:59	08:36:14	08:36:17	5	2	0	0	0	0	00:00:15	00:00:19	
08:37:05	08:37:08	08:37:13	08:37:30	3	0	0	0	0	0	00:00:05	00:00:25	
08:38:07			08:38:26	0	0	0	0	0	0	00:00:00	00:00:19	No Flow
08:39:21	08:39:25	08:39:38	08:39:43	5	0	0	0	0	0	00:00:13	00:00:22	
08:40:18	08:40:22	08:40:25	08:40:30	0	2	0	0	0	0	00:00:03	00:00:12	
08:41:21	08:41:24	08:41:27	08:41:32	2	0	0	0	0	0	00:00:03	00:00:11	
08:42:16	08:42:19	08:42:32	08:42:35	4	1	1	0	0	0	00:00:13	00:00:19	
08:43:01	08:43:04	08:43:05	08:43:14	1	0	0	0	0	0	00:00:01	00:00:13	
08:44:30	08:44:32	08:44:36	08:44:52	1	1	0	0	0	0	00:00:04	00:00:22	

SITE: 1 Arm C

DATE: 03/10/2019

LOCATION: B6132 Church St

DAY: Thursday

Lane 1

Start of Green Time	Time at start of Flow	Time at end of Flow	End of Green Time	CAR	LGV	HGV	PSV	MCL	PCL	Total Flow Time	Total Green Time	Comments
16:30:07	16:30:10	16:30:26	16:30:28	7	0	0	0	0	0	00:00:16	00:00:21	
16:31:08	16:31:11	16:31:36	16:31:41	2	3	0	0	0	0	00:00:25	00:00:33	Held up by Right Turners
16:32:59	16:33:03	16:33:14	16:33:14	4	0	0	0	0	0	00:00:11	00:00:15	
16:34:07	16:34:12	16:34:41	16:34:43	11	3	0	0	0	0	00:00:29	00:00:36	
16:35:36	16:35:40	16:35:56	16:35:57	6	0	0	0	0	0	00:00:16	00:00:21	
16:36:47	16:36:50	16:37:04	16:37:14	6	0	0	0	0	0	00:00:14	00:00:27	
16:38:14	16:38:16	16:38:21	16:38:31	2	0	0	0	0	0	00:00:05	00:00:17	
16:39:10	16:39:14	16:39:34	16:39:35	7	1	0	0	0	0	00:00:20	00:00:25	
16:40:42	16:40:45	16:40:56	16:41:01	3	1	0	0	0	0	00:00:11	00:00:19	
16:41:46	16:41:52	16:42:11	16:42:25	7	0	1	0	0	0	00:00:19	00:00:39	
16:43:34	16:43:37	16:44:01	16:44:14	8	1	0	0	0	0	00:00:24	00:00:40	
16:45:24	16:45:28	16:45:35	16:45:45	4	0	0	0	0	0	00:00:07	00:00:21	
16:46:32	16:46:37	16:46:56	16:47:09	6	1	0	0	0	0	00:00:19	00:00:37	
16:48:04	16:48:07	16:48:15	16:48:35	2	0	0	0	0	1	00:00:08	00:00:31	
16:49:40	16:49:45	16:49:49	16:50:12	1	1	0	0	0	0	00:00:04	00:00:32	
16:51:00	16:51:04	16:51:08	16:51:11	2	0	0	0	0	0	00:00:04	00:00:11	
16:51:46	16:51:49	16:52:16	16:52:19	10	2	0	0	0	0	00:00:27	00:00:33	
16:53:24	16:53:27	16:53:46	16:53:48	7	1	0	0	0	0	00:00:19	00:00:24	
16:54:55			16:55:38	0	0	0	0	0	0	00:00:00	00:00:43	No Flow
16:56:45	16:56:48	16:57:14	16:57:23	6	0	0	0	0	0	00:00:26	00:00:38	Held up by Right Turners
16:58:23	16:58:26	16:58:44	16:58:48	7	0	0	0	0	0	00:00:18	00:00:25	
16:59:33	16:59:37	17:00:01	17:00:11	9	1	0	0	0	0	00:00:24	00:00:38	
17:00:59	17:01:04	17:01:21	17:01:24	7	1	0	0	0	0	00:00:17	00:00:25	
17:03:00	17:03:04	17:03:12	17:03:25	4	0	0	0	0	0	00:00:08	00:00:25	
17:04:30	17:04:33	17:04:40	17:04:47	3	0	0	0	0	0	00:00:07	00:00:17	
17:05:27	17:05:29	17:05:44	17:05:50	5	1	0	0	0	0	00:00:15	00:00:23	
17:07:11	17:07:15	17:07:34	17:07:41	7	0	0	0	0	0	00:00:19	00:00:30	
17:08:59	17:09:02	17:09:08	17:09:28	2	0	0	0	0	0	00:00:06	00:00:29	
17:10:31	17:10:34	17:11:34	17:11:34	19	0	0	0	0	0	00:01:00	00:01:03	Held up by Right Turners
17:12:53	17:12:58	17:13:18	17:13:27	6	2	1	0	0	0	00:00:20	00:00:34	
17:14:43	17:14:46	17:14:58	17:15:35	5	0	0	0	0	0	00:00:12	00:00:52	
17:17:11	17:17:14	17:17:19	17:18:00	2	0	0	0	0	0	00:00:05	00:00:49	
17:19:13	17:19:16	17:19:20	17:19:43	2	0	0	0	0	0	00:00:04	00:00:30	
17:20:40	17:20:43	17:20:50	17:21:24	3	0	0	0	0	0	00:00:07	00:00:44	
17:22:30	17:22:34	17:22:53	17:22:54	8	0	0	0	0	0	00:00:19	00:00:24	
17:23:35	17:23:39	17:24:10	17:24:16	13	0	0	0	0	0	00:00:31	00:00:41	
17:25:21	17:25:23	17:25:40	17:25:41	7	0	0	0	0	0	00:00:17	00:00:20	
17:26:41	17:26:44	17:26:55	17:27:37	5	0	0	0	0	0	00:00:11	00:00:56	
17:28:38	17:28:41	17:28:56	17:29:08	6	1	0	0	0	0	00:00:15	00:00:30	

SITE: 1 Arm D

DATE: 03/10/2019

LOCATION: B6428 Midland Rd

DAY: Thursday

Lane 1

Start of Green Time	Time at start of Flow	Time at end of Flow	End of Green Time	CAR	LGV	HGV	PSV	MCL	PCL	Total Flow Time	Total Green Time	Comments
07:46:00	07:46:04	07:46:13	07:46:20	3	1	0	0	0	0	00:00:09	00:00:20	
07:47:19	07:47:23	07:47:36	07:47:39	4	3	0	0	0	0	00:00:13	00:00:20	
07:48:28	07:48:31	07:48:51	07:48:53	9	1	0	0	0	0	00:00:20	00:00:25	
07:49:42	07:49:45	07:50:07	07:50:11	8	1	0	0	0	0	00:00:22	00:00:29	
07:51:21	07:51:24	07:51:57	07:51:59	10	3	0	1	0	0	00:00:33	00:00:38	
07:52:42	07:52:44	07:53:14	07:53:16	13	1	0	0	0	0	00:00:30	00:00:34	
07:54:22	07:54:26	07:54:50	07:54:53	12	0	0	0	0	0	00:00:24	00:00:31	
07:55:44	07:55:46	07:56:21	07:56:21	12	2	2	0	0	0	00:00:35	00:00:37	
07:57:19	07:57:22	07:57:35	07:57:37	4	2	1	0	0	0	00:00:13	00:00:18	
07:58:42	07:58:45	07:58:58	07:59:02	6	1	0	0	0	0	00:00:13	00:00:20	
08:00:04	08:00:07	08:00:15	08:00:22	5	0	0	0	0	0	00:00:08	00:00:18	
08:01:20	08:01:23	08:01:32	08:01:36	3	1	0	0	0	0	00:00:09	00:00:16	
08:02:30	08:02:34	08:02:48	08:02:54	4	2	1	0	0	0	00:00:14	00:00:24	
08:03:33	08:03:38	08:03:44	08:03:47	3	0	0	0	0	0	00:00:06	00:00:14	
08:05:07	08:05:08	08:05:35	08:05:35	9	3	0	0	1	0	00:00:27	00:00:28	
08:06:35	08:06:38	08:06:45	08:06:52	3	1	0	0	0	0	00:00:07	00:00:17	
08:07:23			08:07:46	0	0	0	0	0	0	00:00:00	00:00:23	
08:08:25	08:08:29	08:08:40	08:08:49	5	0	0	0	0	0	00:00:11	00:00:24	
08:09:35	08:09:38	08:09:53	08:09:58	7	0	0	0	0	0	00:00:15	00:00:23	
08:11:02	08:11:05	08:11:37	08:11:38	13	1	1	0	0	0	00:00:32	00:00:36	
08:13:27	08:13:31	08:13:46	08:13:46	8	0	0	0	0	0	00:00:15	00:00:19	
08:15:06	08:15:09	08:15:12	08:15:27	2	0	0	0	0	0	00:00:03	00:00:21	
08:16:44	08:16:47	08:17:13	08:17:13	10	1	0	1	0	0	00:00:26	00:00:29	
08:18:29	08:18:33	08:19:04	08:19:04	14	1	0	0	0	0	00:00:31	00:00:35	
08:19:53	08:19:55	08:20:00	08:20:14	3	0	0	0	0	0	00:00:05	00:00:21	
08:21:16	08:21:18	08:21:22	08:21:27	3	0	0	0	0	0	00:00:04	00:00:11	
08:23:08	08:23:11	08:23:23	08:23:29	5	2	0	0	0	0	00:00:12	00:00:21	
08:24:38	08:24:42	08:25:08	08:25:07	10	1	0	1	0	0	00:00:26	00:00:29	
08:26:16	08:26:19	08:26:54	08:27:00	15	0	0	0	0	0	00:00:35	00:00:44	
08:28:37	08:28:40	08:28:55	08:28:59	4	3	0	0	0	0	00:00:15	00:00:22	
08:30:02	08:30:06	08:30:42	08:30:46	14	2	0	0	0	0	00:00:36	00:00:44	
08:32:15	08:32:17	08:32:55	08:32:57	17	1	0	0	0	0	00:00:38	00:00:42	
08:34:26	08:34:29	08:34:45	08:34:51	7	0	0	0	0	0	00:00:16	00:00:25	
08:35:31	08:35:35	08:35:52	08:35:52	8	0	0	0	0	0	00:00:17	00:00:21	
08:36:49	08:36:51	08:36:56	08:37:01	3	0	0	0	0	0	00:00:05	00:00:12	
08:37:50	08:37:55	08:38:03	08:38:03	2	2	0	0	0	0	00:00:08	00:00:13	
08:39:02	08:39:05	08:39:16	08:39:18	3	1	0	0	0	0	00:00:11	00:00:16	
08:40:02	08:40:06	08:40:11	08:40:15	3	0	0	0	0	0	00:00:05	00:00:13	
08:41:05	08:41:08	08:41:14	08:41:18	2	1	0	0	0	0	00:00:06	00:00:13	
08:41:56	08:41:59	08:42:07	08:42:13	3	0	0	0	0	0	00:00:08	00:00:17	
08:42:39	08:42:41	08:42:52	08:42:58	5	0	0	0	1	0	00:00:11	00:00:19	
08:43:55	08:43:58	08:44:12	08:44:27	7	0	0	0	0	0	00:00:14	00:00:32	

SITE: 1 Arm D

DATE: 03/10/2019

LOCATION: B6428 Midland Rd

DAY: Thursday

Lane 1

Start of Green Time	Time at start of Flow	Time at end of Flow	End of Green Time	CAR	LGV	HGV	PSV	MCL	PCL	Total Flow Time	Total Green Time	Comments
16:30:49	16:30:53	16:31:00	16:31:05	3	1	0	0	0	0	00:00:07	00:00:16	
16:32:31	16:32:34	16:32:55	16:32:56	8	1	0	0	0	0	00:00:21	00:00:25	
16:33:49	16:33:53	16:34:03	16:34:04	4	0	0	0	0	0	00:00:10	00:00:15	
16:35:13	16:35:16	16:35:30	16:35:32	5	1	0	0	0	0	00:00:14	00:00:19	
16:36:30	16:36:34	16:36:42	16:36:43	4	0	0	0	0	0	00:00:08	00:00:13	
16:37:49	16:37:52	16:37:59	16:38:11	3	0	0	0	1	0	00:00:07	00:00:22	
16:38:56	16:38:59	16:39:02	16:39:06	2	0	0	0	0	0	00:00:03	00:00:10	
16:40:23	16:40:28	16:40:36	16:40:38	2	1	0	0	0	0	00:00:08	00:00:15	
16:41:32			16:41:43	0	0	0	0	0	0	00:00:00	00:00:11	
16:43:15	16:43:18	16:43:27	16:43:31	4	0	0	0	0	0	00:00:09	00:00:16	
16:45:02	16:45:07	16:45:19	16:45:20	5	0	0	1	0	0	00:00:12	00:00:18	
16:46:18	16:46:20	16:46:28	16:46:29	4	0	0	0	0	0	00:00:08	00:00:11	
16:47:46	16:47:50	16:47:52	16:48:01	1	1	0	0	0	0	00:00:02	00:00:15	
16:49:18	16:49:21	16:49:34	16:49:37	7	0	0	0	0	0	00:00:13	00:00:19	
16:50:31	16:50:34	16:50:57	16:50:57	7	1	0	1	0	0	00:00:23	00:00:26	
16:51:32	16:51:35	16:51:38	16:51:43	2	0	0	0	0	0	00:00:03	00:00:11	
16:52:51	16:52:53	16:53:01	16:53:21	4	0	0	0	0	0	00:00:08	00:00:30	
16:54:30	16:54:33	16:54:38	16:54:53	3	0	0	0	0	0	00:00:05	00:00:23	
16:56:19	16:56:23	16:56:41	16:56:41	6	0	0	1	0	0	00:00:18	00:00:22	
16:57:56	16:57:59	16:58:18	16:58:20	9	1	0	0	0	0	00:00:19	00:00:24	
16:59:18	16:59:20	16:59:21	16:59:30	0	1	0	0	0	0	00:00:01	00:00:12	
17:00:42	17:00:45	17:00:48	17:00:56	1	1	0	0	0	0	00:00:03	00:00:14	
17:02:13	17:02:16	17:02:54	17:02:57	14	2	0	0	0	0	00:00:38	00:00:44	
17:04:04	17:04:08	17:04:25	17:04:28	7	0	0	0	0	0	00:00:17	00:00:24	
17:05:07	17:05:11	17:05:20	17:05:23	2	2	0	0	0	0	00:00:09	00:00:16	
17:06:25	17:06:29	17:06:35	17:07:08	3	1	0	0	0	0	00:00:06	00:00:43	
17:08:13	17:08:15	17:08:55	17:08:56	16	0	0	1	0	0	00:00:40	00:00:43	
17:10:09	17:10:11	17:10:27	17:10:27	8	0	0	0	0	0	00:00:16	00:00:18	
17:12:18	17:12:21	17:12:49	17:12:49	9	1	1	0	0	0	00:00:28	00:00:31	
17:14:06	17:14:10	17:14:41	17:14:41	11	2	0	0	0	0	00:00:31	00:00:35	
17:16:30	17:16:33	17:17:02	17:17:08	12	3	0	0	0	0	00:00:29	00:00:38	
17:18:39	17:18:42	17:19:09	17:19:12	10	2	0	0	0	0	00:00:27	00:00:33	
17:20:19	17:20:21	17:20:36	17:20:38	7	0	0	0	0	0	00:00:15	00:00:19	
17:21:51	17:21:53	17:22:23	17:22:26	14	2	0	0	0	0	00:00:30	00:00:35	
17:23:14	17:23:16	17:23:30	17:23:32	7	1	0	0	0	0	00:00:14	00:00:18	
17:24:56	17:24:58	17:25:07	17:25:17	3	0	0	1	0	0	00:00:09	00:00:21	
17:26:27	17:26:29	17:26:31	17:26:38	1	0	0	0	1	0	00:00:02	00:00:11	
17:28:16	17:28:18	17:28:38	17:28:32	6	0	0	0	0	0	00:00:20	00:00:16	
17:29:44	17:29:46	17:29:56	17:30:03	5	0	0	0	0	0	00:00:10	00:00:19	



	Site / Location:	Site 1 - B6132 Station Rd/B6428 Midland Rd/B6132 Church St/B6428 High St	Project No:	10522	Drawing No:	10522/01	Drawn By:	CW
	Survey Date:	Thursday 3rd October 2019	Project Name:	BARNSELY				
	Survey Times:	0745 - 0845 / 1630 - 1730	Drawing Title:	Site Layout and Observed Movements				

Appendix R The Wells Junction – Existing Modelling Linsig Data



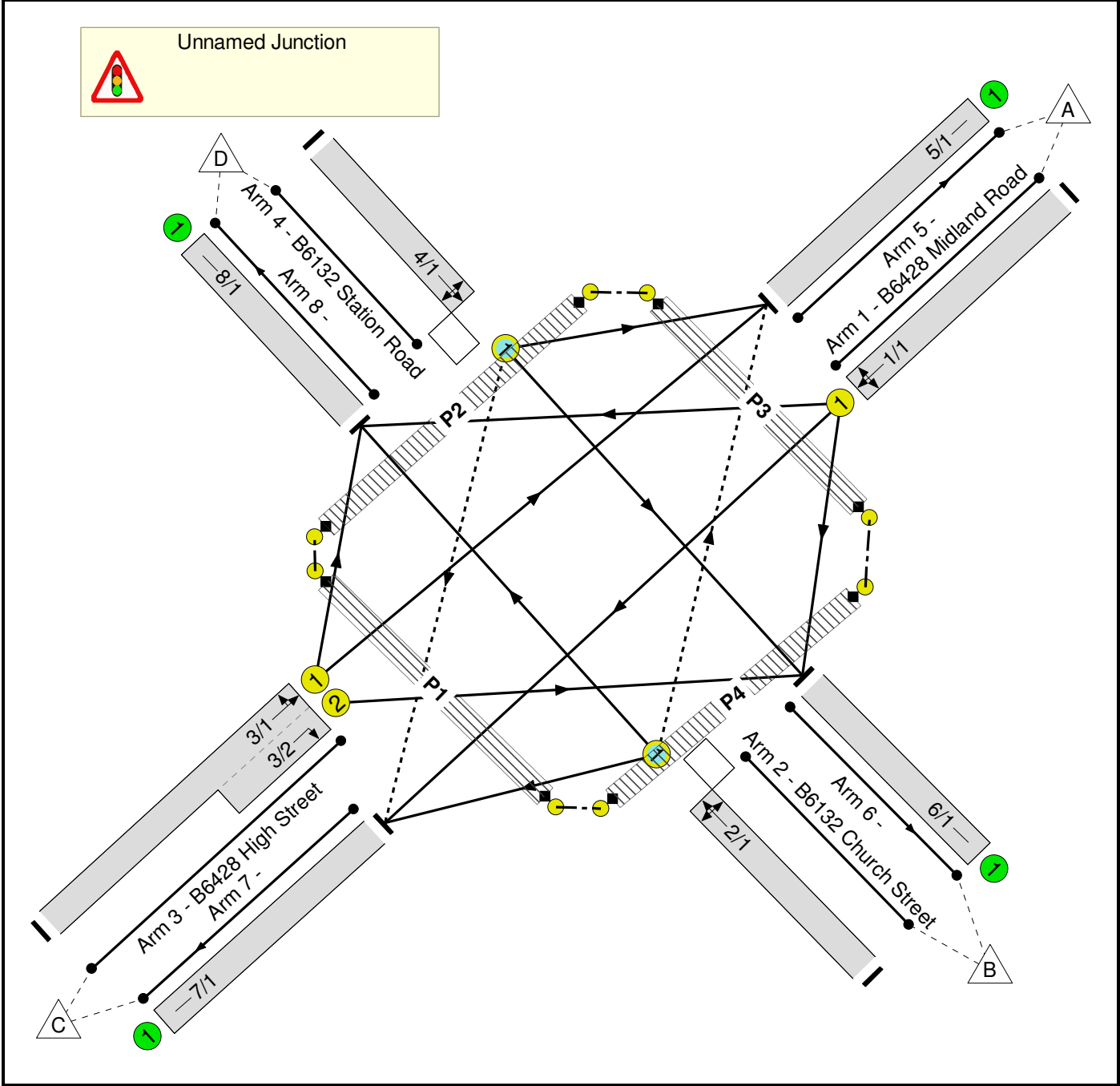
Full Input Data And Results

Full Input Data And Results

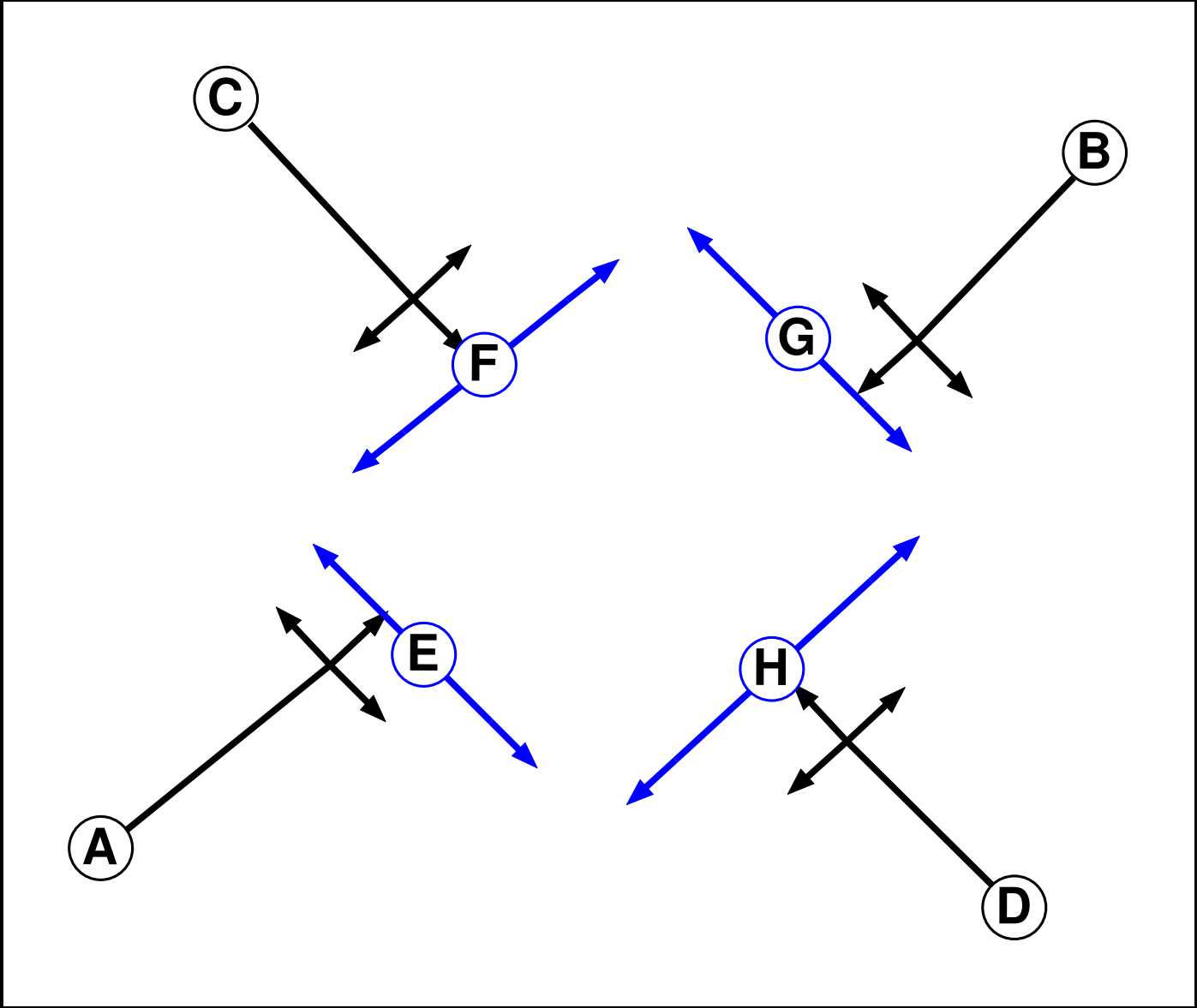
User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	220314 B6132-B6428 Signalised Crossroads (RR67).lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Traffic		7	7
D	Traffic		7	7
E	Pedestrian		5	5
F	Pedestrian		6	6
G	Pedestrian		5	5
H	Pedestrian		5	5

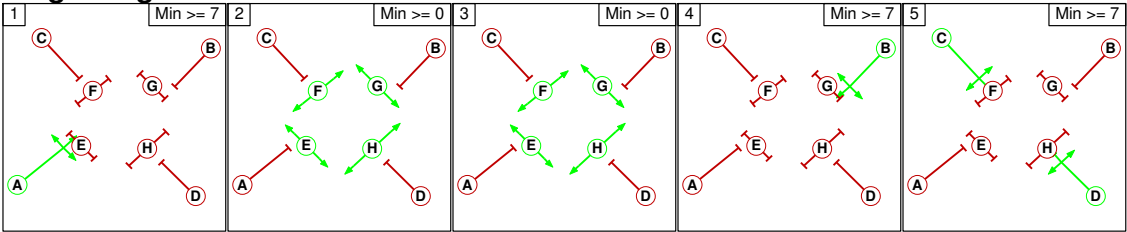
Phase Intergreens Matrix

Terminating Phase	Starting Phase								
		A	B	C	D	E	F	G	H
	A		7	6	6	8	8	8	8
	B	6		7	7	8	8	8	8
	C	7	7		-	8	8	8	8
	D	7	7	-		8	8	8	8
	E	0	0	0	0		-	-	-
	F	0	0	0	0	-		-	-
	G	0	0	0	0	-	-		-
	H	0	0	0	0	-	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

Term. Stage	Start Stage	Phase	Type	Value	Cont value
3	4	E	Losing	2	2
3	4	F	Losing	2	2
3	4	G	Losing	2	2
3	4	H	Losing	2	2

Prohibited Stage Change

	To Stage					
From Stage		1	2	3	4	5
	1		8	8	7	6
	2	2		0	2	2
	3	2	X		2	2
	4	6	8	8		7
	5	7	8	8	7	

Full Input Data And Results

Full Input Data And Results

Give-Way Lane Input Data

Junction: Unnamed Junction											
Lane	Movement	Max Flow when Giving Way (PCU/Hr)	Min Flow when Giving Way (PCU/Hr)	Opposing Lane	Opp. Lane Coeff.	Opp. Mvmnts.	Right Turn Storage (PCU)	Non-Blocking Storage (PCU)	RTF	Right Turn Move up (s)	Max Turns in Intergreen (PCU)
2/1 (B6132 Church Street)	5/1 (Right)	1439	0	4/1	1.09	All	2.00	2.00	0.50	2	2.00
4/1 (B6132 Station Road)	7/1 (Right)	1439	0	2/1	1.09	All	2.00	2.00	0.50	2	2.00

Lane Input Data

Junction: Unnamed Junction												
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 (B6428 Midland Road)	U	B	2	3	60.0	Geom	-	3.10	0.00	Y	Arm 6 Left	5.70
											Arm 7 Ahead	Inf
											Arm 8 Right	16.10
											Arm 5 Right	11.00
2/1 (B6132 Church Street)	O	D	2	3	60.0	Geom	-	3.10	6.40	Y	Arm 7 Left	13.60
											Arm 8 Ahead	Inf
3/1 (B6428 High Street)	U	A	2	3	60.0	Geom	-	2.89	0.00	Y	Arm 5 Ahead	Inf
											Arm 8 Left	23.40
3/2 (B6428 High Street)	U	A	2	3	6.0	Geom	-	2.80	0.00	Y	Arm 6 Right	11.00
											Arm 5 Left	9.80
	O	C	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 6 Ahead	Inf
											Arm 7 Right	15.00
5/1	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2019 AM Peak Hour'	07:45	08:45	01:00	
2: '2019 PM Peak Hour'	16:45	17:45	01:00	
3: '2029 AM Base'	07:45	08:45	01:00	
4: '2029 PM Base'	16:45	17:45	01:00	
5: '2029 AM Design'	07:45	08:45	01:00	
6: '2029 PM Design '	16:45	17:45	01:00	
7: '2035 AM Base'	07:45	08:45	01:00	
8: '2035 PM Base'	16:45	17:45	01:00	
9: '2035 AM Design '	07:45	08:45	01:00	
10: '2035 PM Design'	16:45	17:45	01:00	

Scenario 1: '2019 AM Peak Hour ' (FG1: '2019 AM Peak Hour', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	183	188	69	440
	B	89	0	131	195	415
	C	164	144	0	26	334
	D	40	119	13	0	172
	Tot.	293	446	332	290	1361

Traffic Lane Flows

Lane	Scenario 1: 2019 AM Peak Hour
Junction: Unnamed Junction	
1/1	440
2/1	415
3/1 (with short)	334(In) 190(Out)
3/2 (short)	144
4/1	172
5/1	293
6/1	446
7/1	332
8/1	290

Lane Saturation Flows

Junction: Unnamed Junction								
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 (B6428 Midland Road)	3.10	0.00	Y	Arm 6 Left	5.70	41.6 %	1713	1713
				Arm 7 Ahead	Inf	42.7 %		
				Arm 8 Right	16.10	15.7 %		
2/1 (B6132 Church Street)	3.10	6.40	Y	Arm 5 Right	11.00	21.4 %	1556	1556
				Arm 7 Left	13.60	31.6 %		
				Arm 8 Ahead	Inf	47.0 %		
3/1 (B6428 High Street)	2.89	0.00	Y	Arm 5 Ahead	Inf	86.3 %	1887	1887
				Arm 8 Left	23.40	13.7 %		
3/2 (B6428 High Street)	2.80	0.00	Y	Arm 6 Right	11.00	100.0 %	1668	1668
4/1 (B6132 Station Road)	3.20	0.00	Y	Arm 5 Left	9.80	23.3 %	1855	1855
				Arm 6 Ahead	Inf	69.2 %		
				Arm 7 Right	15.00	7.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2019 PM Peak Hour ' (FG2: '2019 PM Peak Hour', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired**Desired Flow :**

	Destination					
	A	B	C	D	Tot.	
Origin	A	0	107	224	48	379
	B	129	0	130	144	403
	C	233	144	0	43	420
	D	109	179	22	0	310
	Tot.	471	430	376	235	1512

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2019 PM Peak Hour
Junction: Unnamed Junction	
1/1	379
2/1	403
3/1 (with short)	420(In) 276(Out)
3/2 (short)	144
4/1	310
5/1	471
6/1	430
7/1	376
8/1	235

Lane Saturation Flows

Junction: Unnamed Junction								
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 (B6428 Midland Road)	3.10	0.00	Y	Arm 6 Left	5.70	28.2 %	1772	1772
				Arm 7 Ahead	Inf	59.1 %		
				Arm 8 Right	16.10	12.7 %		
2/1 (B6132 Church Street)	3.10	6.40	Y	Arm 5 Right	11.00	32.0 %	1535	1535
				Arm 7 Left	13.60	32.3 %		
				Arm 8 Ahead	Inf	35.7 %		
3/1 (B6428 High Street)	2.89	0.00	Y	Arm 5 Ahead	Inf	84.4 %	1885	1885
				Arm 8 Left	23.40	15.6 %		
3/2 (B6428 High Street)	2.80	0.00	Y	Arm 6 Right	11.00	100.0 %	1668	1668
4/1 (B6132 Station Road)	3.20	0.00	Y	Arm 5 Left	9.80	35.2 %	1824	1824
				Arm 6 Ahead	Inf	57.7 %		
				Arm 7 Right	15.00	7.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 3: 'AM 2029 Base' (FG3: '2029 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	192	202	72	466
	B	93	0	150	205	448
	C	184	182	0	51	417
	D	42	125	23	0	190
	Tot.	319	499	375	328	1521

Traffic Lane Flows

Lane	Scenario 3: AM 2029 Base
Junction: Unnamed Junction	
1/1	466
2/1	448
3/1 (with short)	417(In) 235(Out)
3/2 (short)	182
4/1	190
5/1	319
6/1	499
7/1	375
8/1	328

Lane Saturation Flows

Junction: Unnamed Junction								
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 (B6428 Midland Road)	3.10	0.00	Y	Arm 6 Left	5.70	41.2 %	1714	1714
				Arm 7 Ahead	Inf	43.3 %		
				Arm 8 Right	16.10	15.5 %		
2/1 (B6132 Church Street)	3.10	6.40	Y	Arm 5 Right	11.00	20.8 %	1555	1555
				Arm 7 Left	13.60	33.5 %		
				Arm 8 Ahead	Inf	45.8 %		
3/1 (B6428 High Street)	2.89	0.00	Y	Arm 5 Ahead	Inf	78.3 %	1878	1878
				Arm 8 Left	23.40	21.7 %		
3/2 (B6428 High Street)	2.80	0.00	Y	Arm 6 Right	11.00	100.0 %	1668	1668
4/1 (B6132 Station Road)	3.20	0.00	Y	Arm 5 Left	9.80	22.1 %	1850	1850
				Arm 6 Ahead	Inf	65.8 %		
				Arm 7 Right	15.00	12.1 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 4: 'PM 2029 Base' (FG4: '2029 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	112	245	50	407
	B	134	0	165	150	449
	C	326	177	0	65	568
	D	114	187	46	0	347
	Tot.	574	476	456	265	1771

Traffic Lane Flows

Lane	Scenario 4: PM 2029 Base
Junction: Unnamed Junction	
1/1	407
2/1	449
3/1 (with short)	568(In) 391(Out)
3/2 (short)	177
4/1	347
5/1	574
6/1	476
7/1	456
8/1	265

Lane Saturation Flows

Junction: Unnamed Junction								
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 (B6428 Midland Road)	3.10	0.00	Y	Arm 6 Left	5.70	27.5 %	1776	1776
				Arm 7 Ahead	Inf	60.2 %		
				Arm 8 Right	16.10	12.3 %		
2/1 (B6132 Church Street)	3.10	6.40	Y	Arm 5 Right	11.00	29.8 %	1532	1532
				Arm 7 Left	13.60	36.7 %		
				Arm 8 Ahead	Inf	33.4 %		
3/1 (B6428 High Street)	2.89	0.00	Y	Arm 5 Ahead	Inf	83.4 %	1884	1884
				Arm 8 Left	23.40	16.6 %		
3/2 (B6428 High Street)	2.80	0.00	Y	Arm 6 Right	11.00	100.0 %	1668	1668
4/1 (B6132 Station Road)	3.20	0.00	Y	Arm 5 Left	9.80	32.9 %	1819	1819
				Arm 6 Ahead	Inf	53.9 %		
				Arm 7 Right	15.00	13.3 %		
5/1				Infinite Saturation Flow			Inf	Inf
6/1				Infinite Saturation Flow			Inf	Inf
7/1				Infinite Saturation Flow			Inf	Inf
8/1				Infinite Saturation Flow			Inf	Inf

Scenario 5: 'AM 2029 Design ' (FG5: '2029 AM Design', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	192	205	72	469
	B	93	0	156	205	454
	C	191	197	0	66	454
	D	42	125	30	0	197
	Tot.	326	514	391	343	1574

Traffic Lane Flows

Lane	Scenario 5: AM 2029 Design
Junction: Unnamed Junction	
1/1	469
2/1	454
3/1 (with short)	454(In) 257(Out)
3/2 (short)	197
4/1	197
5/1	326
6/1	514
7/1	391
8/1	343

Lane Saturation Flows

Junction: Unnamed Junction								
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 (B6428 Midland Road)	3.10	0.00	Y	Arm 6 Left	5.70	40.9 %	1716	1716
				Arm 7 Ahead	Inf	43.7 %		
				Arm 8 Right	16.10	15.4 %		
2/1 (B6132 Church Street)	3.10	6.40	Y	Arm 5 Right	11.00	20.5 %	1554	1554
				Arm 7 Left	13.60	34.4 %		
				Arm 8 Ahead	Inf	45.2 %		
3/1 (B6428 High Street)	2.89	0.00	Y	Arm 5 Ahead	Inf	74.3 %	1873	1873
				Arm 8 Left	23.40	25.7 %		
3/2 (B6428 High Street)	2.80	0.00	Y	Arm 6 Right	11.00	100.0 %	1668	1668
4/1 (B6132 Station Road)	3.20	0.00	Y	Arm 5 Left	9.80	21.3 %	1847	1847
				Arm 6 Ahead	Inf	63.5 %		
				Arm 7 Right	15.00	15.2 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 6: 'PM 2029 Design ' (FG6: '2029 PM Design ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	0	112	251	50	413	
	134	0	179	150	463	
	329	183	0	72	584	
	114	187	60	0	361	
	577	482	490	272	1821	

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: PM 2029 Design
Junction: Unnamed Junction	
1/1	413
2/1	463
3/1 (with short)	584(In) 401(Out)
3/2 (short)	183
4/1	361
5/1	577
6/1	482
7/1	490
8/1	272

Lane Saturation Flows

Junction: Unnamed Junction								
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 (B6428 Midland Road)	3.10	0.00	Y	Arm 6 Left	5.70	27.1 %	1778	1778
				Arm 7 Ahead	Inf	60.8 %		
				Arm 8 Right	16.10	12.1 %		
2/1 (B6132 Church Street)	3.10	6.40	Y	Arm 5 Right	11.00	28.9 %	1531	1531
				Arm 7 Left	13.60	38.7 %		
				Arm 8 Ahead	Inf	32.4 %		
3/1 (B6428 High Street)	2.89	0.00	Y	Arm 5 Ahead	Inf	82.0 %	1882	1882
				Arm 8 Left	23.40	18.0 %		
3/2 (B6428 High Street)	2.80	0.00	Y	Arm 6 Right	11.00	100.0 %	1668	1668
4/1 (B6132 Station Road)	3.20	0.00	Y	Arm 5 Left	9.80	31.6 %	1817	1817
				Arm 6 Ahead	Inf	51.8 %		
				Arm 7 Right	15.00	16.6 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 7: 'AM 2035 Base' (FG7: '2035 AM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	196	209	74	479
	B	95	0	161	208	464
	C	196	205	0	72	473
	D	43	127	32	0	202
	Tot.	334	528	402	354	1618

Traffic Lane Flows

Lane	Scenario 7: AM 2035 Base
Junction: Unnamed Junction	
1/1	479
2/1	464
3/1 (with short)	473(In) 268(Out)
3/2 (short)	205
4/1	202
5/1	334
6/1	528
7/1	402
8/1	354

Lane Saturation Flows

Junction: Unnamed Junction								
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 (B6428 Midland Road)	3.10	0.00	Y	Arm 6 Left	5.70	40.9 %	1716	1716
				Arm 7 Ahead	Inf	43.6 %		
				Arm 8 Right	16.10	15.4 %		
2/1 (B6132 Church Street)	3.10	6.40	Y	Arm 5 Right	11.00	20.5 %	1553	1553
				Arm 7 Left	13.60	34.7 %		
				Arm 8 Ahead	Inf	44.8 %		
3/1 (B6428 High Street)	2.89	0.00	Y	Arm 5 Ahead	Inf	73.1 %	1872	1872
				Arm 8 Left	23.40	26.9 %		
3/2 (B6428 High Street)	2.80	0.00	Y	Arm 6 Right	11.00	100.0 %	1668	1668
4/1 (B6132 Station Road)	3.20	0.00	Y	Arm 5 Left	9.80	21.3 %	1846	1846
				Arm 6 Ahead	Inf	62.9 %		
				Arm 7 Right	15.00	15.8 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 8: 'PM 2035 Base' (FG8: '2035 PM Base', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	115	259	51	425
	B	138	0	187	154	479
	C	340	198	0	84	622
	D	117	192	65	0	374
	Tot.	595	505	511	289	1900

Traffic Lane Flows

Lane	Scenario 8: PM 2035 Base
Junction: Unnamed Junction	
1/1	425
2/1	479
3/1 (with short)	622(In) 424(Out)
3/2 (short)	198
4/1	374
5/1	595
6/1	505
7/1	511
8/1	289

Lane Saturation Flows

Junction: Unnamed Junction								
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 (B6428 Midland Road)	3.10	0.00	Y	Arm 6 Left	5.70	27.1 %	1778	1778
				Arm 7 Ahead	Inf	60.9 %		
				Arm 8 Right	16.10	12.0 %		
2/1 (B6132 Church Street)	3.10	6.40	Y	Arm 5 Right	11.00	28.8 %	1530	1530
				Arm 7 Left	13.60	39.0 %		
				Arm 8 Ahead	Inf	32.2 %		
3/1 (B6428 High Street)	2.89	0.00	Y	Arm 5 Ahead	Inf	80.2 %	1880	1880
				Arm 8 Left	23.40	19.8 %		
3/2 (B6428 High Street)	2.80	0.00	Y	Arm 6 Right	11.00	100.0 %	1668	1668
4/1 (B6132 Station Road)	3.20	0.00	Y	Arm 5 Left	9.80	31.3 %	1816	1816
				Arm 6 Ahead	Inf	51.3 %		
				Arm 7 Right	15.00	17.4 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 9: 'AM 2035 Design' (FG9: '2035 AM Design ', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin		A	B	C	D	Tot.
	A	0	196	212	74	482
	B	95	0	167	208	470
	C	203	220	0	87	510
	D	43	127	38	0	208
	Tot.	341	543	417	369	1670

Traffic Lane Flows

Lane	Scenario 9: AM 2035 Design
Junction: Unnamed Junction	
1/1	482
2/1	470
3/1 (with short)	510(In) 290(Out)
3/2 (short)	220
4/1	208
5/1	341
6/1	543
7/1	417
8/1	369

Lane Saturation Flows

Junction: Unnamed Junction								
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 (B6428 Midland Road)	3.10	0.00	Y	Arm 6 Left	5.70	40.7 %	1717	1717
				Arm 7 Ahead	Inf	44.0 %		
				Arm 8 Right	16.10	15.4 %		
2/1 (B6132 Church Street)	3.10	6.40	Y	Arm 5 Right	11.00	20.2 %	1553	1553
				Arm 7 Left	13.60	35.5 %		
				Arm 8 Ahead	Inf	44.3 %		
3/1 (B6428 High Street)	2.89	0.00	Y	Arm 5 Ahead	Inf	70.0 %	1868	1868
				Arm 8 Left	23.40	30.0 %		
3/2 (B6428 High Street)	2.80	0.00	Y	Arm 6 Right	11.00	100.0 %	1668	1668
4/1 (B6132 Station Road)	3.20	0.00	Y	Arm 5 Left	9.80	20.7 %	1843	1843
				Arm 6 Ahead	Inf	61.1 %		
				Arm 7 Right	15.00	18.3 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Scenario 10: 'PM 2035 Design ' (FG10: '2035 PM Design', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

	Destination					
Origin	A	B	C	D	Tot.	
	A	0	115	266	51	432
	B	138	0	202	154	494
	C	343	204	0	90	637
	D	117	192	79	0	388
	Tot.	598	511	547	295	1951

Traffic Lane Flows

Lane	Scenario 10: PM 2035 Design
Junction: Unnamed Junction	
1/1	432
2/1	494
3/1 (with short)	637(In) 433(Out)
3/2 (short)	204
4/1	388
5/1	598
6/1	511
7/1	547
8/1	295

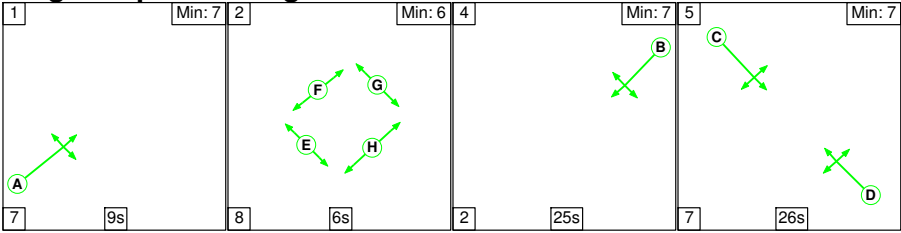
Lane Saturation Flows

Junction: Unnamed Junction								
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 (B6428 Midland Road)	3.10	0.00	Y	Arm 6 Left	5.70	26.6 %	1781	1781
				Arm 7 Ahead	Inf	61.6 %		
				Arm 8 Right	16.10	11.8 %		
2/1 (B6132 Church Street)	3.10	6.40	Y	Arm 5 Right	11.00	27.9 %	1529	1529
				Arm 7 Left	13.60	40.9 %		
				Arm 8 Ahead	Inf	31.2 %		
3/1 (B6428 High Street)	2.89	0.00	Y	Arm 5 Ahead	Inf	79.2 %	1879	1879
				Arm 8 Left	23.40	20.8 %		
3/2 (B6428 High Street)	2.80	0.00	Y	Arm 6 Right	11.00	100.0 %	1668	1668
4/1 (B6132 Station Road)	3.20	0.00	Y	Arm 5 Left	9.80	30.2 %	1814	1814
				Arm 6 Ahead	Inf	49.5 %		
				Arm 7 Right	15.00	20.4 %		
5/1	Infinite Saturation Flow						Inf	Inf
6/1	Infinite Saturation Flow						Inf	Inf
7/1	Infinite Saturation Flow						Inf	Inf
8/1	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2019 AM Peak Hour ' (FG1: '2019 AM Peak Hour', Plan 1: 'Network Control Plan 1')

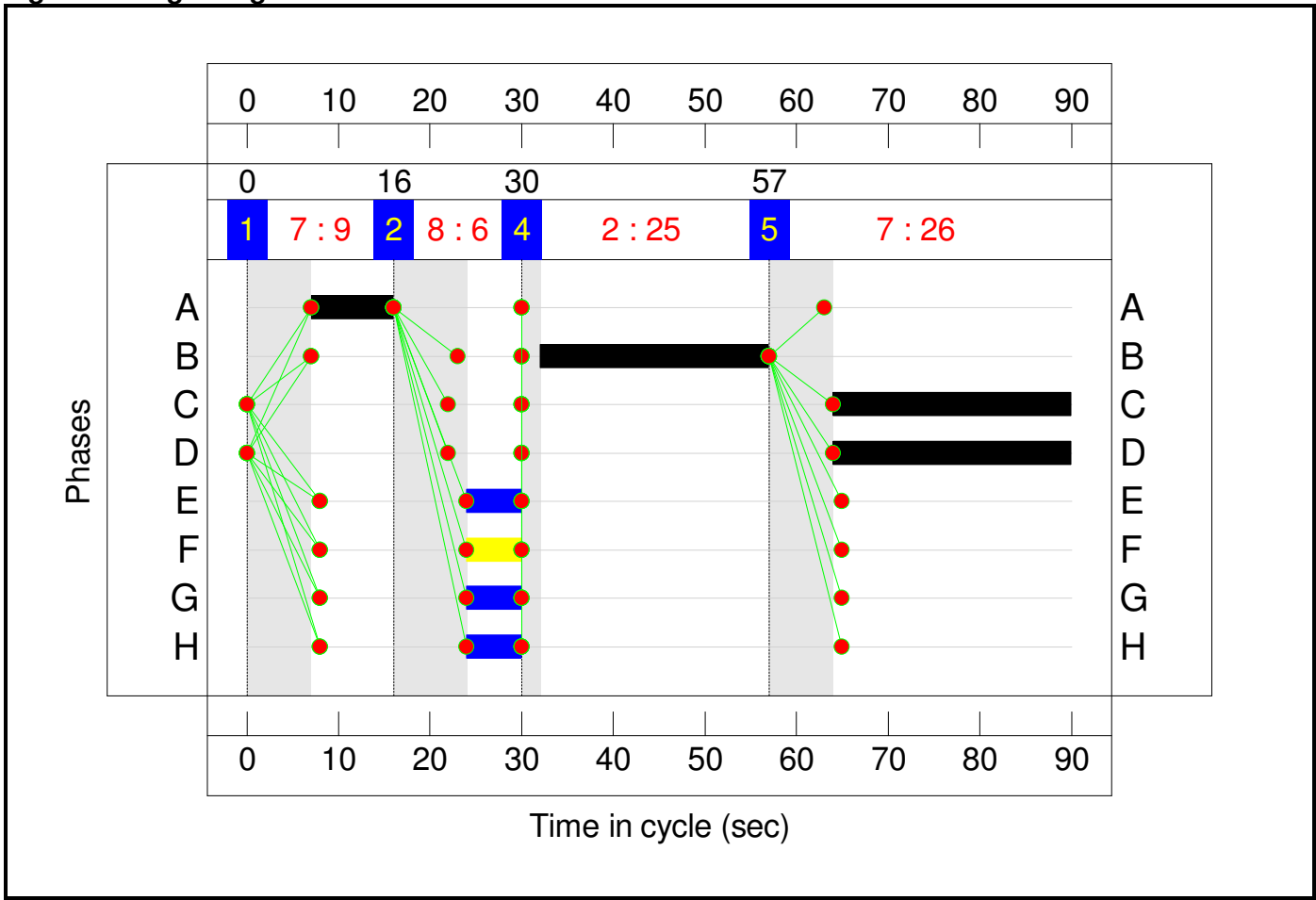
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5
Duration	9	6	25	26
Change Point	0	16	30	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	90.6%
1/1	B6428 Midland Road Left Ahead Right	U	N/A	N/A	B		1	25	-	440	1713	495	88.9%
2/1	B6132 Church Street Right Left Ahead	O	N/A	N/A	D		1	26	-	415	1556	467	88.9%
3/1+3/2	B6428 High Street Ahead Right Left	U	N/A	N/A	A		1	9	-	334	1887:1668	210+173	90.6 : 83.4%
4/1	B6132 Station Road Left Ahead Right	O	N/A	N/A	C		1	26	-	172	1855	556	30.9%
5/1		U	N/A	N/A	-		-	-	-	293	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	446	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	332	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	290	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%

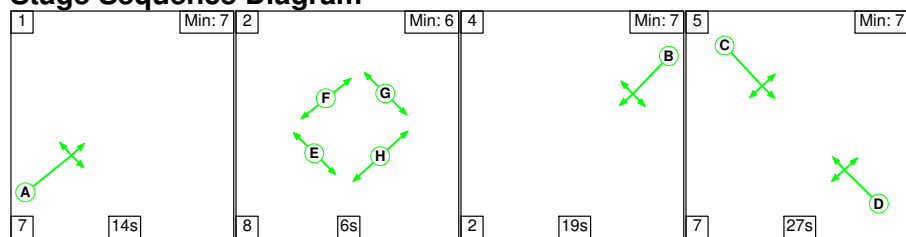
Full Input Data And Results

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Full Input Data And Results

Scenario 2: '2019 PM Peak Hour ' (FG2: '2019 PM Peak Hour', Plan 1: 'Network Control Plan 1')

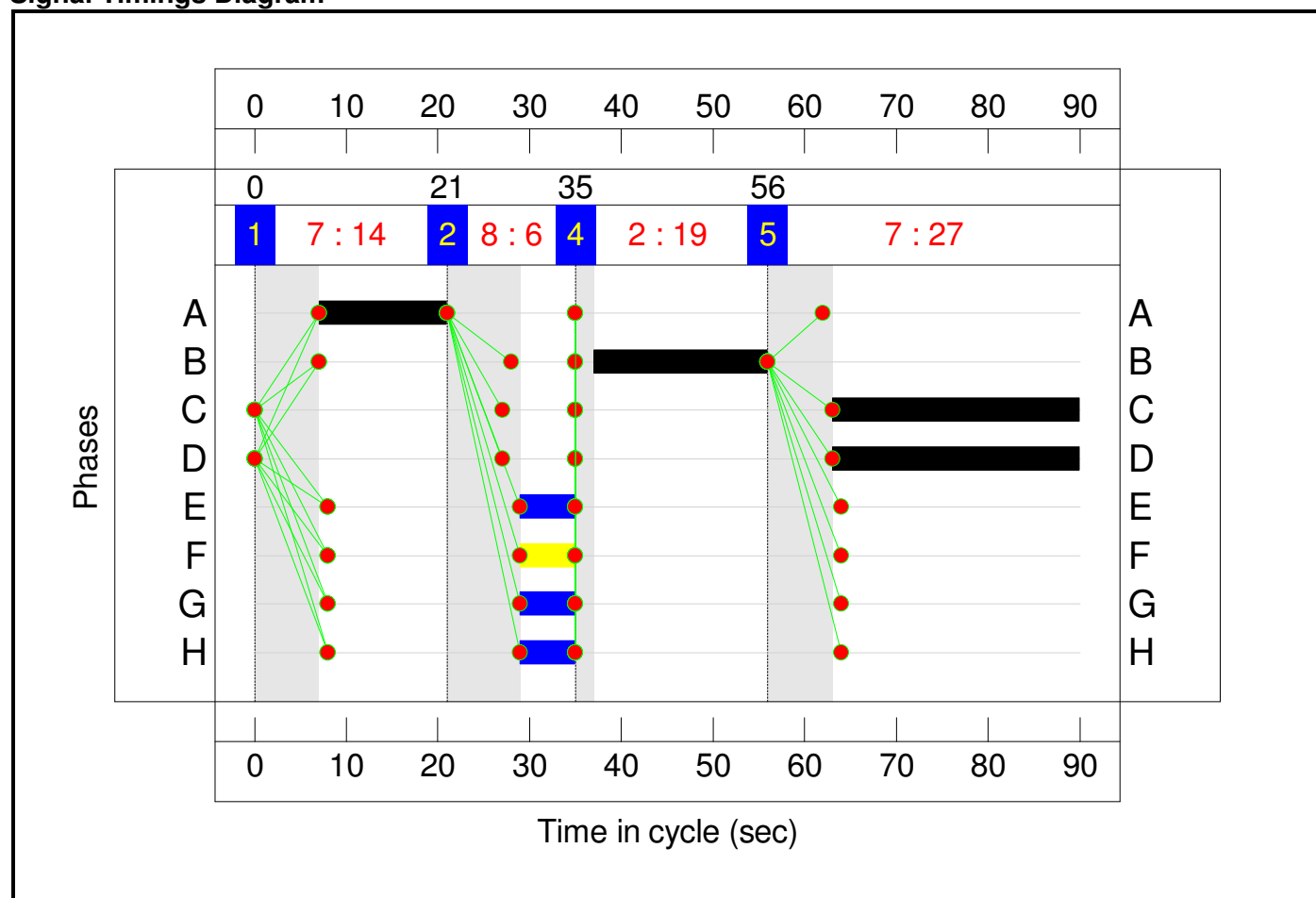
Stage Sequence Diagram



Stage Timings

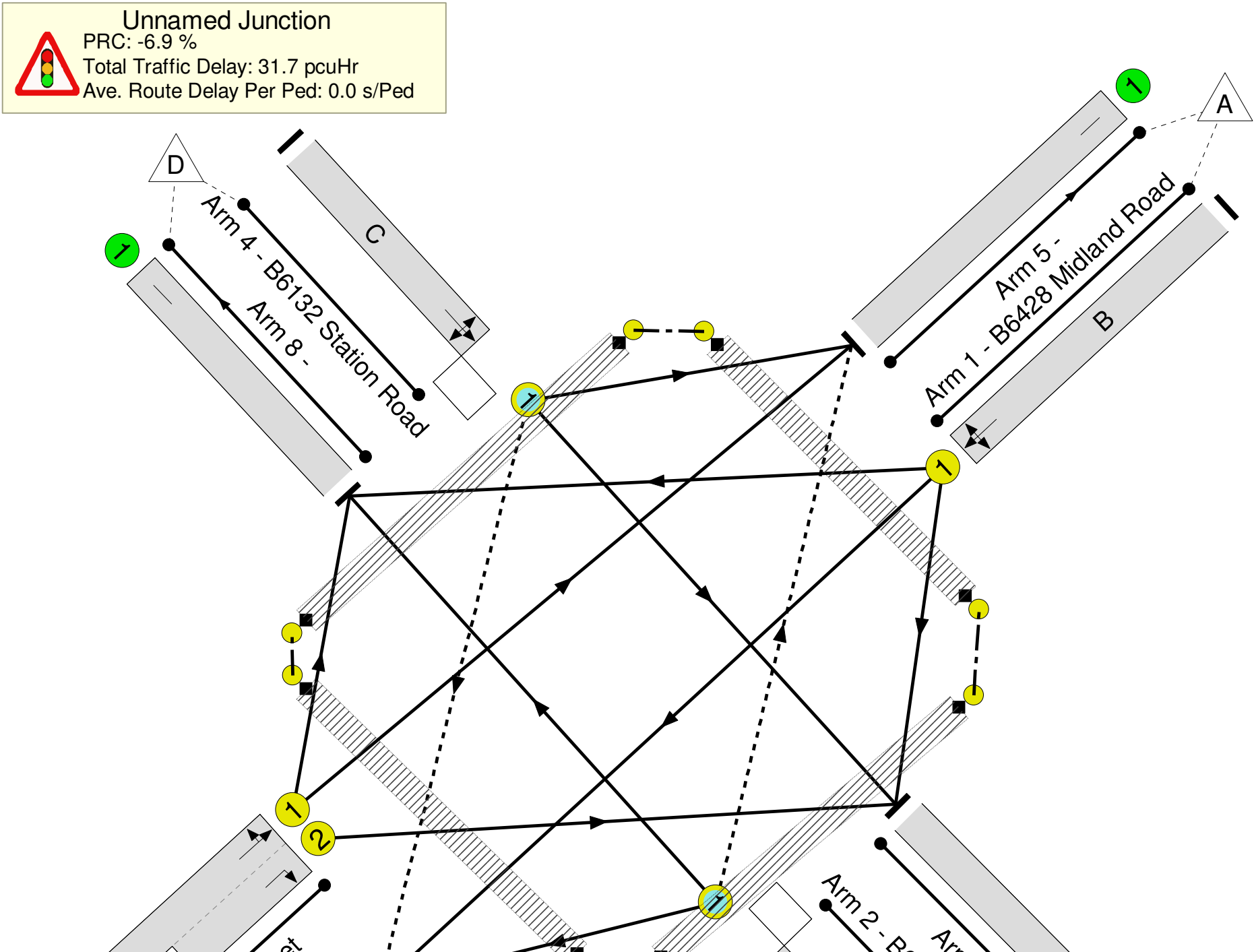
Stage	1	2	4	5
Duration	14	6	19	27
Change Point	0	21	35	56

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

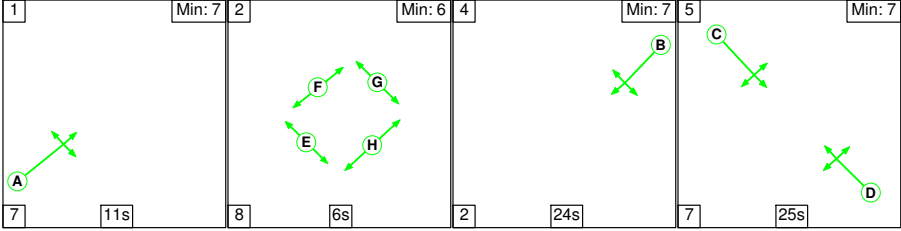
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	96.2%
1/1	B6428 Midland Road Left Ahead Right	U	N/A	N/A	B		1	19	-	379	1772	394	96.2%
2/1	B6132 Church Street Right Left Ahead	O	N/A	N/A	D		1	27	-	403	1535	433	93.0%
3/1+3/2	B6428 High Street Ahead Right Left	U	N/A	N/A	A		1	14	-	420	1885:1668	293+153	94.3 : 94.3%
4/1	B6132 Station Road Left Ahead Right	O	N/A	N/A	C		1	27	-	310	1824	567	54.6%
5/1		U	N/A	N/A	-		-	-	-	471	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	430	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	376	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	235	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	151	0	0	13.4	18.0	0.2	31.7	-	-	-	-
Unnamed Junction	-	-	151	0	0	13.4	18.0	0.2	31.7	-	-	-	-
1/1	379	379	-	-	-	3.6	6.7	-	10.4	98.4	9.4	6.7	16.1
2/1	403	403	129	0	0	3.3	5.0	0.2	8.5	76.3	9.7	5.0	14.7
3/1+3/2	420	420	-	-	-	4.2	5.7	-	9.9	85.2	7.1	5.7	12.8
4/1	310	310	22	0	0	2.2	0.6	0.0	2.8	32.7	6.4	0.6	7.0
5/1	471	471	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	430	430	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	376	376	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	235	235	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -6.9 Total Delay for Signalled Lanes (pcuHr): 31.66 Cycle Time (s): 90 PRC Over All Lanes (%): -6.9 Total Delay Over All Lanes(pcuHr): 31.66													

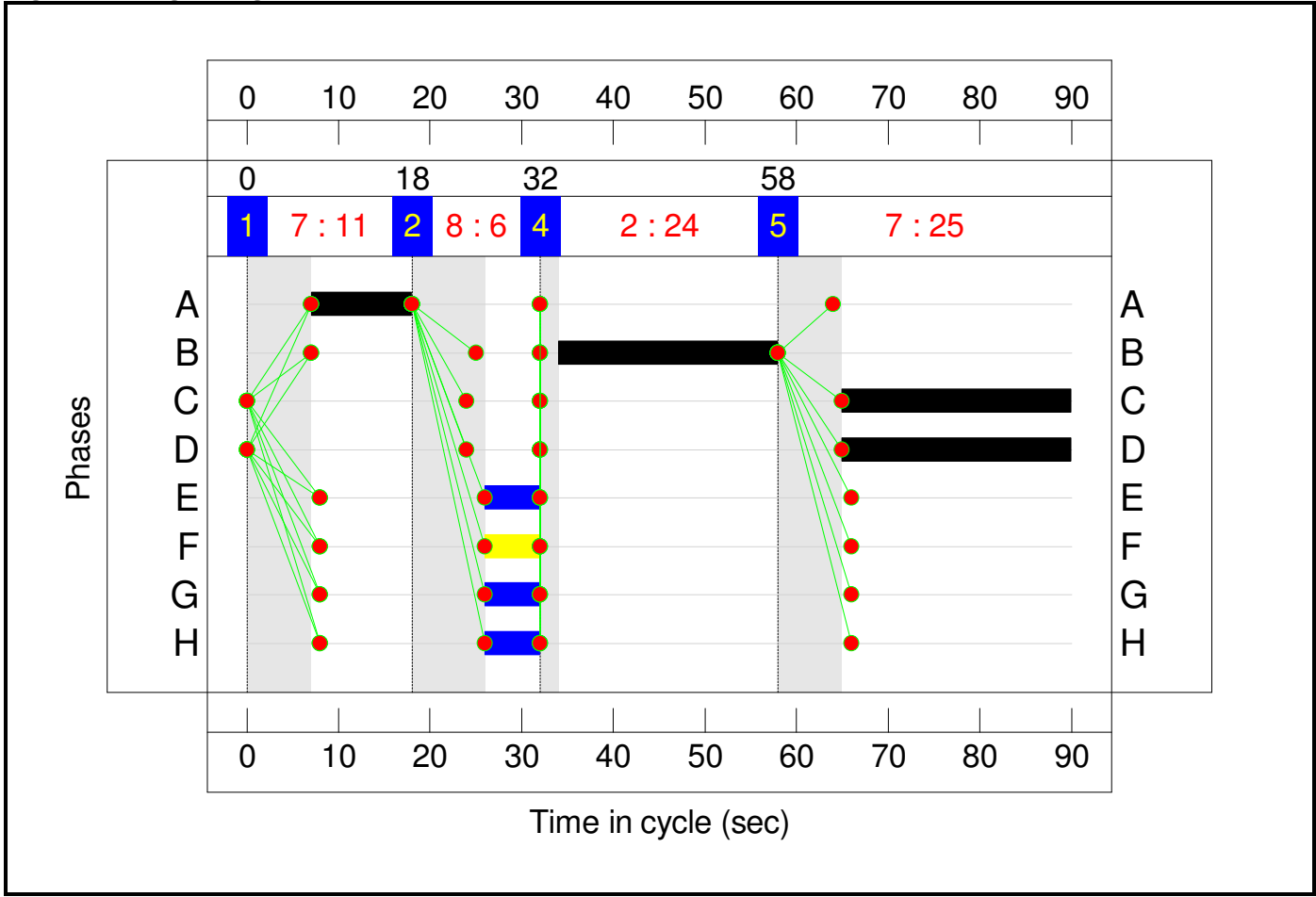
Stage Sequence Diagram



Stage Timings

Stage	1	2	4	5
Duration	11	6	24	25
Change Point	0	18	32	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

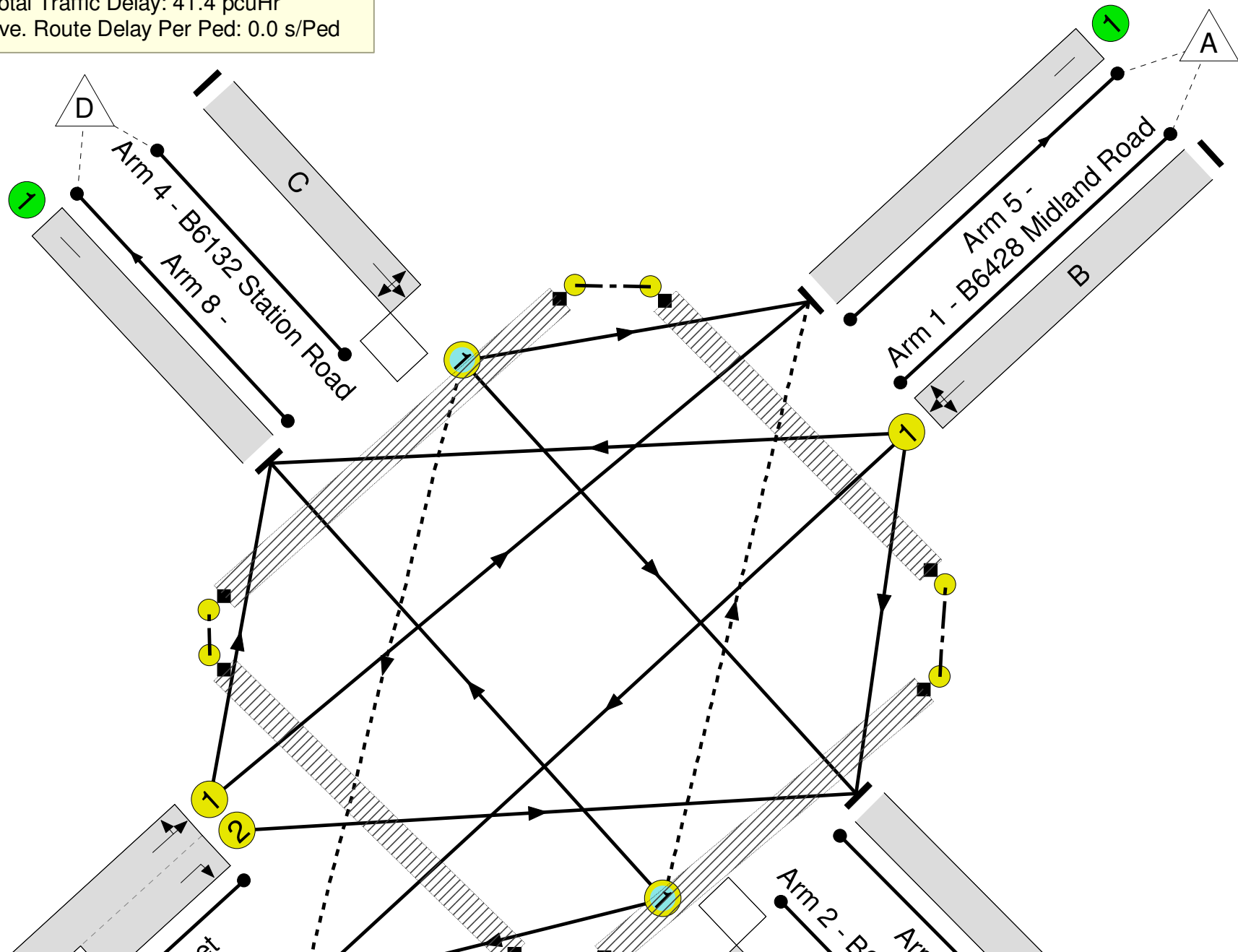


Unnamed Junction

PRC: -10.8 %

Total Traffic Delay: 41.4 pcuHr

Ave. Route Delay Per Ped: 0.0 s/Ped



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	99.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	99.7%
1/1	B6428 Midland Road Left Ahead Right	U	N/A	N/A	B		1	24	-	466	1714	476	97.9%
2/1	B6132 Church Street Right Left Ahead	O	N/A	N/A	D		1	25	-	448	1555	449	99.7%
3/1+3/2	B6428 High Street Ahead Right Left	U	N/A	N/A	A		1	11	-	417	1878:1668	240+186	97.9 : 97.9%
4/1	B6132 Station Road Left Ahead Right	O	N/A	N/A	C		1	25	-	190	1850	534	35.6%
5/1		U	N/A	N/A	-		-	-	-	319	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	499	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	375	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	328	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%

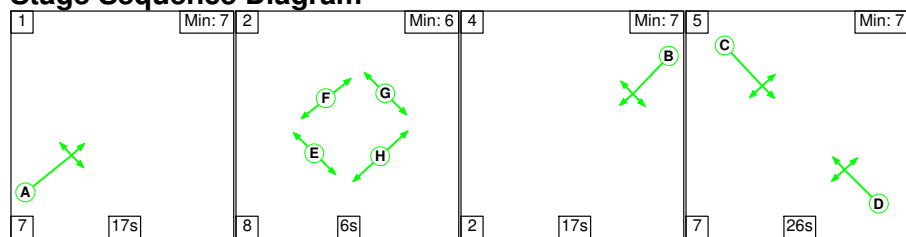
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	103	0	13	13.9	27.3	0.1	41.4	-	-	-	-
Unnamed Junction	-	-	103	0	13	13.9	27.3	0.1	41.4	-	-	-	-
1/1	466	466	-	-	-	4.2	8.6	-	12.7	98.4	11.5	8.6	20.1
2/1	448	448	93	0	0	4.0	10.3	0.0	14.3	114.9	11.1	10.3	21.4
3/1+3/2	417	417	-	-	-	4.4	8.2	-	12.7	109.4	5.8	8.2	14.0
4/1	190	190	10	0	13	1.3	0.3	0.1	1.7	31.9	3.7	0.3	4.0
5/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	499	499	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	375	375	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	328	328	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -10.8 Total Delay for Signalled Lanes (pcuHr): 41.38 Cycle Time (s): 90 PRC Over All Lanes (%): -10.8 Total Delay Over All Lanes(pcuHr): 41.38													

Full Input Data And Results

Scenario 4: 'PM 2029 Base' (FG4: '2029 PM Base', Plan 1: 'Network Control Plan 1')

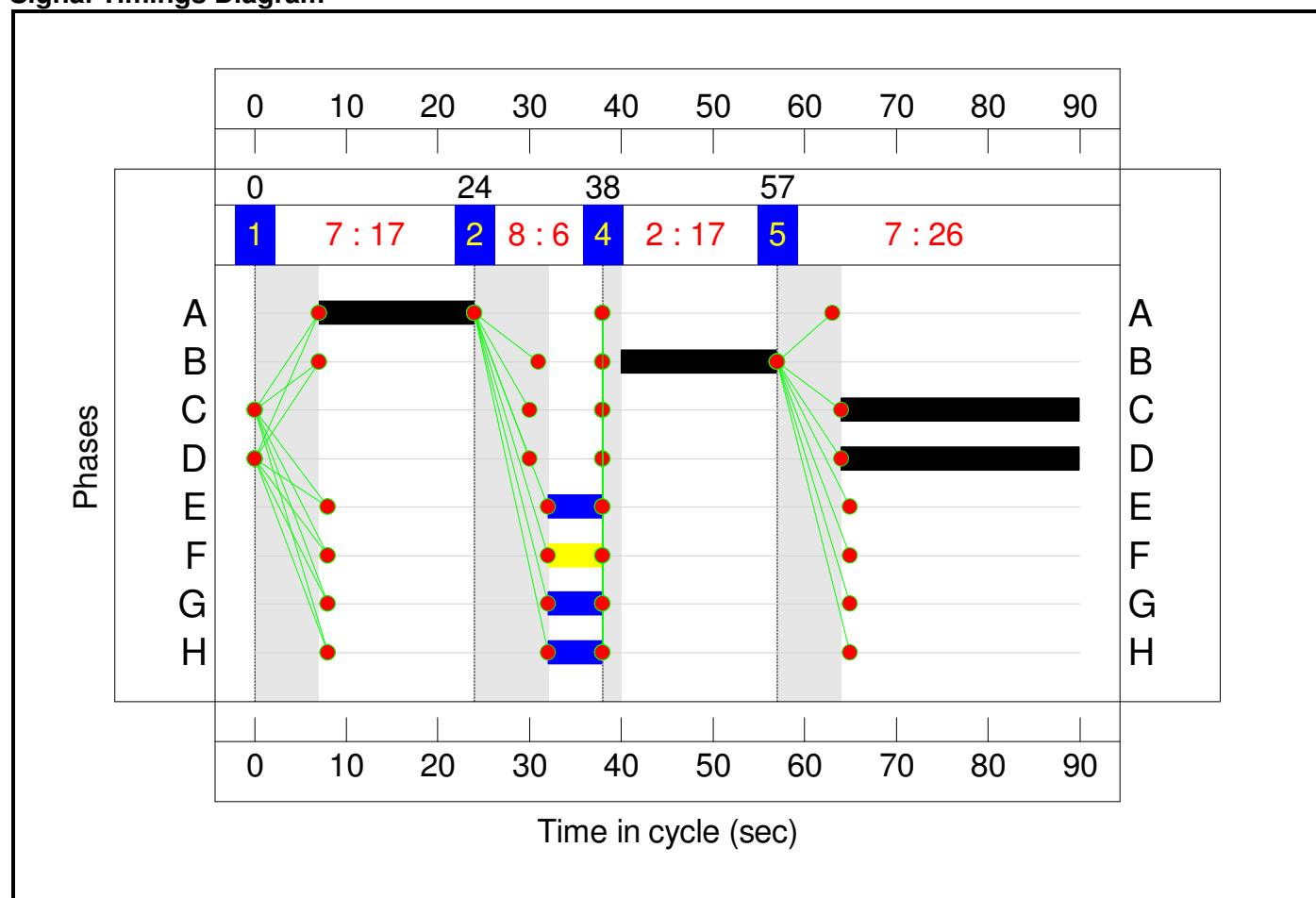
Stage Sequence Diagram



Stage Timings

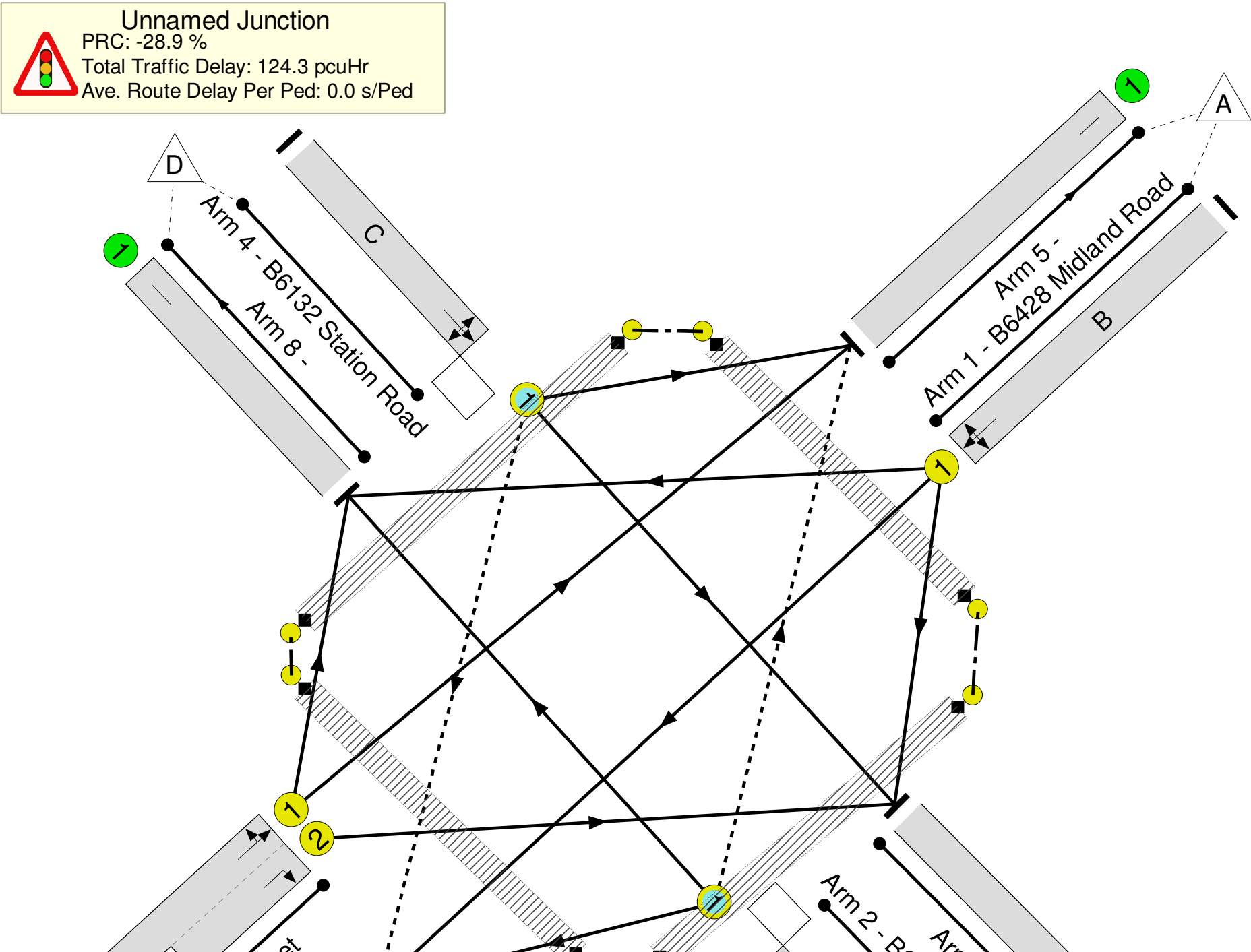
Stage	1	2	4	5
Duration	17	6	17	26
Change Point	0	24	38	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

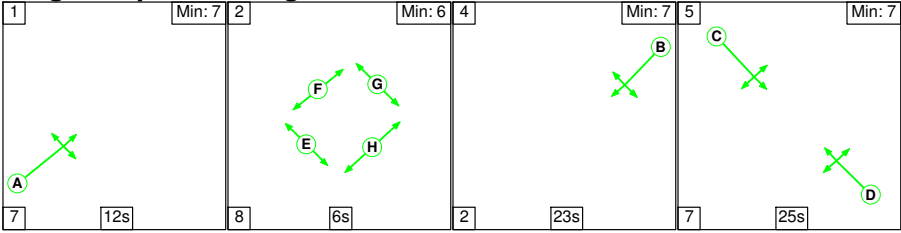
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	116.0%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	116.0%
1/1	B6428 Midland Road Left Ahead Right	U	N/A	N/A	B		1	17	-	407	1776	355	114.6%
2/1	B6132 Church Street Right Left Ahead	O	N/A	N/A	D		1	26	-	449	1532	403	111.4%
3/1+3/2	B6428 High Street Ahead Right Left	U	N/A	N/A	A		1	17	-	568	1884:1668	337+153	116.0 : 116.0%
4/1	B6132 Station Road Left Ahead Right	O	N/A	N/A	C		1	26	-	347	1819	546	63.6%
5/1		U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	476	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	456	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	265	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	162	0	4	24.1	99.9	0.3	124.3	-	-	-	-
Unnamed Junction	-	-	162	0	4	24.1	99.9	0.3	124.3	-	-	-	-
1/1	407	355	-	-	-	5.9	29.4	-	35.3	312.2	11.5	29.4	40.8
2/1	449	403	120	0	0	6.3	27.1	0.3	33.7	269.8	13.1	27.1	40.2
3/1+3/2	568	489	-	-	-	9.2	42.6	-	51.8	328.5	14.2	42.6	56.8
4/1	347	347	42	0	4	2.6	0.9	0.0	3.5	36.3	7.4	0.9	8.3
5/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	408	408	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -28.9 Total Delay for Signalled Lanes (pcuHr): 124.27 Cycle Time (s): 90 PRC Over All Lanes (%): -28.9 Total Delay Over All Lanes(pcuHr): 124.27													

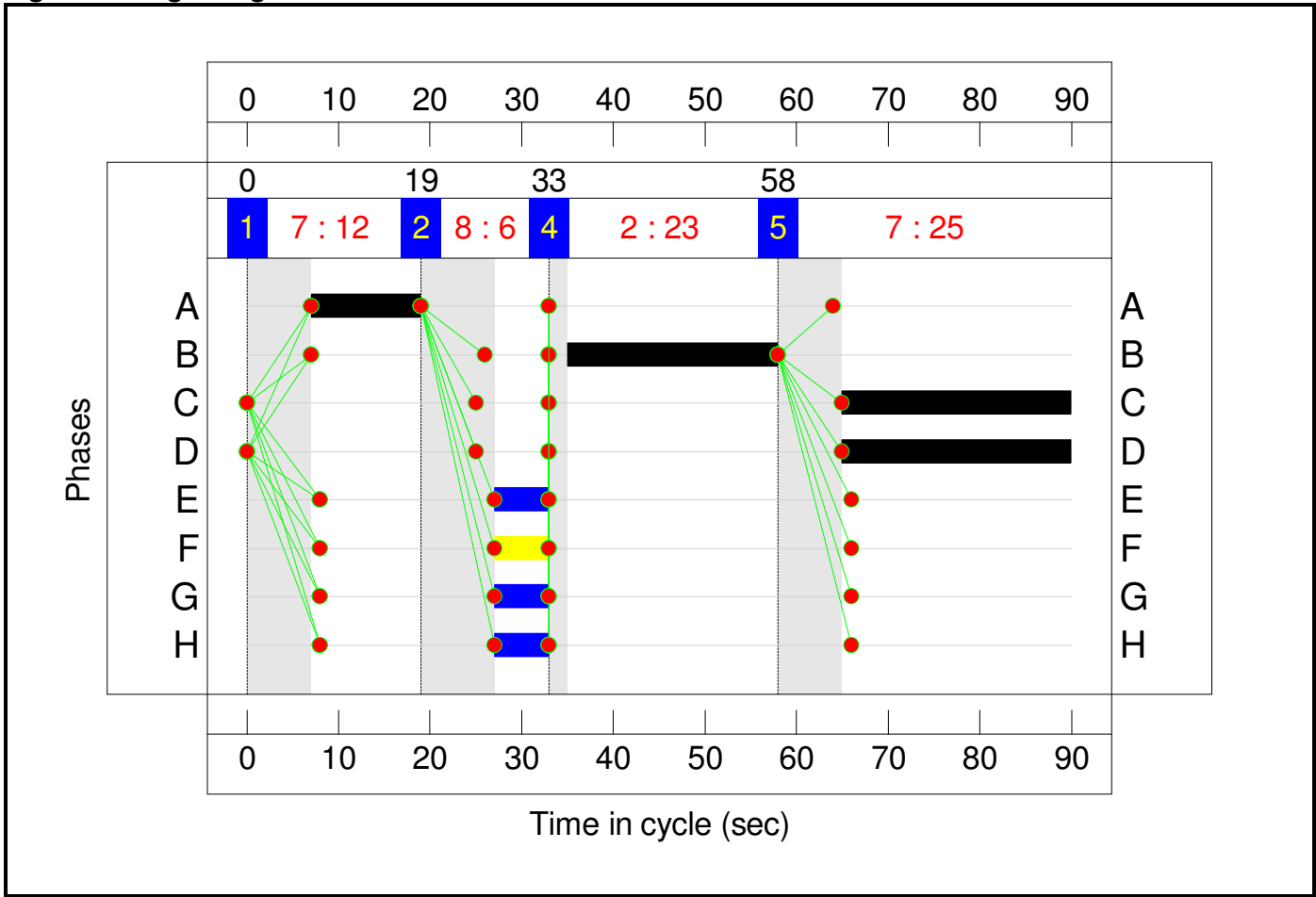
Stage Sequence Diagram



Stage Timings

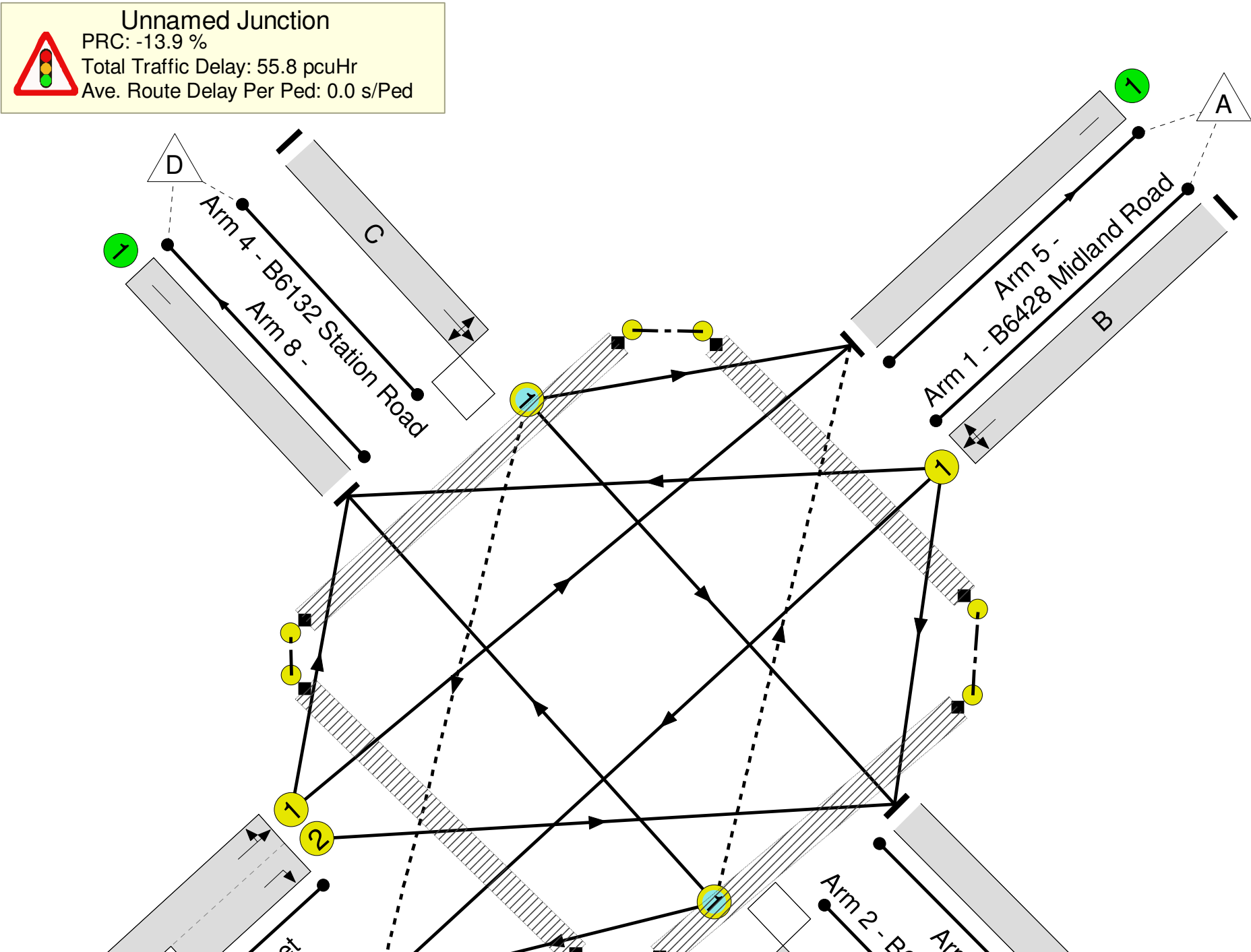
Stage	1	2	4	5
Duration	12	6	23	25
Change Point	0	19	33	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	102.5%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	102.5%
1/1	B6428 Midland Road Left Ahead Right	U	N/A	N/A	B		1	23	-	469	1716	458	102.5%
2/1	B6132 Church Street Right Left Ahead	O	N/A	N/A	D		1	25	-	454	1554	449	101.1%
3/1+3/2	B6428 High Street Ahead Right Left	U	N/A	N/A	A		1	12	-	454	1873:1668	251+193	102.3 : 102.3%
4/1	B6132 Station Road Left Ahead Right	O	N/A	N/A	C		1	25	-	197	1847	529	37.2%
5/1		U	N/A	N/A	-		-	-	-	326	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	514	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	391	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	343	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%

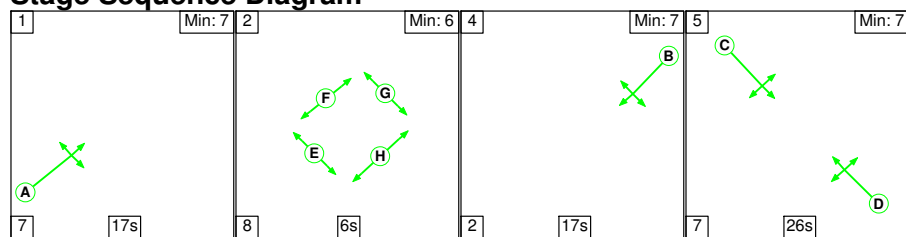
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	101	0	21	15.8	39.9	0.2	55.8	-	-	-	-
Unnamed Junction	-	-	101	0	21	15.8	39.9	0.2	55.8	-	-	-	-
1/1	469	458	-	-	-	4.7	14.0	-	18.8	144.0	12.0	14.0	26.1
2/1	454	449	92	0	0	4.3	12.0	0.0	16.3	129.6	11.5	12.0	23.5
3/1+3/2	454	444	-	-	-	5.4	13.5	-	18.9	149.9	7.1	13.5	20.7
4/1	197	197	9	0	21	1.4	0.3	0.1	1.8	32.9	3.9	0.3	4.2
5/1	321	321	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	384	384	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	337	337	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -13.9 Total Delay for Signalled Lanes (pcuHr): 55.81 Cycle Time (s): 90 PRC Over All Lanes (%): -13.9 Total Delay Over All Lanes(pcuHr): 55.81													

Full Input Data And Results

Scenario 6: 'PM 2029 Design ' (FG6: '2029 PM Design ', Plan 1: 'Network Control Plan 1')

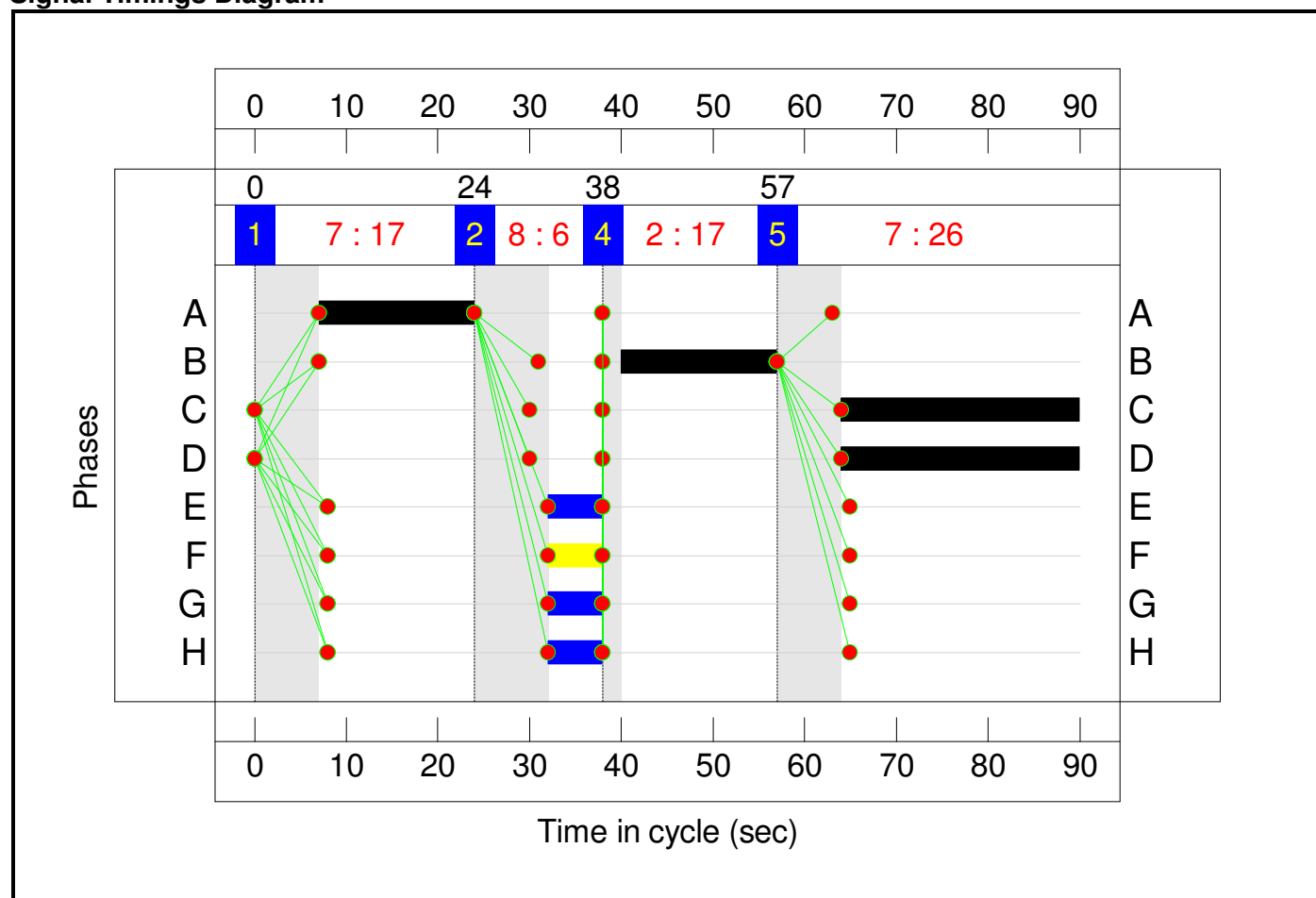
Stage Sequence Diagram



Stage Timings

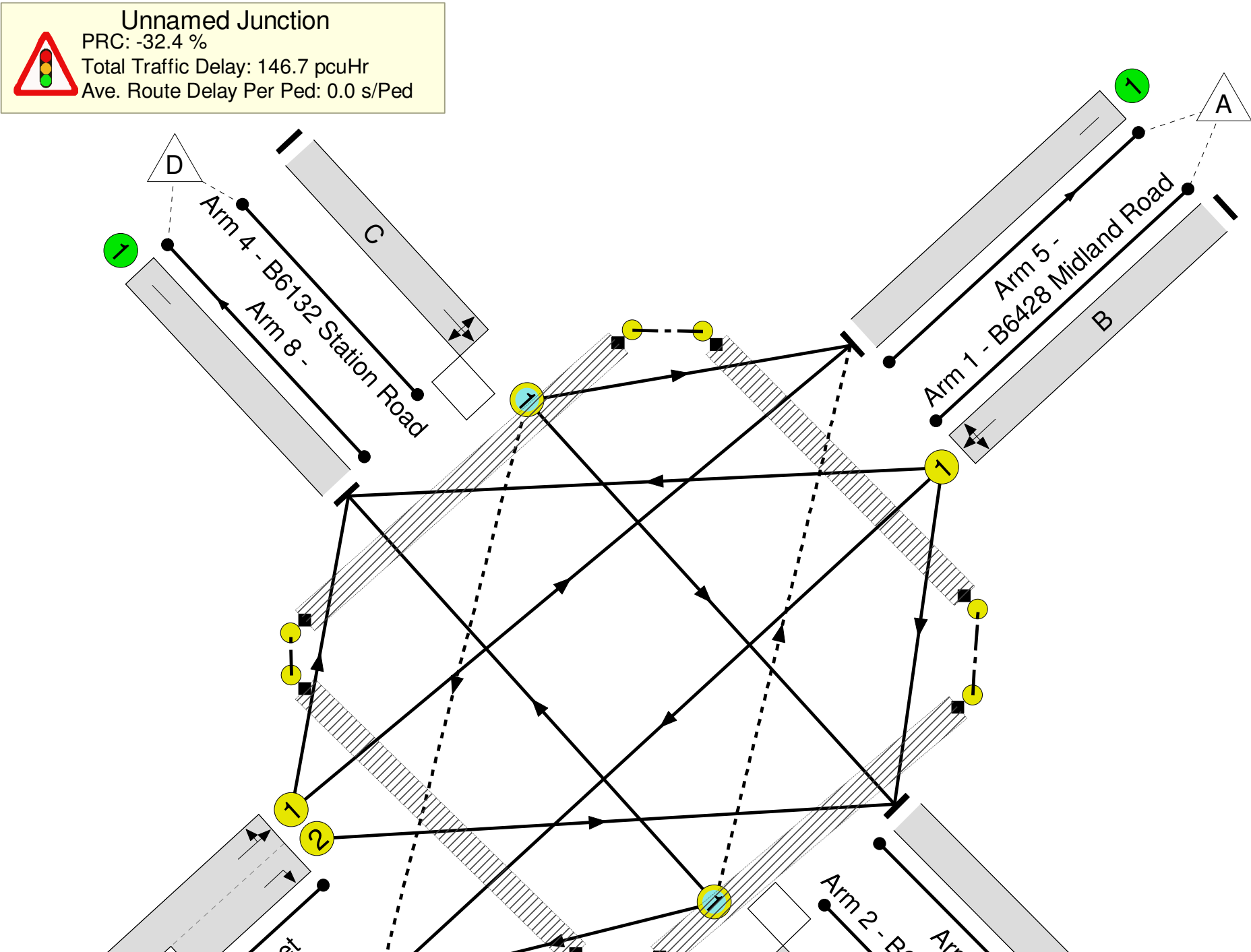
Stage	1	2	4	5
Duration	17	6	17	26
Change Point	0	24	38	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

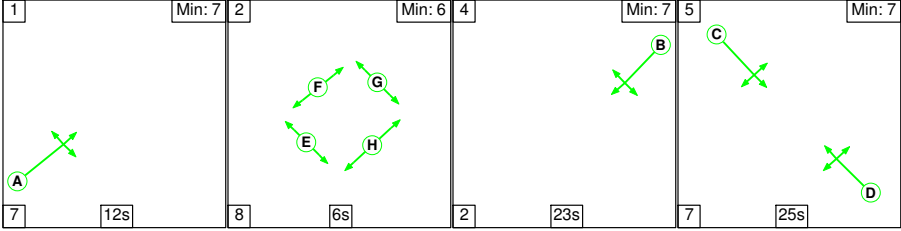
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	119.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	119.1%
1/1	B6428 Midland Road Left Ahead Right	U	N/A	N/A	B		1	17	-	413	1778	356	116.1%
2/1	B6132 Church Street Right Left Ahead	O	N/A	N/A	D		1	26	-	463	1531	395	117.2%
3/1+3/2	B6428 High Street Ahead Right Left	U	N/A	N/A	A		1	17	-	584	1882:1668	337+154	119.1 : 119.1%
4/1	B6132 Station Road Left Ahead Right	O	N/A	N/A	C		1	26	-	361	1817	545	66.2%
5/1		U	N/A	N/A	-		-	-	-	577	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	272	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	170	0	5	26.6	119.8	0.3	146.7	-	-	-	-
Unnamed Junction	-	-	170	0	5	26.6	119.8	0.3	146.7	-	-	-	-
1/1	413	356	-	-	-	6.2	31.9	-	38.1	332.4	11.8	31.9	43.7
2/1	463	395	114	0	0	7.6	37.1	0.3	44.9	349.4	14.6	37.1	51.7
3/1+3/2	584	490	-	-	-	10.1	49.8	-	59.9	369.2	15.0	49.8	64.8
4/1	361	361	55	0	5	2.8	1.0	0.0	3.8	37.4	7.8	1.0	8.8
5/1	505	505	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	437	437	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	429	429	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	231	231	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -32.4 Total Delay for Signalled Lanes (pcuHr): 146.71 Cycle Time (s): 90 PRC Over All Lanes (%): -32.4 Total Delay Over All Lanes(pcuHr): 146.71													

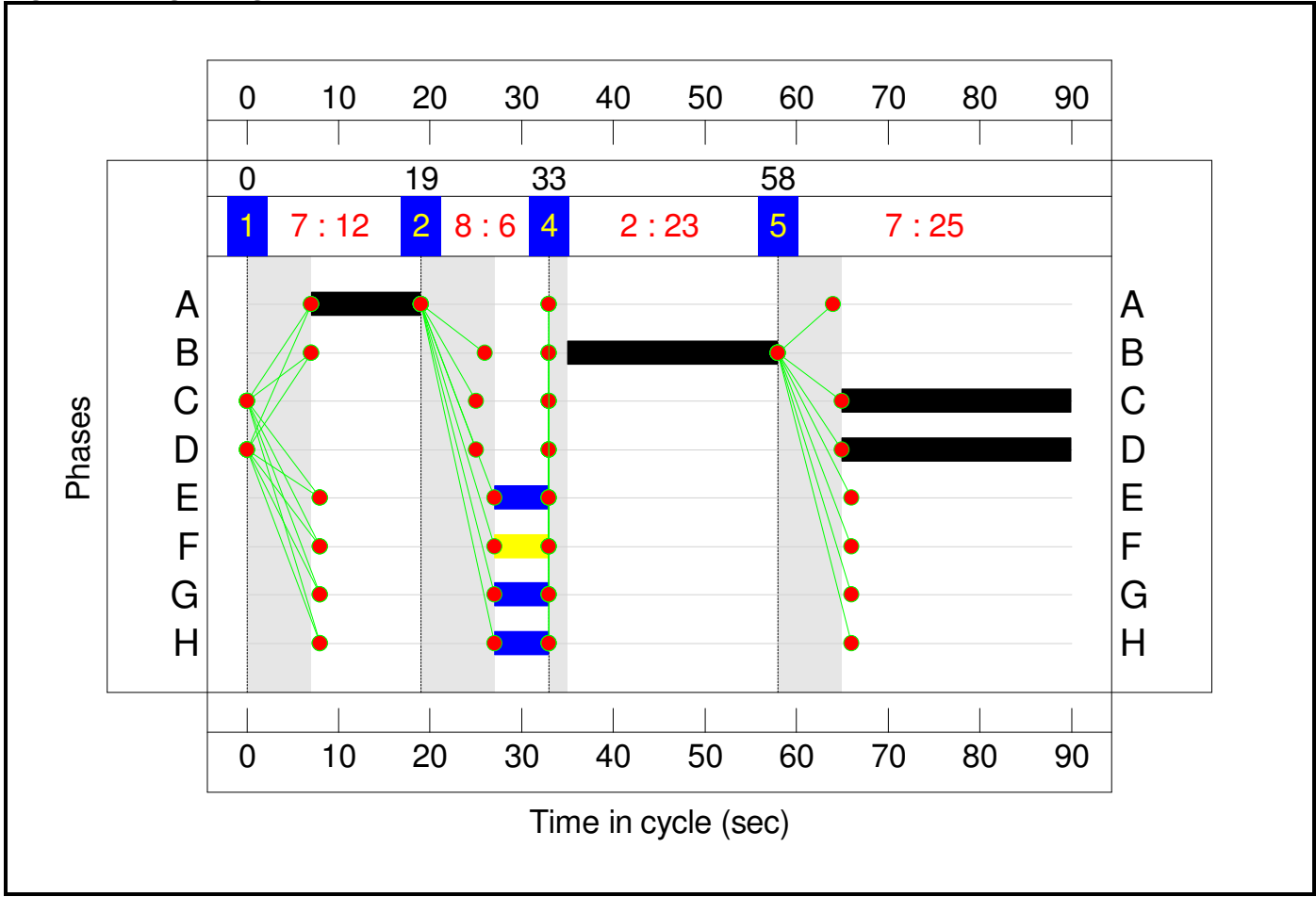
Stage Sequence Diagram



Stage Timings

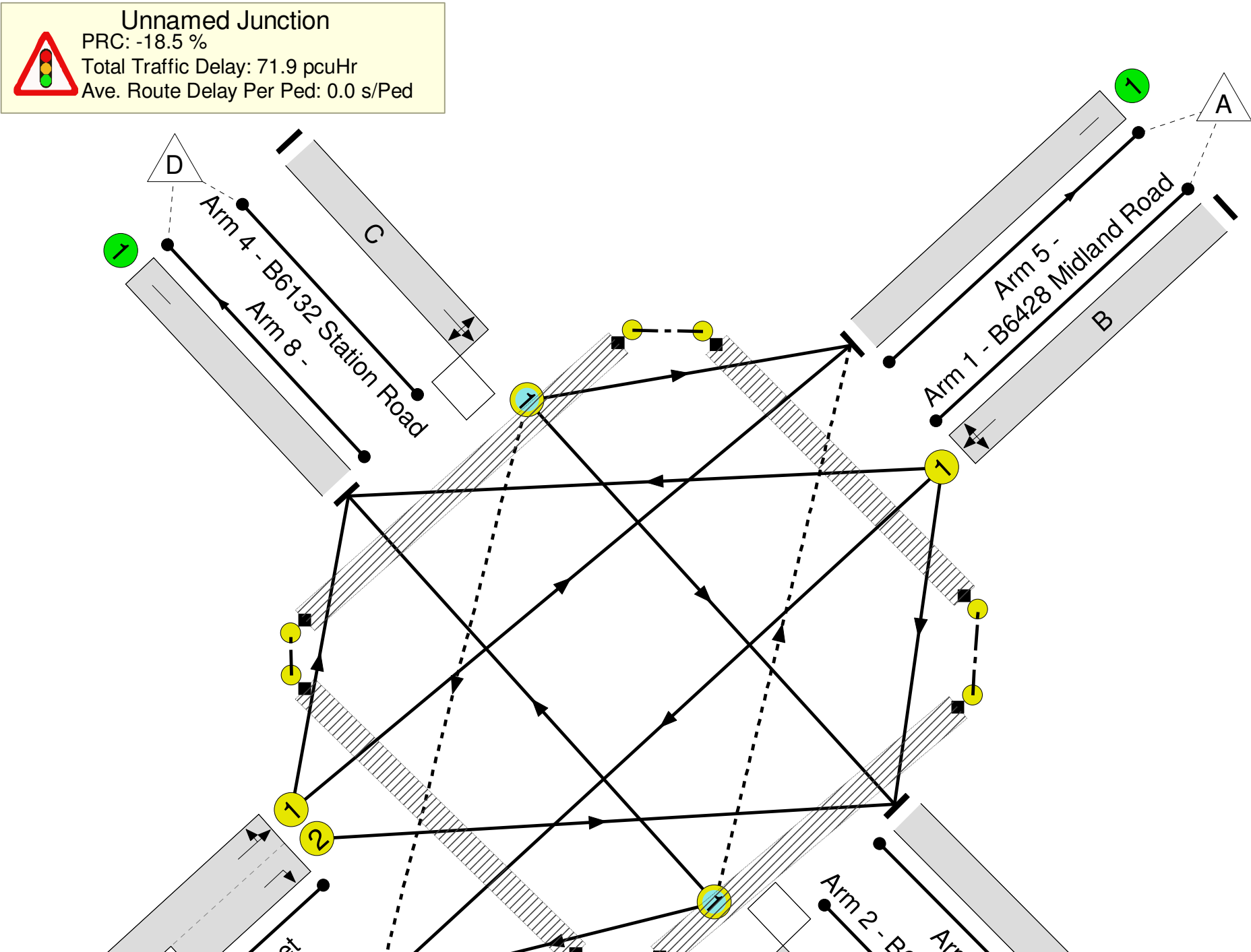
Stage	1	2	4	5
Duration	12	6	23	25
Change Point	0	19	33	58

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	106.7%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	106.7%
1/1	B6428 Midland Road Left Ahead Right	U	N/A	N/A	B		1	23	-	479	1716	458	104.7%
2/1	B6132 Church Street Right Left Ahead	O	N/A	N/A	D		1	25	-	464	1553	449	103.4%
3/1+3/2	B6428 High Street Ahead Right Left	U	N/A	N/A	A		1	12	-	473	1872:1668	251+192	106.7 : 106.7%
4/1	B6132 Station Road Left Ahead Right	O	N/A	N/A	C		1	25	-	202	1846	527	38.3%
5/1		U	N/A	N/A	-		-	-	-	334	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	528	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	402	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	354	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%

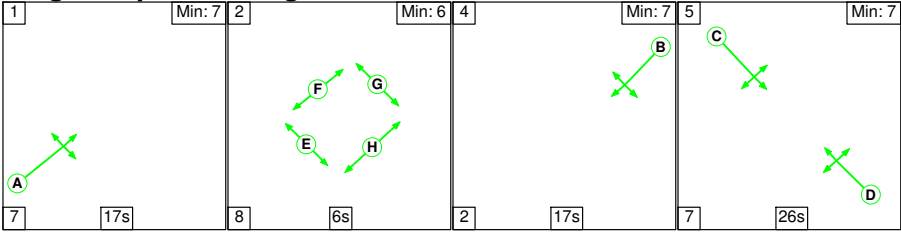
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	102	0	22	18.0	53.7	0.2	71.9	-	-	-	-
Unnamed Junction	-	-	102	0	22	18.0	53.7	0.2	71.9	-	-	-	-
1/1	479	458	-	-	-	5.2	17.5	-	22.7	170.6	12.5	17.5	30.0
2/1	464	449	92	0	0	4.9	15.3	0.0	20.3	157.1	12.0	15.3	27.3
3/1+3/2	473	443	-	-	-	6.5	20.6	-	27.1	205.9	8.5	20.6	29.1
4/1	202	202	10	0	22	1.4	0.3	0.1	1.9	33.2	4.0	0.3	4.3
5/1	319	319	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	506	506	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	387	387	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	339	339	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -18.5 Total Delay for Signalled Lanes (pcuHr): 71.87 Cycle Time (s): 90 PRC Over All Lanes (%): -18.5 Total Delay Over All Lanes(pcuHr): 71.87													

Full Input Data And Results

Scenario 8: 'PM 2035 Base' (FG8: '2035 PM Base', Plan 1: 'Network Control Plan 1')

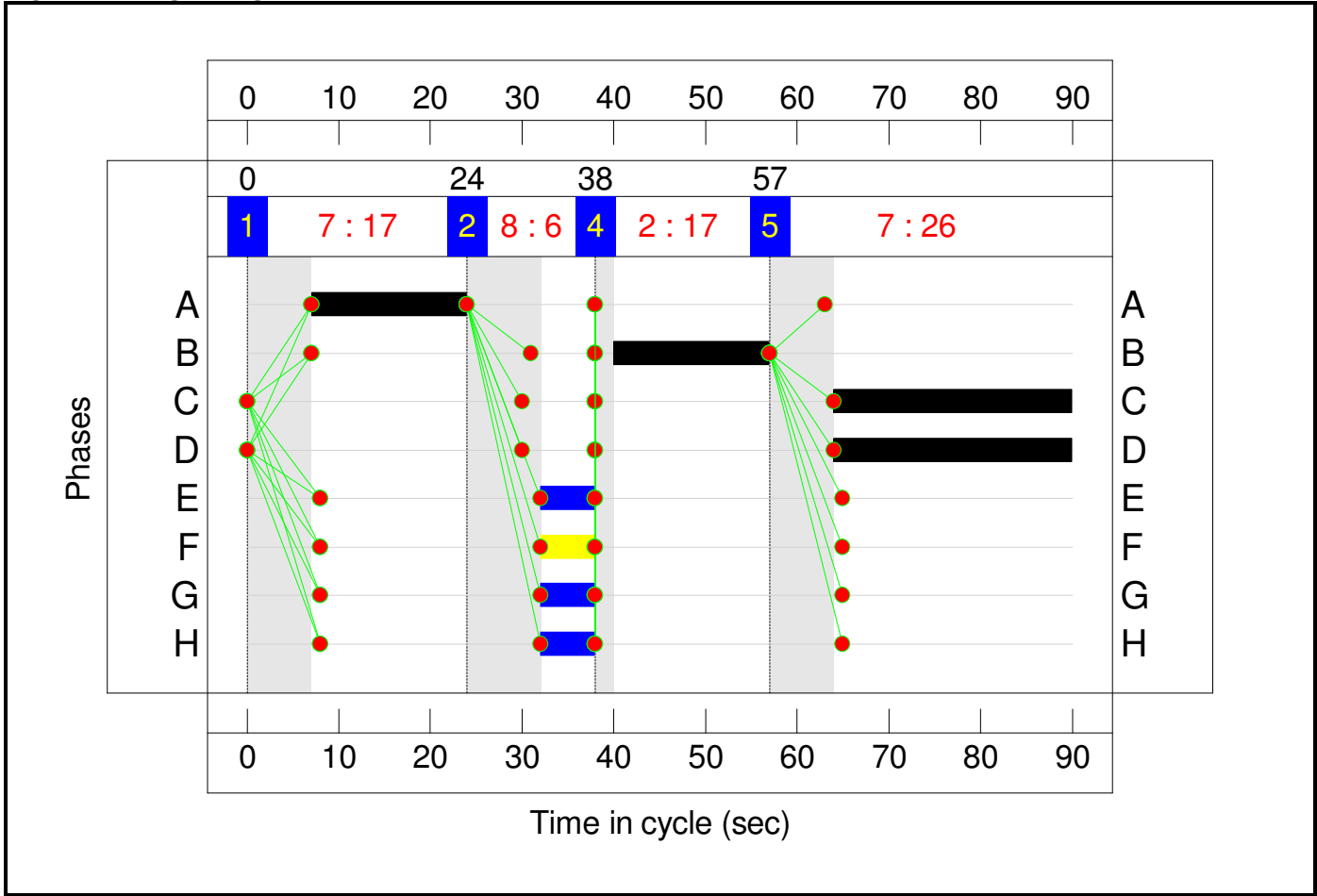
Stage Sequence Diagram



Stage Timings

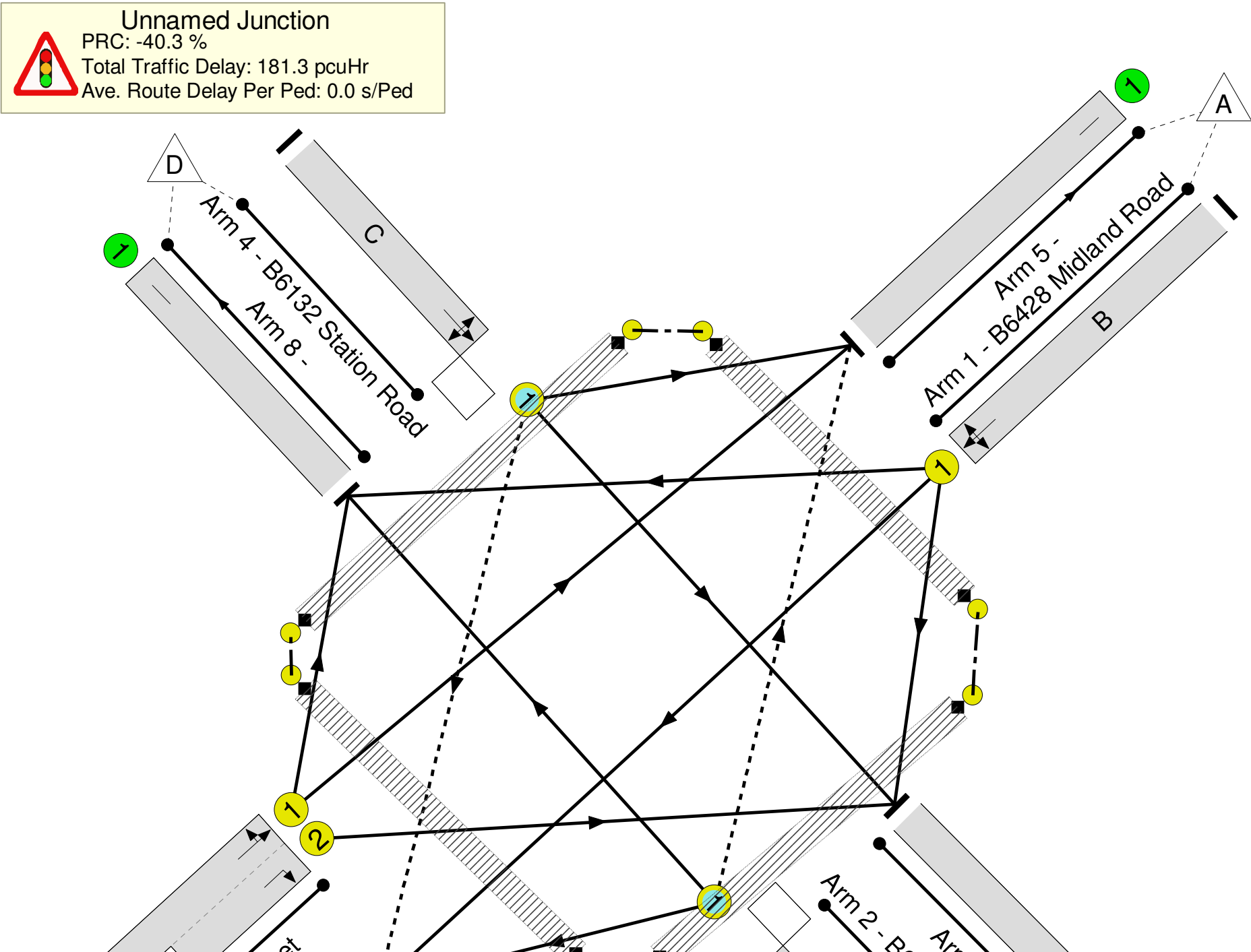
Stage	1	2	4	5
Duration	17	6	17	26
Change Point	0	24	38	57

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	126.3%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	126.3%
1/1	B6428 Midland Road Left Ahead Right	U	N/A	N/A	B		1	17	-	425	1778	356	119.5%
2/1	B6132 Church Street Right Left Ahead	O	N/A	N/A	D		1	26	-	479	1530	394	121.5%
3/1+3/2	B6428 High Street Ahead Right Left	U	N/A	N/A	A		1	17	-	622	1880:1668	336+157	126.3 : 126.3%
4/1	B6132 Station Road Left Ahead Right	O	N/A	N/A	C		1	26	-	374	1816	545	68.6%
5/1		U	N/A	N/A	-		-	-	-	595	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	505	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	289	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%

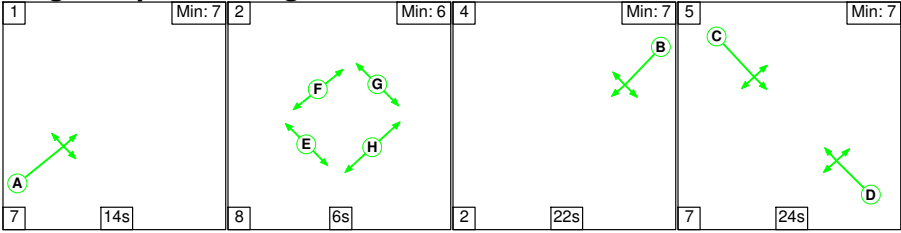
Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	167	0	11	30.3	150.6	0.3	181.3	-	-	-	-
Unnamed Junction	-	-	167	0	11	30.3	150.6	0.3	181.3	-	-	-	-
1/1	425	356	-	-	-	6.7	37.5	-	44.3	375.1	12.4	37.5	49.9
2/1	479	394	107	0	6	8.6	45.0	0.3	53.9	405.4	15.8	45.0	60.8
3/1+3/2	622	493	-	-	-	12.1	67.0	-	79.1	457.7	16.8	67.0	83.9
4/1	374	374	60	0	5	2.9	1.1	0.0	4.0	38.5	8.2	1.1	9.3
5/1	500	500	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	445	445	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	436	436	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -40.3 Total Delay for Signalled Lanes (pcuHr): 181.29 Cycle Time (s): 90 PRC Over All Lanes (%): -40.3 Total Delay Over All Lanes(pcuHr): 181.29													

Full Input Data And Results

Scenario 9: 'AM 2035 Design' (FG9: '2035 AM Design ', Plan 1: 'Network Control Plan 1')

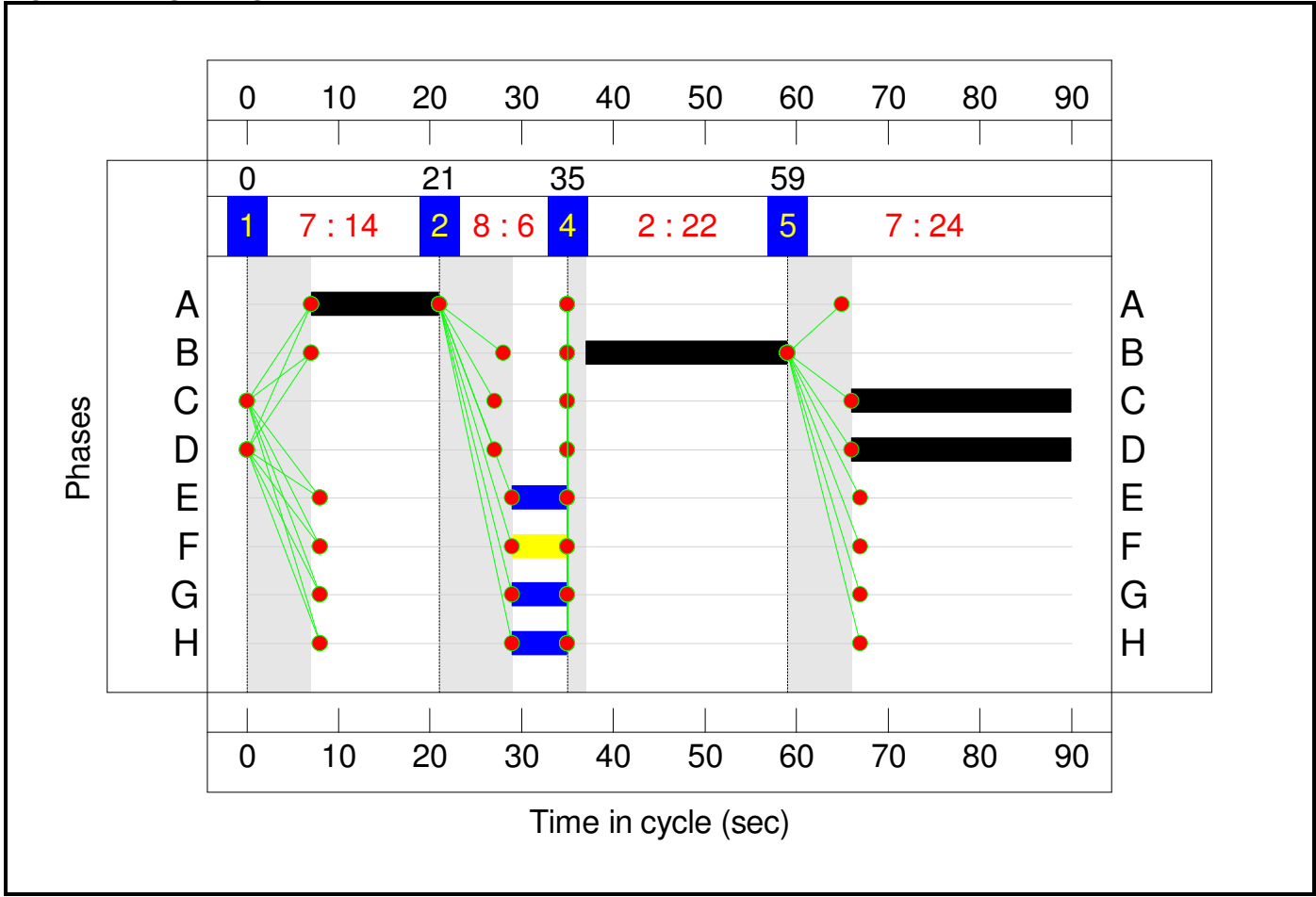
Stage Sequence Diagram



Stage Timings

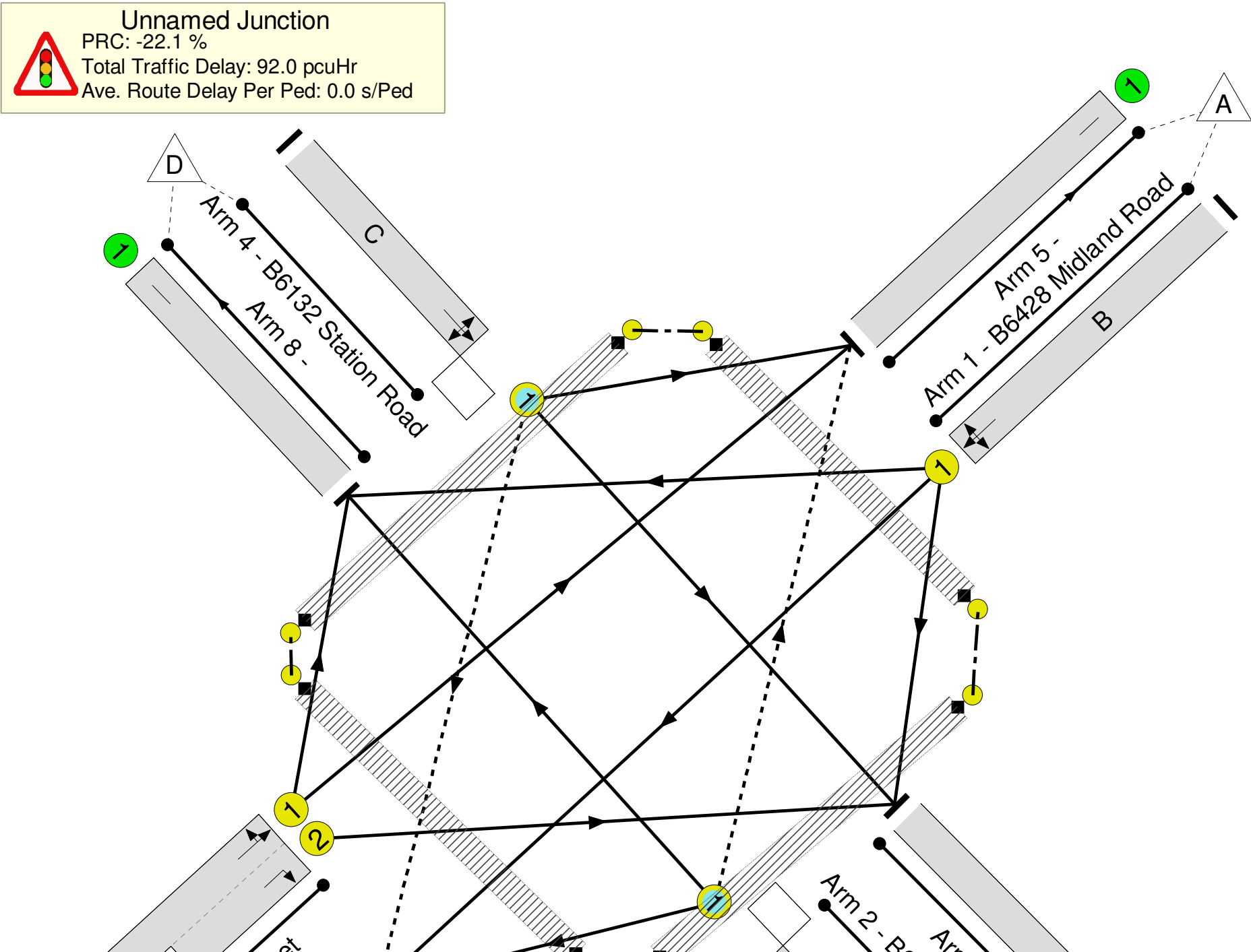
Stage	1	2	4	5
Duration	14	6	22	24
Change Point	0	21	35	59

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

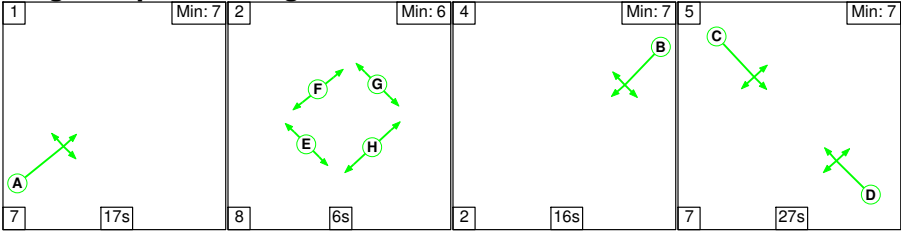
Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	109.8%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	109.8%
1/1	B6428 Midland Road Left Ahead Right	U	N/A	N/A	B		1	22	-	482	1717	439	109.8%
2/1	B6132 Church Street Right Left Ahead	O	N/A	N/A	D		1	24	-	470	1553	431	109.0%
3/1+3/2	B6428 High Street Ahead Right Left	U	N/A	N/A	A		1	14	-	510	1868:1668	274+208	106.0 : 106.0%
4/1	B6132 Station Road Left Ahead Right	O	N/A	N/A	C		1	24	-	208	1843	486	42.8%
5/1		U	N/A	N/A	-		-	-	-	341	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	543	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	417	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	369	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%

Full Input Data And Results

[illegible]

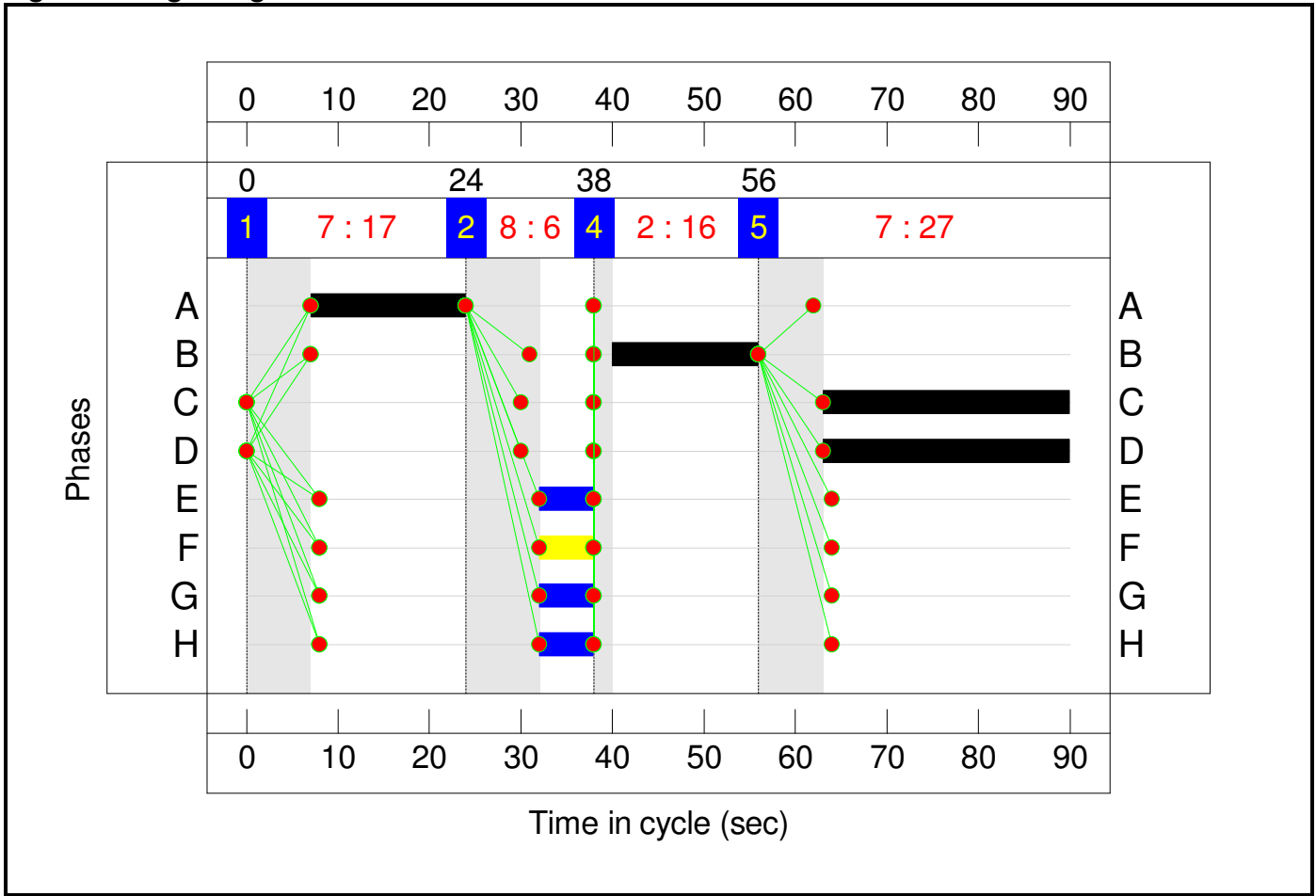
Stage Sequence Diagram



Stage Timings

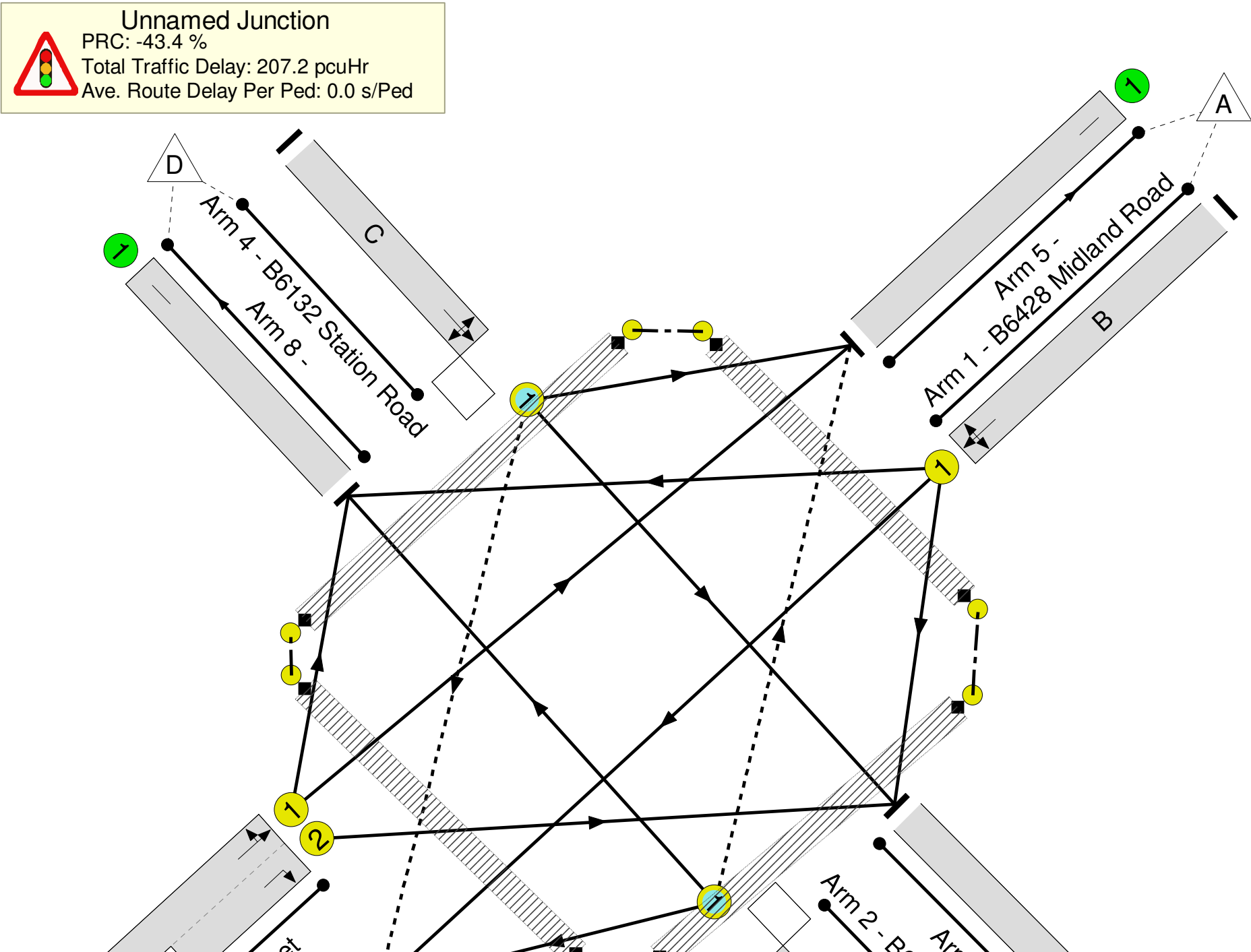
Stage	1	2	4	5
Duration	17	6	16	27
Change Point	0	24	38	56

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Network Results

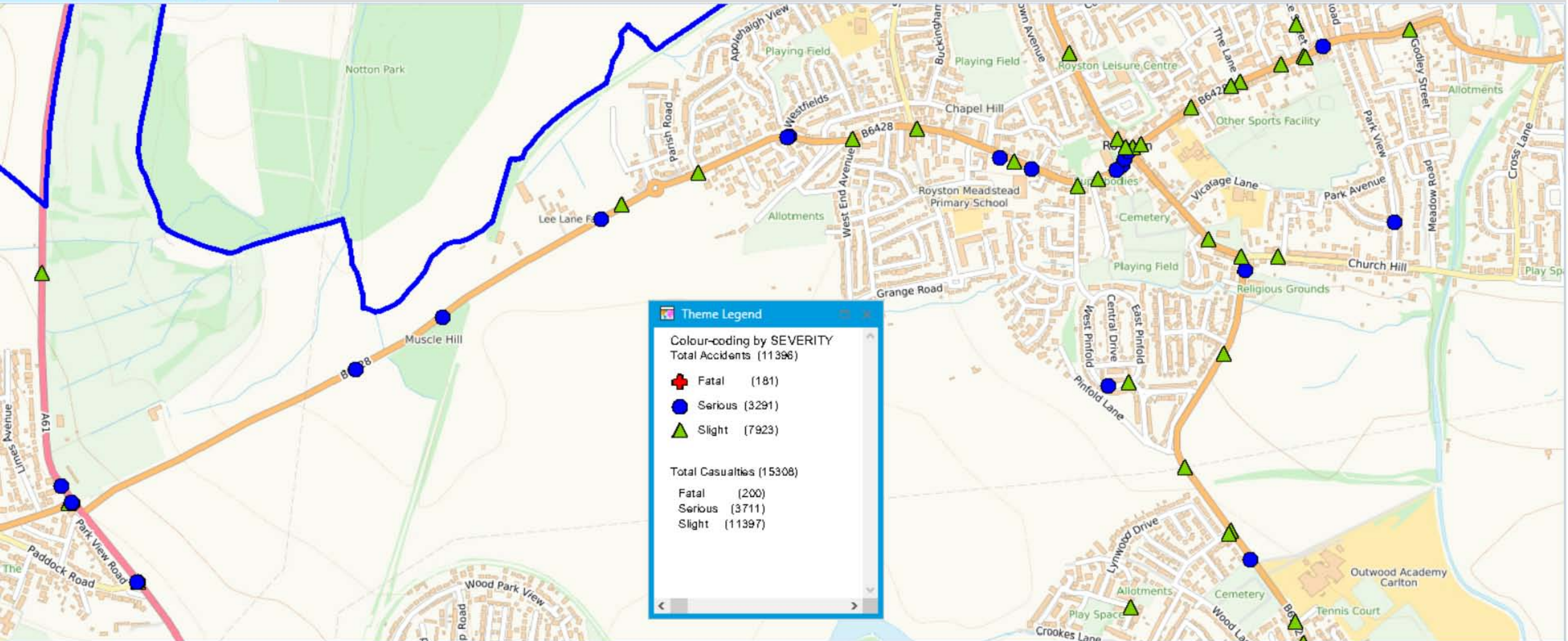
Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	-	-	N/A	-	-		-	-	-	-	-	-	129.1%
Unnamed Junction	-	-	N/A	-	-		-	-	-	-	-	-	129.1%
1/1	B6428 Midland Road Left Ahead Right	U	N/A	N/A	B		1	16	-	432	1781	336	128.4%
2/1	B6132 Church Street Right Left Ahead	O	N/A	N/A	D		1	27	-	494	1529	401	123.3%
3/1+3/2	B6428 High Street Ahead Right Left	U	N/A	N/A	A		1	17	-	637	1879:1668	335+158	129.1 : 129.1%
4/1	B6132 Station Road Left Ahead Right	O	N/A	N/A	C		1	27	-	388	1814	564	68.8%
5/1		U	N/A	N/A	-		-	-	-	598	Inf	Inf	0.0%
6/1		U	N/A	N/A	-		-	-	-	511	Inf	Inf	0.0%
7/1		U	N/A	N/A	-		-	-	-	547	Inf	Inf	0.0%
8/1		U	N/A	N/A	-		-	-	-	295	Inf	Inf	0.0%
Ped Link: P1	Unnamed Ped Link	-	N/A	-	E		1	6	-	0	-	0	0.0%
Ped Link: P2	Unnamed Ped Link	-	N/A	-	F		1	6	-	0	-	0	0.0%
Ped Link: P3	Unnamed Ped Link	-	N/A	-	G		1	6	-	0	-	0	0.0%
Ped Link: P4	Unnamed Ped Link	-	N/A	-	H		1	6	-	0	-	0	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	-	-	172	0	19	32.7	174.1	0.4	207.2	-	-	-	-
Unnamed Junction	-	-	172	0	19	32.7	174.1	0.4	207.2	-	-	-	-
1/1	432	336	-	-	-	7.8	50.0	-	57.8	481.6	13.2	50.0	63.1
2/1	494	401	99	0	13	9.1	49.1	0.3	58.6	427.0	16.6	49.1	65.7
3/1+3/2	637	494	-	-	-	12.8	73.9	-	86.7	490.2	17.6	73.9	91.5
4/1	388	388	74	0	5	2.9	1.1	0.1	4.1	37.9	8.4	1.1	9.5
5/1	495	495	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	440	440	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	450	450	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	234	234	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
Ped Link: P1	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P2	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P3	0	0	-	-	-	-	-	-	-	-	-	-	-
Ped Link: P4	0	0	-	-	-	-	-	-	-	-	-	-	-
C1 PRC for Signalled Lanes (%): -43.4 Total Delay for Signalled Lanes (pcuHr): 207.20 Cycle Time (s): 90 PRC Over All Lanes (%): -43.4 Total Delay Over All Lanes(pcuHr): 207.20													

Appendix S Accident Data





Theme Legend

Colour-coding by SEVERITY

Total Accidents (11396)

- Fatal (181)
- Serious (3291)
- Slight (7923)

Total Casualties (15308)

- Fatal (200)
- Serious (3711)
- Slight (11397)

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

17144364 02/01/2017 Monday Time: 1500 Vehicles 2 Casualties 1 Slight
Easting: 436,032 Northing: 411,702
Other Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: STATION ROAD (B6132) BARNSELY
Description: V1 PARKED IN BAY AT SIDE OF C/W. V1 REVERSING OUT INTO C/W V2 COLL
WITH V1

Vehicle Reference: 1 Car Reversing
First point of impact: Back
Vehicle direction: E to NW Journey: Not known
Age of Driver : 71 Breath test: Not requested

Contributory Factors : 405 405

Vehicle Reference: 2 Motorcycle over 125cc and upGoing ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : 52 Breath test: Not requested

Contributory Factors : 405 405

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

17150907 24/01/2017 Tuesday Time: 1150 Vehicles 1 Casualties 1 Slight
Easting: 435,645 Northing: 411,509
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (B6428) BARNSLEY AT OR NR JN WITH SUMMER LANE
Description: V1 A MOBILITY SCOOTER, TRAVELLING ALONG THE PATHWAY COLLIDED WITH
THE PEDESTRIAN ON THE PATHWAY. PEDESTRIAN INJURED.

Vehicle Reference: 1 Mobility Scooter Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 82 Female Pedestrian Severity: Slight

Ped Dir: Pedestrian Ped Movement : Movement U/K
Ped Location: On footpath / verge

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

17166037 06/03/2017 Monday Time: 0900 Vehicles 1 Casualties 1 Serious
Easting: 436,168 Northing: 411,420
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (B6428) BARNSELY
Description: V001 REVERSES FROM A PARKING BAY ON NEARSIDE OF ROAD - ORIGINAL
POSITION PARKED NOSE INTO SPACE, 90 DEGREES TO CARRIAGEWAY. AS
V001 REVERSES, C001 - WHO IS STANDING ON THE PAVEMENT BEHIND - IS
STRUCK BY THE VEHICLE, CAUSING INJURIES TO RIGHT ARM.

Vehicle Reference: 1 Car Reversing
First point of impact: Back
Vehicle direction: SE to NW Journey: Other
Age of Driver : 85 Breath test: Driver not contacted

Contributory Factors : 405 710

Casualty Reference: 1 Age: 83 Female Pedestrian Severity: Serious
Ped Dir: 9 Ped Movement : Movement U/K
Ped Location: Location U/K

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

17176562 14/04/2017 Friday Time: 1800 Vehicles 1 Casualties 1 Serious
Easting: 436,153 Northing: 411,408
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (B6428) BARNSELY AT OR NR JN WITH NEW STREET
Description: CASUALTY WAS CROSSING ROAD (HIGH STREET) OPPOSITE NEW ST -
STRIPPED OUT IN FRONT OF A CAR COMING OUT FROM NEW ST TURNING
RIGHT. LOW SPEED COLLISION CAUSED MINOR INJURY - BRUISING TO LOWER
LEFT LEG & RAN OVER BOYS SCOOTER. NO VEHICLE DAMAGE.

Vehicle Reference: 1 Car Turning right
First point of impact: Front
Vehicle direction: SE to NE Journey: Other
Age of Driver : 50 Breath test: Not requested

Contributory Factors : 803 802 405

Casualty Reference: 1 Age: 13 Male Pedestrian Severity: Serious
Ped Dir: Pedestrian Ped Movement : Driver's nearside
Ped Location: Within 50m ped crossing

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

17193122 13/06/2017 Tuesday Time: 0631 Vehicles 3 Casualties 1 Serious
 Easting: 435,317 Northing: 411,493
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (B6428) BARNSELEY AT OR NR JN WITH WESTFIELDS
 Description: VEHICLE 1 HAS BEEN DRIVING OUT OF WESTFIELDS TURNING LEFT ONTO HIGH STREET, ROYSTON. VEHICLE 2 WAS TRAVELLING ON HIGH STREET TOWARDS ROYSTON, WHEN VEHICLE 1 HAS PULLED OUT COLLIDING WITH THE REAR NEARSIDE OF VEHICLE 2. VEHICLE 2 HAS THEN SPUN AND COLLIDED WITH THE FRONT OFFSIDE OF VEHICLE 3 WHICH WAS PARKED ON THE PAVEMENT OUTSIDE 2 RAILWAY COURT. THIS CAUSED VEHICLE 3 TO SPIN AND COLLIDE WITH THE WALL OF RAILWAY COURT.

Vehicle Reference: 1 Car Turning left
 First point of impact: Front
 Vehicle direction: N to E Journey: Journey as part of work
 Age of Driver : 66 Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 2 Car Going ahead
 First point of impact: Back
 Vehicle direction: W to E Journey: Journey as part of work
 Age of Driver : 52 Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 1 Age: 52 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 3 Car Parked
 First point of impact: Back
 Vehicle direction: Parked to Parked Journey: Other
 Age of Driver : 53 Breath test: Not requested

Contributory Factors : 602

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

17204798 13/07/2017 Thursday Time: 1515 Vehicles 1 Casualties 1 Serious
Easting: 436,174 Northing: 411,436
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (B6428) BARNSELY AT OR NR JN WITH CHURCH STREET (B6132)
Description: V1 TRAVELLING ALONG MIDLAND ROAD TOWARDS THE FOUR WAY
CROSSROADS AT ROYSTON. TRAVELLED ACROSS THE FOUR WAY JUNCTION
WHEN THE TRAFFIC LIGHTS WERE GREEN ONTO HIGH STREET, ROYSTON. ON
HIGH STREET AT ROYSTON JUST AT THE FOUR WAY JUNCTION A MALE HAS
CROSS AT
THE TRAFFIC LIGHT CONTROLLED CROSSING WHEN HE SHOULDNT HAVE AND
HAS BEEN HIT BY V1. MALE CONVEYED TO LEEDS HOSPITAL FOR TREATMENT.
NUMEROUS WITNESSES AT SCENE CONFIRM THAT MALE CROSSED ROAD
WHEN HE SHOULDNT HAVE

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead

First point of impact: Front

Vehicle direction: NE to SW

Journey: Other

Age of Driver : 28

Breath test: Not requested

Contributory Factors : 804

Casualty Reference: 1 Age: 70 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's nearside

Ped Location: On Ped Crossing

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

17216516 08/08/2017 Tuesday Time: 1730 Vehicles 2 Casualties 4 Slight
Easting: 436,054 Northing: 411,364
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 30

Location: REDWOOD AVENUE BARNSELY AT OR NR JN WITH HIGH STREET (B6428)
Description: V 1 WAS WAITING ON REDWOOD AVENUE WITH ONE CAR IN FRONT OF THEM
AT THE JUNCTION. WHILST WAITING, V2 HIT V1 FROM THE BACK. V2 THEN
DROPPED BACK A BIT AND THEN DID A 3 POINT TURN IN THE ROAD AND WENT
BACK TO REDWOOD AVENUE.

Vehicle Reference: 1 Minibus Waiting to go ahead but held up
First point of impact: Back
Vehicle direction: S to N Journey: Other
Age of Driver : 49 Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 16 Male Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 8 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 3 Age: 48 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 49 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: S to N Journey: Not known
 Age of Driver : Breath test: Driver not contacted

Contributory Factors :

17241074 01/11/2017 Wednesda Time: 1757 Vehicles 1 Casualties 1 Serious
 Easting: 435,936 Northing: 411,411
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (B6428) BARNSELY AT OR NR JN WITH HALLCROFT RISE
 Description: VEHICLE ONE WAS TRAVELLING ALONG HIGH STREET, ROYSTON HEADONG
 TOWARDS MAPPLEWELL. A FEMALE WAS CROSSING THE ROAD WAS
 CROSSING THE ROAD AND HAS BEEN HIT ON THE OFFSIDE WING. IP HAS PAIN
 IN THE SHOUDLER AND HIP AND HAS BEEN TAKEN TO BDGH

Vehicle Reference: 1 Car Going ahead
 First point of impact: Offside
 Vehicle direction: SE to NW Journey: Commuting to/from work
 Age of Driver : 45 Breath test: Not requested

Contributory Factors : 809

Casualty Reference: 1 Age: 83 Female Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : Driver's offside
 Ped Location: In carr elsewhere

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

18263718 15/01/2018 Monday Time: 0900 Vehicles 2 Casualties 1 Slight
 Easting: 433,654 Northing: 410,354
 Raining without high winds Road Surface: Wet/Damp Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: WAKEFIELD ROAD (A61) BARNSELY AT OR NR JN WITH PADDOCK ROAD
 Description: VEHICLE 1 HAS BEEN AT THE JUNCTION OF PADDOCK ROAD WITH WAKEFIELD ROAD AND HAS TURNED OUT RIGHT ONTO WAKEFIELD ROAD. VEHICLE 2 HAS BEEN TRAVELLING DOWN WAKEFIELD ROAD AWAY FROM BARNSELY TOWARDS WAKEFIELD. THE TWO VEHICLES HAVE COLLIDED ON WAKEFIELD ROAD. DRIVER OF VEHICLE 2 HAS ATTENDED HOSPITAL WITH NECK PAIN. NO ONE ELSE INVOLVED OTHER THAN THE TWO DRIVERS.

Vehicle Reference: 1 Car Turning right
 First point of impact: Offside
 Vehicle direction: SW to SE Journey: Not known
 Age of Driver : 22 Breath test: Not requested

Contributory Factors : 406 406

Vehicle Reference: 2 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: SE to NW Journey: Not known
 Age of Driver : 37 Breath test: Not requested

Contributory Factors : 406 406

Casualty Reference: 2 Age: 37 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

18270049 03/02/2018 Saturday Time: 0155 Vehicles 4 Casualties 1 Serious
 Easting: 435,313 Northing: 411,491
 Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (B6428) BARNSLEY AT OR NR JN WITH WESTFIELDS
 Description: V1 TRAVELLING ALONG LEE LANE, ROYSTON, TOWARDS HIGH STREET. AS IT
 APPROACHES THE BEND WHERE IT BECOMES HIGH STREET, V1 HAS LOST
 CONTROL AND HAS CRASHED INTO V2 AND V3 AND PUSHED V3 SOME
 DISTANCE DOWN THE ROAD TAKING OUT A LAMP POST. V2 HAS BEEN PUSHED
 IN
 TO A WALL, KNOCKING IT DOWN AND ONTO V4 CAUSING DAMAGE TO IT.

Vehicle Reference: 1 Car Going ahead right hand bend
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 20 Breath test: Negative

Contributory Factors : 602

Casualty Reference: 1 Age: 20 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Parked
 First point of impact: Back
 Vehicle direction: Parked to Parked Journey: Other
 Age of Driver : 23 Breath test: Not requested

Contributory Factors : 602

Vehicle Reference: 3 Car Parked
 First point of impact: Back
 Vehicle direction: Parked to Parked Journey: Other
 Age of Driver : 23 Breath test: Not requested

Contributory Factors : 602

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 4 Car Parked
First point of impact: Did not impact
Vehicle direction: Parked to Parked Journey: Other
Age of Driver : 24 Breath test: Not requested

Contributory Factors : 602

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

18291661 28/04/2018 Saturday Time: 1730 Vehicles 3 Casualties 2 Slight
 Easting: 436,194 Northing: 411,462
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: MIDLAND ROAD (B6428) BARNSELY AT OR NR JN WITH STATION ROAD (B6132)
 Description: V1 HAD TRAVELLED THROUGH THE CROSS ROADS AT ROYSTON AND WAS ON MIDLAND ROAD HEADING TOWARDS ASDA. V2 HAS TRIED TO OVERTAKE V1 WHILST ANOTHER CAR PARALLEL TO V1 - V2 HAS HIT BOTH VEHICLES, AND HAS PUSHED V1 INTO THE KERB THEREBY CAUSING DAMAGE TO BOTH SIDES OF THE VEHICLE. WITNESS 3 (NAME UNKNOWN) HAS DASHCAM FOOTAGE OF THE INCIDENT. THE POST OFFICE ON THE CROSS ROAD HAS CCTV CAMERAS WHICH APPEARED TO BE POINTING IN THE RIGHT DIRECTION AT THE TIME OF THE INCIDENT. THERE IS A FINANCE COMPANY OPPOSITE THE POST OFFICE WHICH ALSO HAS CCTV. PARTS BELONGING TO V2 HAVE BEEN PICKED UP OFF THE ROAD AND HAVE BEEN RETAINED BY V1 DRIVER, ANOTHER VEHICLE, V3 HAS ALSO REPORTED, THEIR DETAILS ARE ADDED TO THE REPORT AND THIS IS THEIR 'HOW COLLISION OCCURRED' DETAILS V3 WAITING FOR TRAFFIC SIGNAL TO CHANGE ON MIDLAND ROAD ROYSTON WHEN V2 CAME FROM HIGH STREET ROYSTON AND TRIED TO GET BACK INTO TRAFFIC WHICH THEN HIT V1 CAUSING DAMAGE AND THEN DROVE OFF LEAVING NO DETAILS.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Offside
 Vehicle direction: SW to NE Journey: Other
 Age of Driver : 24 Breath test: Driver not contacted

Contributory Factors : 602

Casualty Reference: 1 Age: 24 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 20 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

Vehicle Reference: 2 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: SW to NE Journey: Not known
 Age of Driver : Breath test: Driver not contacted
 Contributory Factors : 602

Vehicle Reference: 3 Minibus Going ahead
 First point of impact: Front
 Vehicle direction: SW to NE Journey: Not known
 Age of Driver : 64 Breath test: Driver not contacted
 Contributory Factors : 602

18297595 22/05/2018 Tuesday Time: 1625 Vehicles 1 Casualties 1 Serious
 Easting: 435,855 Northing: 411,439
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (B6428) BARNSELY
 Description: V1 DRIVING ALONG HIGH STREET ROYSTON TOWARDS THE ROYSTON CENTRE.
 CASUALTY WAS WALKING ON PAVEMENT TOWARDS LEE LANE. AS V1 IS
 TRAVELLING, SOME GUTTERING COMES LOOSE FROM VAN AND HITS
 CASUALTY IN THE HEAD CAUSING HER TO FALL TO THE GROUND AND BANG
 HER HER
 HEAD RESULTING IN AN INJURY.

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Going ahead
 First point of impact: Did not impact
 Vehicle direction: NW to SE Journey: Other
 Age of Driver : Breath test: Driver not contacted
 Contributory Factors :

Casualty Reference: 1 Age: 40 Female Pedestrian Severity: Serious
 Ped Dir: Pedestrian Ped Movement : Movement U/K
 Ped Location: On footpath / verge

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

18298153 25/05/2018 Friday Time: 2350 Vehicles 1 Casualties 1 Serious
Easting: 434,838 Northing: 411,284
Fine without high winds Road Surface: Dry Darkness: no street lighting
Road Type: Single carriageway Speed Limit: 60

Location: LEE LANE (B6428) BARNSLEY

Description: PEDESTRIAN 1 WAS WALKING ALONG LEE LANE ROYSTON WITH A SHORT
HAIRED GERMAN POINTER DOG TOWARDS ROYSTON . VEHICLE 1 WAS
TRAVELLING ALONG LEE LANE TOWARDS ROYSTON AND HAS HIT BOTH
PEDESTRIAN AND DOG. V1 DID NOT STOP AND INJURIES TO PEDESTRIAN AND
DOG

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 19 Breath test: Driver not contacted

Contributory Factors : 405

Casualty Reference: 1 Age: 33 Male Pedestrian Severity: Serious

Ped Dir: Pedestrian Ped Movement : In carr back to traffic
Ped Location: In carr not crossing

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

18330588 10/09/2018 Monday Time: 1320 Vehicles 2 Casualties 1 Serious
 Easting: 436,185 Northing: 411,454
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: CHURCH STREET (B6132) BARNSELY AT OR NR JN WITH MIDLAND ROAD (B6428)
 Description: BOTH VEHICLES USING TRAFFIC LIGHT CONTROLLED JUNCTION. BOTH STATE LIGHTS ON GREEN AND AS SUCH MOVE FORWARD COLLIDING IN THE CENTRE OF THE JUNCTION. CCTV VIEWED AT THE POST OFFICE WHICH SHOWS THE COLLISION BUT NOT THE TRAFFIC LIGHTS. THERE IS NO OTHER CCTV AND THEREFORE THERE IS NO EVIDENCE TO FIND THE CAUSE OF THE COLLISION. NO OTHER WITNESSES, NO DASH CAM FOOTAGE.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Offside
 Vehicle direction: SE to NW Journey: Other
 Age of Driver : 57 Breath test: Not requested

Contributory Factors : 301 301

Casualty Reference: 1 Age: 57 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Going ahead
 First point of impact: Front
 Vehicle direction: NE to SW Journey: Other
 Age of Driver : 46 Breath test: Not requested

Contributory Factors : 301 301

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

18336811 11/10/2018 Thursday Time: 1941 Vehicles 2 Casualties 2 Slight
 Easting: 433,476 Northing: 410,554
 Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 40

Location: SHAW LANE (B6428) BARNSELY AT OR NR JN WITH WAKEFIELD ROAD (A61)
 Description: VEHICLE 1 HAS TURNED ONTO THE B6428 SHAW LANE, MAPPLEWELL, BARNSELY FROM THE A61 WAKEFIELD RD, BARNSELY. THE VEHICLE HAS TRAVELLED ONTO THE WRONG SIDE OF THE ROAD AND HIS VEHICLE 2 WHICH WAS TRAVELLING TOWARDS HIM. THIS HAS CAUSED DAMAGE TO VEHICLE 1S OF F SIDE FRONT WHEEL AND VEHICLE 2 OFF REAR WHEEL. THE DRIVER OF VEHICLE 1 HAS THEN SPOKEN TO A WITNESS WHO COULD SMELL ALCOHOL ON HIS BREATH. THE DRIVER HAS THEN LEFT THE SCENE ABANDONING THE VEHICLE PRIOR TO POLICE ARRIVAL.

Vehicle Reference: 1 Car Turning left
 First point of impact: Front
 Vehicle direction: SE to SW Journey: Not known
 Age of Driver : 44 Breath test: Driver not contacted

Contributory Factors : 501

Vehicle Reference: 2 Car Going ahead
 First point of impact: Front
 Vehicle direction: SW to NE Journey: Other
 Age of Driver : 51 Breath test: Not requested

Contributory Factors : 501

Casualty Reference: 1 Age: 51 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 25 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

19810625 25/01/2019 Friday Time: 2020 Vehicles 2 Casualties 2 Slight
Easting: 436,196 Northing: 411,462
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: MIDLAND ROAD (B6428) BARNSELY AT OR NR JN WITH CHURCH STREET (B6132)
Description: V1 WAS STATIONARY AT LIGHTS ON MIDLAND ROAD, ROYSTON AT THE CROSS
ROADS WITH STATION ROAD. V2 HAS COLLIDED WITH OFFSIDE OF V1 WHILST
TRYING TO OVERTAKE V1 TO GO THROUGH RED LIGHTS.

Vehicle Reference: 1 Car Waiting to go ahead but held up
First point of impact: Offside
Vehicle direction: NE to SW Journey: Other
Age of Driver : 47 Breath test: Not requested

Contributory Factors : 403

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 2 Age: 46 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Overtaking stationary vehicle on its offside
First point of impact: Nearside
Vehicle direction: NE to SW Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors : 403

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

19821711 08/03/2019 Friday Time: 1150 Vehicles 2 Casualties 1 Slight
Easting: 435,085 Northing: 411,398
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: LEE LANE (B6428) BARNSLEY AT OR NR JN WITH APPLEHAIGH VIEW
Description: VEHICLE 1 TRAVELLING FROM APPLEHAIGH VIEW, TURNING RIGHT ONTO LEE LANE AFTER THE LIGHTS WERE ON GREEN. VEHICLE 2 TRAVELLING FROM THE DIRECTION OF ROYSTON, GOES THROUGH THE LIGHTS AT RED AND COLLIDES INTO THE FRONT N/S OF V1. BOTH VEHICLES INITIALLY STOPPED. THE DRIVER OF V2 GETS OUT OF THE CAR TO SHOUT ABUSE AT THE DRIVER OF V1. DRIVER OF V2 GETS BACK IN THE CAR AND DRIVES AWAY WITHOUT EXCHANGING DETAILS.

Vehicle Reference: 1 Car Turning right
First point of impact: Nearside
Vehicle direction: N to W Journey: Other
Age of Driver : 19 Breath test: Not requested

Contributory Factors :

Casualty Reference: 1 Age: 19 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

19823541 13/03/2019 Wednesda Time: 0737 Vehicles 2 Casualties 1 Slight
 Easting: 436,155 Northing: 411,484
 Fine with high winds Road Surface: Wet/Damp Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: STATION ROAD (B6132) BARNSELY
 Description: V001 TRAVELLING ALONG STATION ROAD, ROYSTON TOWARDS JUNCTION OF STATION RD/MIDLAND ROAD TOOK SLIGHT LEFT BEND AT SPEED WHICH CAUSED VEHICLE TO ENCROACH ONTO OPPOSITE SIDE OF CARRIAGEWAY & CLIPPED V002'S OFF SIDE WING MIRROR CAUSING SLIGHT DAMAGE - V001 THEN CONTINUED, APPEARED TO OVER COMPENSATE & LOST CONTROL HITTING A LAMP POST (ON THE PAVEMENT) OF THE ABOVE STATED TRAFFIC LIGHT CONTROLLED JUNCTION.

Vehicle Reference: 1 Car Going ahead left hand bend
 First point of impact: Front
 Vehicle direction: NW to SE Journey: Journey as part of work
 Age of Driver : 31 Breath test: Not provided (medical)

Contributory Factors : 502 601 602

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Car Waiting to go ahead but held up
 First point of impact: Offside
 Vehicle direction: SE to NW Journey: Commuting to/from work
 Age of Driver : 64 Breath test: Not requested

Contributory Factors : 502 601 602

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

19838317 07/05/2019 Tuesday Time: 1040 Vehicles 2 Casualties 2 Slight
Easting: 434,889 Northing: 411,316
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 60

Location: LEE LANE (B6428) BARNSELY

Description: OIC HAS PUT THIS DIRECT ON CRASH- NO INFORMATION REGARDING HOW THIS
COLLISION OCCURRED AT PRESENT

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Other
Age of Driver : 31 Breath test:

Contributory Factors :

Casualty Reference: 1 Age: 31 Female Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Going ahead
First point of impact: Front
Vehicle direction: W to E Journey: Other
Age of Driver : 25 Breath test: Negative

Contributory Factors :

Casualty Reference: 2 Age: 25 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

19864429 01/08/2019 Thursday Time: 1900 Vehicles 3 Casualties 1 Slight
 Easting: 436,178 Northing: 411,462
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: STATION ROAD (B6132) BARNSELY AT OR NR JN WITH HIGH STREET (B6428)
 Description: VEHICLE 1 WAS WAITING FOR THE LIGHTS TO CHANGE ON STATION ROAD ROYSTON BARNSELY - THERE WAS ANOTHER VEHICLE BEHIND VEHICLE 1 WAITING AT THE LIGHTS WHEN A THIRD VEHICLE CAME AT SPEED CAUSING THE VEHICLE BEHIND VEHICLE 1 TO BE SHOVED INTO VEHICLE 1 PROPELLING IT FORWARD WITH A KNOCK ON EFFECT . THE OFFENDING VEHICLE PULLED OUT AND DROVE THROUGH THE TRAFFIC LIGHTS TURNING RIGHT ONTO HIGH STREET LEAVING NO DETAILS . THE DRIVER OF THE OFFENDING VEHICLE WAS LAUGHING AS HE DROVE OFF .

Vehicle Reference: 1 Van or Goods <= 3.5 tonnes Waiting to turn left

First point of impact: Back

Vehicle direction: NW to NE

Journey: Other

Age of Driver : 52

Breath test: Not requested

Contributory Factors : 602

Casualty Reference: 1 Age: 52 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :

Ped Location:

Vehicle Reference: 2 Car Going ahead

First point of impact: Front

Vehicle direction: NW to SE

Journey: Not known

Age of Driver :

Breath test: Driver not contacted

Contributory Factors : 602

Vehicle Reference: 3 Car

Waiting to go ahead but held up

First point of impact: Back

Vehicle direction: NW to SE

Journey: Other

Age of Driver : 26

Breath test: Driver not contacted

Contributory Factors : 602

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

19868611 15/08/2019 Thursday Time: 1615 Vehicles 2 Casualties 5 Serious
 Easting: 433,654 Northing: 410,355
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 40

Location: WAKEFIELD ROAD (A61) BARNSELY AT OR NR JN WITH PADDOCK ROAD
 Description: V1 TRAVELLING ALONG WAKEFIELD ROAD TOWARDS WAKEFIELD. INDICATOR WAS LEFT ON. V2 PRESUMED V1 WAS TURNING AND PULLED OUT OF PADDOCK ROAD. V1 COLLIDED WITH THE SIDE OF V2.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: SE to NW Journey: Other
 Age of Driver : 88 Breath test: Not provided (medical)

Contributory Factors : 405

Casualty Reference: 1 Age: 88 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 85 Female Passenger Severity: Serious

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 2 Car Turning left
First point of impact: Offside
Vehicle direction: SW to NW Journey: Other
Age of Driver : 47 Breath test: Negative

Contributory Factors : 405

Casualty Reference: 3 Age: 47 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 4 Age: 45 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Casualty Reference: 5 Age: 8 Female Passenger Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

201003228 02/12/2020 Wednesda Time: 0633 Vehicles 2 Casualties 1 Serious
 Easting: 433,487 Northing: 410,557
 Fine without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 40

Location: WAKEFIELD ROAD (A61) BARNSELY AT OR NR JN WITH SHAW LANE (B6428)
 Description: VAN (V002) ON A61 TURNING RIGHT ONTO SHAW LANE (B6428) - ANOTHER
 UNKNOWN VAN TRAVELLING IN OPPOSITE DIRECTION ON A61 PASSES V002
 AND THE V002 MAKES HIS RIGHT TURN BUT DOES NOT SEE THE MOTORBIKE
 (V001) TRAVELLING CLOSE BEHIND AND THEY BOTH COLIDE. BIKE H
 ITS V002 FRONT.

Vehicle Reference: 1 Motorcycle over 50cc and up Going ahead
 First point of impact: Front
 Vehicle direction: SE to NW Journey: Journey as part of work
 Age of Driver : 31 Breath test: Not provided (medical)

Contributory Factors : 405 308

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
 Ped Location:

Vehicle Reference: 2 Van or Goods <= 3.5 tonnes Turning right
 First point of impact: Front
 Vehicle direction: NW to SW Journey: Journey as part of work
 Age of Driver : 54 Breath test: Negative

Contributory Factors : 405 308

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

201004627 02/12/2020 Wednesda Time: 2330 Vehicles 2 Casualties 1 Serious
Easting: 433,458 Northing: 410,600
Fine without high winds Road Surface: Dry Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 40

Location: WAKEFIELD ROAD (A61) BARNSELY AT JN WITH JET FILLING STATION
Description: PERSON REPORTING STATES THAT SHE WAS A FRONT SEAT PASSENGER IN VEHICLE 1. AS VEHICLE 1 OVERTOOK ANOTHER VEHICLE TRAVELLING ALONG WAKEFIELD RD AT THE JUNCTION WITH TURNPIKE GARAGE, A VEHICLE PULLING OUT OF TURNPIKE GARAGE CAUSED THE DRIVER OF VEHICLE1 TO SWERVE AND COLLIDE WITH A TREE. THE PERSON REPORTING STATES THAT AS A RESULT OF THE RTC, SHE HAS SUFFERED WHIPLASH, A CRACKED BREASTBONE, A SPRAINED ANKLE AND SORENESS TO HER HIPS. SHE HAS NO DETAILS OF THE VEHICLE OTHER THAN IT BEING A VW GOLF.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: NW to SE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: 20 Female Passenger Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Moving off
First point of impact: Did not impact
Vehicle direction: SW to NE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

211018051 29/01/2021 Friday Time: 1723 Vehicles 1 Casualties 1 Slight
Easting: 436,105 Northing: 411,382
Raining without high winds Road Surface: Wet/Damp Darkness: street lights present and lit
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (B6428) NEAR JUNCTION WITH THE GREEN
Description: C1, APPARENTLY DRUNK, WAS WALKING ALONG (B6428) HIGH STREET, ROYSTON IN BARNSELY, IN THE GENERAL DIRECTION OF STAINCROSS. AS HE APPROACHED THE GREEN (ON HIS LEFT) HE FALLS INTO THE WAY OF A SINGLE DECKER BUS WHICH IS TRAVELLING AT LOW SPEED. HE MAKES CONTACT WITH FRONT AND FALL ONTO THE SURFACE. INITIALLY TAKEN TO NGH WITH SUSPECTED SEREIOUS INJURY, BUT AFTER CT SCAN IT WAS DETERMINED THAT HE ONLY HAD LIGHT INJURIES

Vehicle Reference: 1 Bus or coach Going ahead
First point of impact: Front
Vehicle direction: E to W Journey: Journey as part of work
Age of Driver : 32 Breath test: Negative

Contributory Factors : 808

Casualty Reference: 1 Age: 29 Male Pedestrian Severity: Slight
Ped Dir: 9 Ped Movement : Movement U/K
Ped Location: In carr not crossing

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

211019217 03/02/2021 Wednesda Time: 1330 Vehicles 1 Casualties 1 Slight
 Easting: 436,215 Northing: 411,471
 Snowing with high winds Road Surface: Snow Daylight
 Road Type: Single carriageway Speed Limit: 30

Location: MIDLAND ROAD (B6428) - 36 METRES FROM JUNCTION WITH CHURCH STREET (B6132)
 Description: V1 WAS DRIVING ALONG MIDLAND RD WHEN HE HAS SKIDDED AND MOUNTED THE PAVEMENT AND COLLIDED WITH A PEDESTRIAN, V1 INITIALLY STOPPED AND SPOKE WITH THE INJURED PARTY, SHE GAVE THE DRIVER HER ADDRESS AND INFORMED HIM THAT SHE WAS INJURED. DRIVER OF V1 NEVER ATTENDED AT THE HOME ADDRESS OF THE INJURED PARTY, NO DETAILS PASSED NO VRM FOR V1 AND NO CCTV INJURED PARTY ATTENDED AT BDGH, BRUISING TO ANKLE AND ACHES IN LEG AND BACK COVID 19 REPORT

Vehicle Reference: 1 Car Going ahead
 First point of impact: Front
 Vehicle direction: NE to SW Journey: Not known
 Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Casualty Reference: 1 Age: Female Pedestrian Severity: Slight
 Ped Dir: Pedestrian Ped Movement : Movement U/K
 Ped Location: On footpath / verge

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

211024861 01/03/2021 Monday Time: 1715 Vehicles 2 Casualties 3 Serious
 Easting: 434,211 Northing: 410,898
 Fine without high winds Road Surface: Dry Daylight
 Road Type: Single carriageway Speed Limit: 60

Location: LEE LANE (B6428) - 121 METRES FROM JUNCTION WITH WOOD LANE
 Description: VEHICLE 1 IS TRAVELLING ON LEE LANE TOWARDS WAKEFIELD ROAD.
 VEHICLE 2 IS TRAVELLING ON LEE LANE FROM ROYSTON VILLAGE. V2 IS
 OVERTAKING VEHICLES ON THE APPROACH TO A BLIND SUMMIT. JUST OVER
 THE BROW OF THE HILL V1 IS APPROACHING FROM THE OPPOSITE DIR
 ECTION. THIS CAUSES V2 TO SWERVE INTO THE GRASSED VERGE AND THEN
 BACK ONTO THE ROAD SURFACE. AT THIS POINT V2 IS TRAVELLING
 BROADSIDE ACROSS THE ROAD AND COLLIDES WITH V1. V1 COMES TO A HALT
 IN THE MIDDLE OF THE ROAD WHIST V2 CRASHES INTO THE TREES ON
 THE OPPOSITE SIDE OF THE ROAD.

Vehicle Reference: 1 Car Going ahead
 First point of impact: Nearside
 Vehicle direction: NE to SW Journey: Other
 Age of Driver : 31 Breath test: Not requested

Contributory Factors : 601

Casualty Reference: 1 Age: 31 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Casualty Reference: 2 Age: 32 Female Passenger Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

Vehicle Reference: 2 Car Overtaking moving vehicle on its offside
First point of impact: Nearside
Vehicle direction: SW to NE Journey: Not known
Age of Driver : 18 Breath test: Negative

Contributory Factors : 601

Casualty Reference: 3 Age: 18 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

211027778 12/03/2021 Friday Time: 1414 Vehicles 2 Casualties 1 Slight
Easting: 435,891 Northing: 411,426
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (B6428) - 47 METRES FROM JUNCTION WITH UNCLASSIFIED ROAD
Description: CASULTY HAS BEEN CYCLING ON A ROAD UNKNOWN TO HIM. A GUST OF WIND
HAS BLOWN HIM INTO AN INCOMING CAR. THIS CAR HAS FAILED TO STOP, WITH
IT BEING OBVIOUS IT HAS HIT HIM. THE CASULTY HAS THEN BEEN BOUNCED
INTO THE PAVEMENT NEXT TO HIM FROM THE COLLISION OF
THE VEHICLE.

Vehicle Reference: 1 Car Going ahead
First point of impact:
Vehicle direction: to Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Not known
Age of Driver : 17 Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 17 Male Driver/rider Severity: Slight
Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

211075622 09/08/2021 Monday Time: 1145 Vehicles 2 Casualties 1 Serious
Easting: 434,431 Northing: 411,031
Raining without high winds Road Surface: Wet/Damp Daylight
Road Type: Single carriageway Speed Limit: 60

Location: LEE LANE (B6428)

Description: VEHICLE 1 TRAVELLING ALONG LEE LANE FROM THE DIRECTION OF ROYSTON TO WAKEFIELD ROAD. VEHICLE 2 TRAVELLING IN THE OPPOSITE DIRECTION TOWARDS ROYSTON, STARTS TO MANOUVRE AROUND ANOTHER VEHICLE MOVING INTO THE LANE V1 WAS TRAVELLING IN. V1 SWERVS TO THE LEFT TO AVOID A COLLISION WITH V2, AND HITS THE KERB. RIDER OF V1 THROWN TO GROUND RESULTING IN INJURIES. V2 FAILS TO STOP.

Vehicle Reference: 1 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: NE to SW Journey: Other
Age of Driver : 44 Breath test: Not applicable

Contributory Factors :

Casualty Reference: 1 Age: 44 Female Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Overtaking moving vehicle on its offside
First point of impact: Did not impact
Vehicle direction: SW to NE Journey: Not known
Age of Driver : Breath test: Driver not contacted

Contributory Factors :

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

211075529 10/08/2021 Tuesday Time: 0925 Vehicles 2 Casualties 1 Serious
Easting: 433,483 Northing: 410,559
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: WAKEFIELD ROAD (A61) AT JUNCTION WITH SHAW LANE (B6428)
Description: V1 HAS BEEN STATIONARY AT THE JUNCTION OF SHAW LANE AND WAKEFIELD ROAD. CYCLIST HAS BEEN TRAVELLING ALONG WAKEFIELD ROAD. V1 HAS PULLED OUT OF THE JUNCTION AND COLLIDED WITH THE CYCLIST.

Vehicle Reference: 1 Car Moving off
First point of impact: Front
Vehicle direction: SW to NE Journey: Commuting to/from work
Age of Driver : 66 Breath test: Not requested

Contributory Factors : 405 403

Vehicle Reference: 2 Pedal cycle Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Other
Age of Driver : 64 Breath test: Not applicable

Contributory Factors : 405 403

Casualty Reference: 1 Age: 64 Male Driver/rider Severity: Serious

Ped Dir: Ped Movement :
Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
 Selection: Notes:
 Selected using Manual Selection

211076760 12/08/2021 Thursday Time: 2040 Vehicles 2 Casualties 1 Slight
 Easting: 435,479 Northing: 411,484
 Fine without high winds Road Surface: Dry Darkness: street lights present and lit
 Road Type: Single carriageway Speed Limit: 30

Location: HIGH STREET (B6428) AT JUNCTION WITH WEST END AVENUE
 Description: DRIVER OF THE BLUE FORD FIESTA WAS AT THE JUNCTION OF WEST END AVENUE AND HIGH STREET IN ROYSTON, HESITATING ON WHETHER TO PULL OUT ONTO HIGH STREET. DURING THIS TIME A MOTORCYCLIST WAS TRAVELLING DOWN HIGH STREET TOWARD ROYSTON WITH WEST END AVENUE ON HIS RIGHT HAND SIDE, RIDING BLUE AND WHITE SUZUKI SV 1000. THE FIESTA HAD APPROACHED THE JUNCTION QUICKLY CAUSING THE SUZUKI TO SLOW DOWN, THE FIESTA THEN BEGINS TO ROCK BACK LEADING THE MOTORCYCLIST TO BELIEVE HE HAD BEEN SEEN AND CONTINUE ON THE ROAD. THE FIESTA HAS THEN PULLED OUT OF THE JUNCTION ONTO HIGH STREET AND COLLIDED WITH THE SUZUKI CAUSING THE RIDER TO BE THROWN FROM THE BIKE. DRIVER OF THE FIESTA WAS SUBJECT TO A ROADSIDE BREATH TEST AND BLEW 91, SUBSEQUENTLY ARRESTED FOR DRIVING OVER THE PRESCRIBED LIMIT.

Vehicle Reference: 1 Car Turning right
 First point of impact: Front
 Vehicle direction: S to E Journey: Other
 Age of Driver : 51 Breath test: Positive

Contributory Factors : 501

Vehicle Reference: 2 Motorcycle over 500cc Going ahead
 First point of impact: Front
 Vehicle direction: W to E Journey: Other
 Age of Driver : 47 Breath test: Not requested

Contributory Factors : 501

Casualty Reference: 1 Age: 47 Male Driver/rider Severity: Slight

Ped Dir: Ped Movement :
 Ped Location:

Accidents between dates 01/01/2017 and 01/12/2021 (59) months
Selection: Notes:
Selected using Manual Selection

211092368 24/09/2021 Friday Time: 1050 Vehicles 2 Casualties 1 Serious
Easting: 433,651 Northing: 410,356
Fine without high winds Road Surface: Dry Daylight
Road Type: Single carriageway Speed Limit: 40

Location: WAKEFIELD ROAD (A61) AT JUNCTION WITH PADDOCK ROAD
Description: VH1 WAS TRAVELLING ALONG WAKEFIELD ROAD IN THE GENERAL DIRECTION
OF WAKEFIELD WHEN VH2 WAS PULLED OUT OF PADDOCK ROAD CAUSING VH1
TO COLLIDE WITH THE FRONT NEARSIDE OF VH2.

Vehicle Reference: 1 Car Going ahead
First point of impact: Front
Vehicle direction: SE to NW Journey: Other
Age of Driver : 58 Breath test: Not requested
Contributory Factors : 406

Casualty Reference: 1 Age: 58 Male Driver/rider Severity: Serious
Ped Dir: Ped Movement :
Ped Location:

Vehicle Reference: 2 Car Turning right
First point of impact: Offside
Vehicle direction: SW to SE Journey: Other
Age of Driver : 28 Breath test: Not requested
Contributory Factors : 406

Accidents between dates 01/01/2017 and 01/12/2021 (59) months

Selection:

Notes:

Selected using Manual Selection

Accidents involving:

	Fatal	Serious	Slight	Total
Motor vehicles only excluding 2-wheels	0	13	11	24
2-wheeled motor vehicles	0	1	2	3
Pedal cycles	0	2	1	3
Horses & other	0	0	1	1
Total	0	16	15	31

Casualties:

	Fatal	Serious	Slight	Total
Vehicle driver	0	5	13	18
Passenger	0	2	9	11
Motorcycle rider	0	1	2	3
Cyclist	0	2	1	3
Pedestrian	0	6	3	9
Other	0	0	0	0
Total	0	16	28	44