APPENDIX G
Parking Beat Survey

Car Park	Capacity	Type	
Bolton Road	158	LS	Long Stay
Calthorpe Street East	21	SS	Short Stay
Calthorpe Street West	73	LS	
Calthorpe Street West	27	SS	
Cherwell Centre - George Street	174	LS	
Horsefair West	47	SS	
Market Place	48	USS	
Marlborough Road	254	LS	
North Bar East	32	SS	
North Bar West	32	LS	
Parsons Street	46	LS	
South Bar East LS	27	LS	
South Bar East SS	33	SS	
South Bar West	61	LS	
Windsor Street	117	LS	

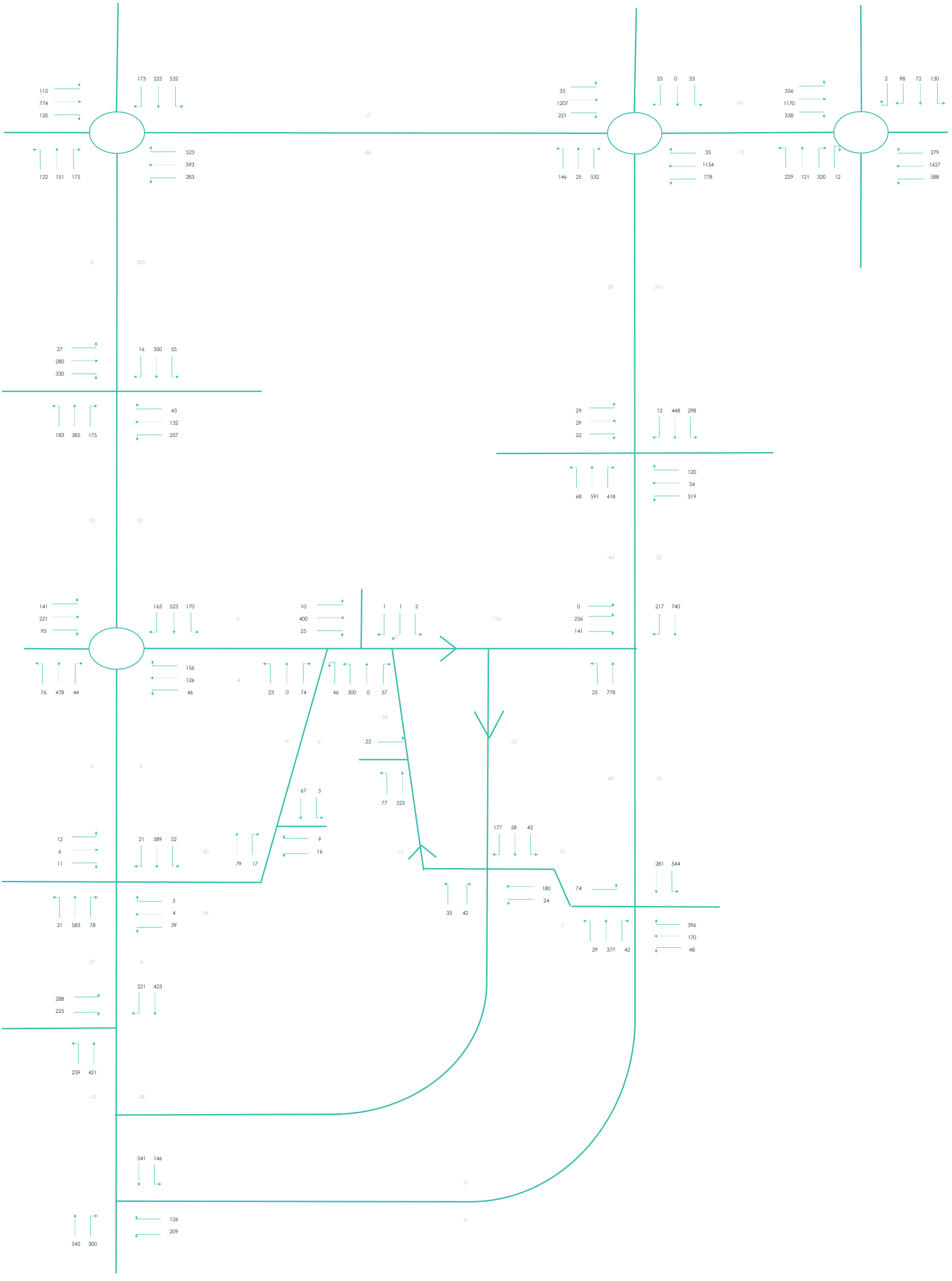
																		Total (LS+SS)					Long Stay Only				
Weekday	Bolton Road	Calthorpe Street East	Calthorpe Street West LS	Calthorpe Street West SS	George Street	Horsefair West	Market Place	Marlborough Road	North Bar East	North Bar West	Parsons Street	South Bar East LS	South Bar East SS	South Bar West	Windsor Street	**Total Demand**	**Total LS Demand**	Banbury Capacity	Demand %	Without Marlborough Rd	Demand without Marlborough Rd %	Residual Capacity without Marlborough Rd	Banbury Capacity	Demand %	Without Marlborough Rd	Demand without Marlborough Rd %	Residual Capacity without Marlborough Rd
07:00	12	1	3	1	0	11	9	11	6	0	5	6	2	7	4	**78**	**48**	1150	7%	896	9%	818	942	5%	688	7%	640
07:30	14	1	6	1	1	6	9	11	10	1	5	5	2	14	4	**90**	**61**	1150	8%	896	10%	806	942	6%	688	9%	627
08:00	20	2	15	5	3	6	5	46	16	3	5	8	4	31	5	**174**	**136**	1150	15%	896	19%	722	942	14%	688	20%	552
08:30	35	3	19	4	4	7	7	63	22	4	7	12	6	37	7	**237**	**188**	1150	21%	896	26%	659	942	20%	688	27%	500
09:00	71	7	38	10	17	13	15	76	30	9	18	14	12	39	11	**380**	**293**	1150	33%	896	42%	516	942	31%	688	43%	395
09:30	118	10	41	14	23	18	27	82	26	20	28	18	26	48	19	**518**	**397**	1150	45%	896	58%	378	942	42%	688	58%	291
10:00	125	13	54	17	46	21	29	89	31	20	31	13	24	47	21	**581**	**446**	1150	51%	896	65%	315	942	47%	688	65%	242
10:30	139	16	55	21	56	25	39	86	30	24	34	14	20	45	24	**628**	**477**	1150	55%	896	70%	268	942	51%	688	69%	211
11:00	135	16	57	18	65	23	33	102	33	30	36	17	22	48	26	**661**	**516**	1150	57%	896	74%	235	942	55%	688	75%	172
11:30	143	14	55	22	62	25	41	103	31	28	35	14	16	50	29	**668**	**519**	1150	58%	896	75%	228	942	55%	688	75%	169
12:00	142	10	54	20	75	21	42	102	30	28	34	18	16	51	30	**673**	**534**	1150	59%	896	75%	223	942	57%	688	78%	154
12:30	152	12	60	23	81	18	47	100	30	33	33	21	17	45	23	**695**	**548**	1150	60%	896	78%	201	942	58%	688	80%	140
13:00	141	9	49	22	79	18	39	90	32	34	32	20	20	44	22	**651**	**511**	1150	57%	896	73%	245	942	54%	688	74%	177
13:30	142	10	52	20	72	23	32	86	29	28	32	20	13	43	22	**624**	**497**	1150	54%	896	70%	272	942	53%	688	72%	191
14:00	133	6	43	17	68	18	33	88	20	29	32	14	15	47	19	**582**	**473**	1150	51%	896	65%	314	942	50%	688	69%	215
14:30	127	6	41	10	64	9	37	93	23	22	34	14	14	46	18	**558**	**459**	1150	49%	896	62%	338	942	49%	688	67%	229
15:00	122	6	49	12	60	13	34	82	21	14	35	15	10	44	16	**533**	**437**	1150	46%	896	59%	363	942	46%	688	64%	251
15:30	114	5	42	11	48	23	32	78	23	14	36	20	12	36	12	**506**	**400**	1150	44%	896	56%	390	942	42%	688	58%	288
16:00	109	5	38	15	42	20	31	85	20	17	35	17	17	35	13	**499**	**391**	1150	43%	896	56%	397	942	42%	688	57%	297
16:30	96	6	42	15	31	16	30	82	14	20	33	17	22	39	10	**473**	**370**	1150	41%	896	53%	423	942	39%	688	54%	318
17:00	78	8	33	15	23	17	17	60	24	24	21	18	14	32	8	**392**	**297**	1150	34%	896	44%	504	942	32%	688	43%	391
17:30	59	8	36	18	16	14	13	47	20	31	14	19	12	36	8	**351**	**266**	1150	31%	896	39%	545	942	28%	688	39%	422
18:00	48	6	31	5	15	20	14	21	26	28	17	29	15	24	6	**305**	**219**	1150	27%	896	34%	591	942	23%	688	32%	469
18:30	43	5	28	5	16	42	24	16	29	34	20	22	21	31	7	**343**	**217**	1150	30%	896	38%	553	942	23%	688	32%	471

Saturday	Bolton Road	Calthorpe Street East	Calthorpe Street West LS	Calthorpe Street West SS	George Street	Horsefair West	Market Place	Marlborough Road	North Bar East	North Bar West	Parsons Street	South Bar East LS	South Bar East SS	South Bar West	Windsor Street	**Total Demand**	**Total LS Demand**	Banbury Capacity	Demand %	Capacity Without Marlborough Rd	Demand without Marlborough Rd %	Residual Capacity without Marlborough Rd	Banbury Capacity	Demand %	Without Marlborough Rd	Demand without Marlborough Rd %	Residual Capacity without Marlborough Rd
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
09:00	80	5	32	0	26	14	18	36	13	7	22	5	8	23	18	**307**	**249**	1150	27%	896	34%	589	942	26%	688	36%	439
09:30	105	8	47	0	41	12	28	39	23	9	29	7	7	21	23	**399**	**321**	1150	35%	896	45%	497	942	34%	688	47%	367
10:00	131	17	68	0	60	14	36	47	26	8	30	6	11	25	31	**510**	**406**	1150	44%	896	57%	386	942	43%	688	59%	282
10:30	146	16	81	0	67	17	35	53	32	14	34	9	11	27	35	**577**	**466**	1150	50%	896	64%	319	942	49%	688	68%	222
11:00	146	18	90	0	63	30	37	56	31	14	38	7	14	19	37	**600**	**470**	1150	52%	896	67%	296	942	50%	688	68%	218
11:30	152	12	88	0	97	24	45	66	28	14	34	9	21	19	36	**645**	**515**	1150	56%	896	72%	251	942	55%	688	75%	173
12:00	150	12	77	0	86	23	37	76	33	17	43	7	18	17	35	**631**	**508**	1150	55%	896	70%	265	942	54%	688	74%	180
12:30	148	10	78	0	99	28	45	87	31	16	47	5	14	22	42	**672**	**544**	1150	58%	896	75%	224	942	58%	688	79%	144
13:00	152	11	70	0	107	27	44	83	33	23	48	5	19	18	36	**676**	**542**	1150	59%	896	75%	220	942	58%	688	79%	146
13:30	139	8	48	25	110	22	49	90	32	20	43	7	21	22	39	**675**	**518**	1150	59%	896	75%	221	942	55%	688	75%	170
14:00	149	12	49	18	106	29	48	100	31	21	40	7	21	18	37	**686**	**527**	1150	60%	896	77%	210	942	56%	688	77%	161
14:30	139	12	52	23	99	32	30	81	24	19	42	7	17	20	34	**631**	**493**	1150	55%	896	70%	265	942	52%	688	72%	195
15:00	115	9	50	16	90	30	38	70	19	18	36	9	13	20	32	**565**	**440**	1150	49%	896	63%	331	942	47%	688	64%	248
15:30	104	12	37	13	85	26	47	66	19	14	35	8	12	15	35	**528**	**399**	1150	46%	896	59%	368	942	42%	688	58%	289
16:00	85	8	38	8	81	21	38	70	19	14	36	14	11	14	22	**479**	**374**	1150	42%	896	53%	417	942	40%	688	54%	314
16:30	69	8	30	6	75	21	39	59	22	15	30	13	14	16	24	**441**	**331**	1150	38%	896	49%	455	942	35%	688	48%	357
17:00	52	4	19	2	50	18	37	45	26	14	29	14	14	9	17	**350**	**249**	1150	30%	896	39%	546	942	26%	688	36%	439
17:30	41	5	13	1	37	14	21	27	29	13	25	7	16	12	17	**278**	**192**	1150	24%	896	31%	618	942	20%	688	28%	496
18:00	28	5	13	3	32	19	16	19	26	11	22	10	22	16	13	**255**	**164**	1150	22%	896	28%	641	942	17%	688	24%	524
18:30	29	5	14	3	39	26	25	18	28	13	20	14	24	16	14	**288**	**177**	1150	25%	896	32%	608	942	19%	688	26%	511

Sunday	Bolton Road	Calthorpe Street East	Calthorpe Street West LS	Calthorpe Street West SS	George Street	Horsefair West	Market Place	Marlborough Road	North Bar East	North Bar West	Parsons Street	South Bar East LS	South Bar East SS	South Bar West	Windsor Street	**Total Demand**	**Total LS Demand**	Banbury Capacity	Demand %	Capacity Without Marlborough Rd	Demand without Marlborough Rd %	Residual Capacity without Marlborough Rd	Banbury Capacity	Demand %	Without Marlborough Rd	Demand without Marlborough Rd %	Residual Capacity without Marlborough Rd
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
09:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
09:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
10:00	28	1	13	7	7	17	23	12	9	11	18	3	7	11	12	**179**	**115**	1150	16%	896	20%	717	942	12%	688	17%	573
10:30	41	3	14	6	18	20	30	22	11	9	21	3	8	9	10	**225**	**147**	1150	20%	896	25%	671	942	16%	688	21%	541
11:00	50	5	17	12	46	32	38	20	17	11	22	4	7	10	20	**311**	**200**	1150	27%	896	35%	585	942	21%	688	29%	488
11:30	59	5	22	7	66	31	42	32	17	7	21	13	8	12	23	**365**	**255**	1150	32%	896	41%	531	942	27%	688	37%	433
12:00	55	3	31	10	50	44	44	36	35	12	22	12	13	18	22	**407**	**258**	1150	35%	896	45%	489	942	27%	688	38%	430
12:30	62	5	27	9	59	42	45	32	38	19	21	7	12	18	19	**415**	**264**	1150	36%	896	46%	481	942	28%	688	38%	424
13:00	72	6	22	9	68	43	45	35	38	30	24	7	13	16	17	**445**	**291**	1150	39%	896	50%	451	942	31%	688	42%	397
13:30	66	7	25	15	70	39	44	25	31	28	31	7	13	17	17	**435**	**286**	1150	38%	896	49%	461	942	30%	688	42%	402
14:00	61	6	23	13	55	40	46	27	21	25	29	7	12	19	17	**401**	**263**	1150	35%	896	45%	495	942	28%	688	38%	425
14:30	56	5	21	7	51	39	43	24	27	12	24	7	13	15	17	**361**	**227**	1150	31%	896	40%	535	942	24%	688	33%	461
15:00	51	5	30	7	38	39	39	38	21	9	17	11	14	15	17	**351**	**226**	1150	31%	896	39%	545	942	24%	688	33%	462
15:30	46	5	26	6	33	31	37	24	15	9	13	12	10	12	16	**295**	**191**	1150	26%	896	33%	601	942	20%	688	28%	497
16:00	35	3	21	4	17	19	24	25	12	9	7	11	15	10	14	**226**	**149**	1150	20%	896	25%	670	942	16%	688	22%	539
16:30	28	1	16	5	12	17	23	15	14	10	6	12	13	10	12	**194**	**121**	1150	17%	896	22%	702	942	13%	688	18%	567
17:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
18:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	**0**	**0**	1150	0%	896	0%	896	942	0%	688	0%	688

APPENDIX H

Traffic Flow Diagrams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27
280
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183 385 175
29
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12 448 298
120
34
519
68 591 418
33
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32
141
221
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163 523 170
156
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25 778
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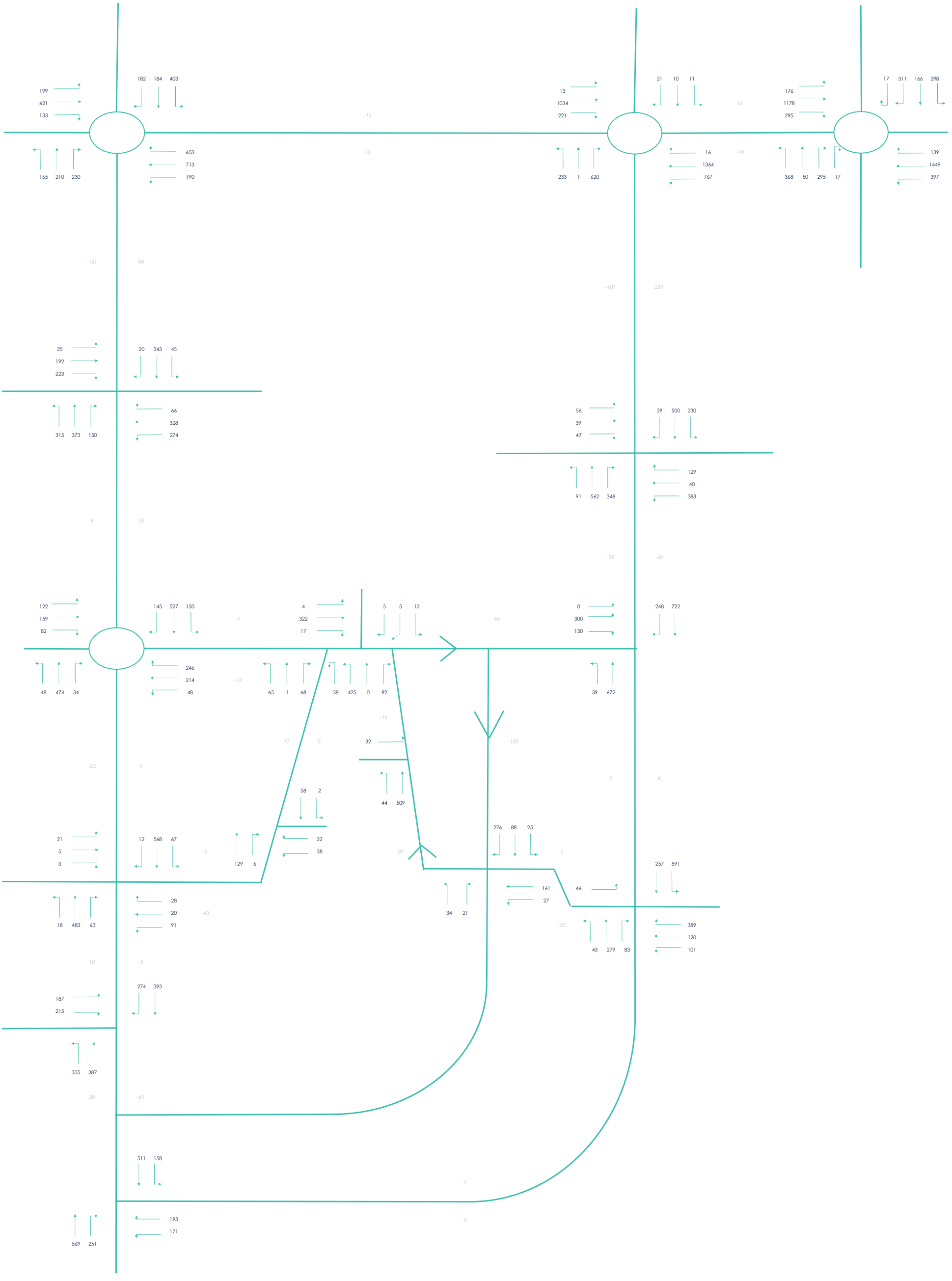
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20 343 45
66
328
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29 500 230
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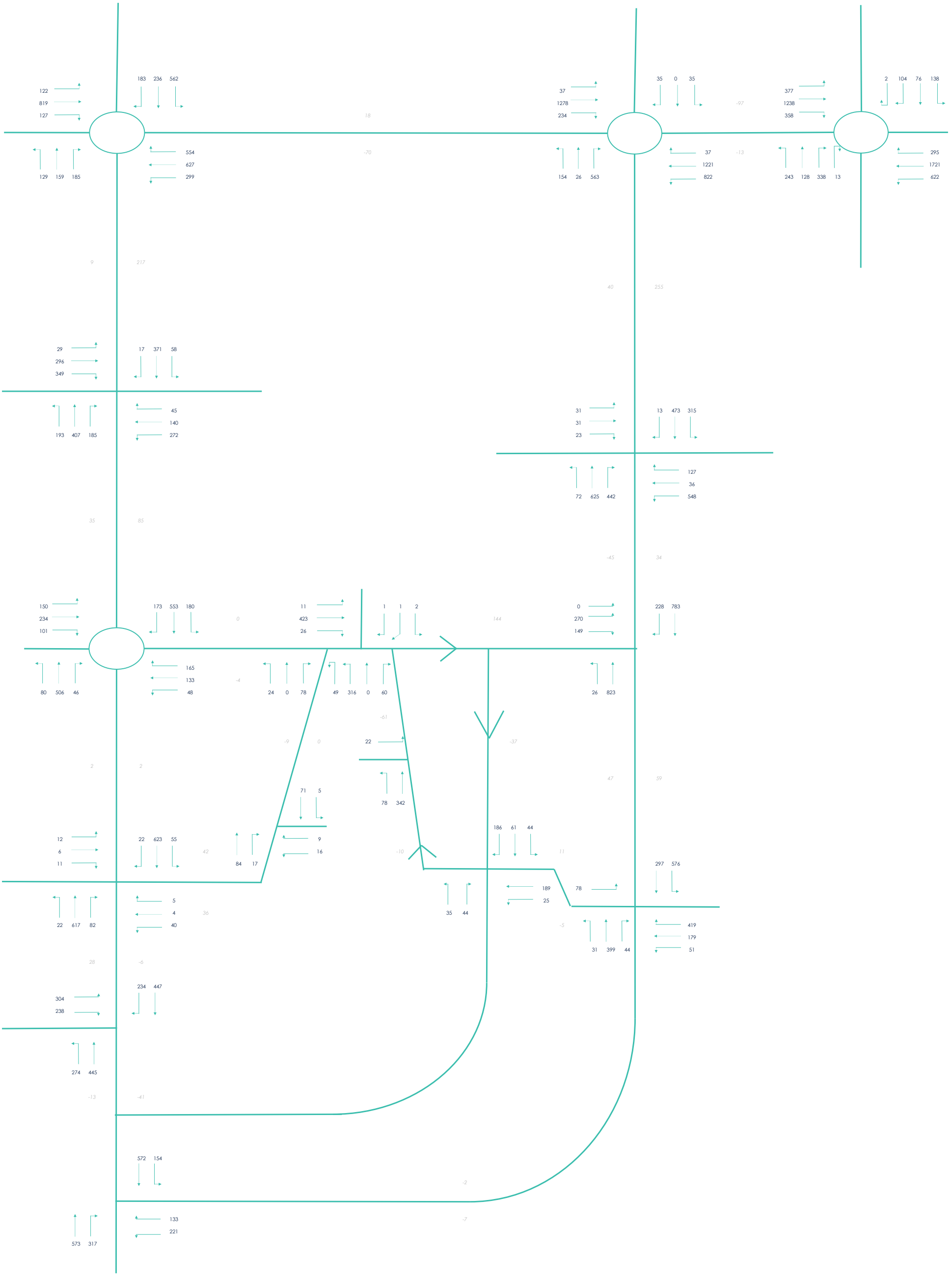
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9
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40
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29
296
349
17 371 58
193 407 185
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31
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72 625 442
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150
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31 399 44
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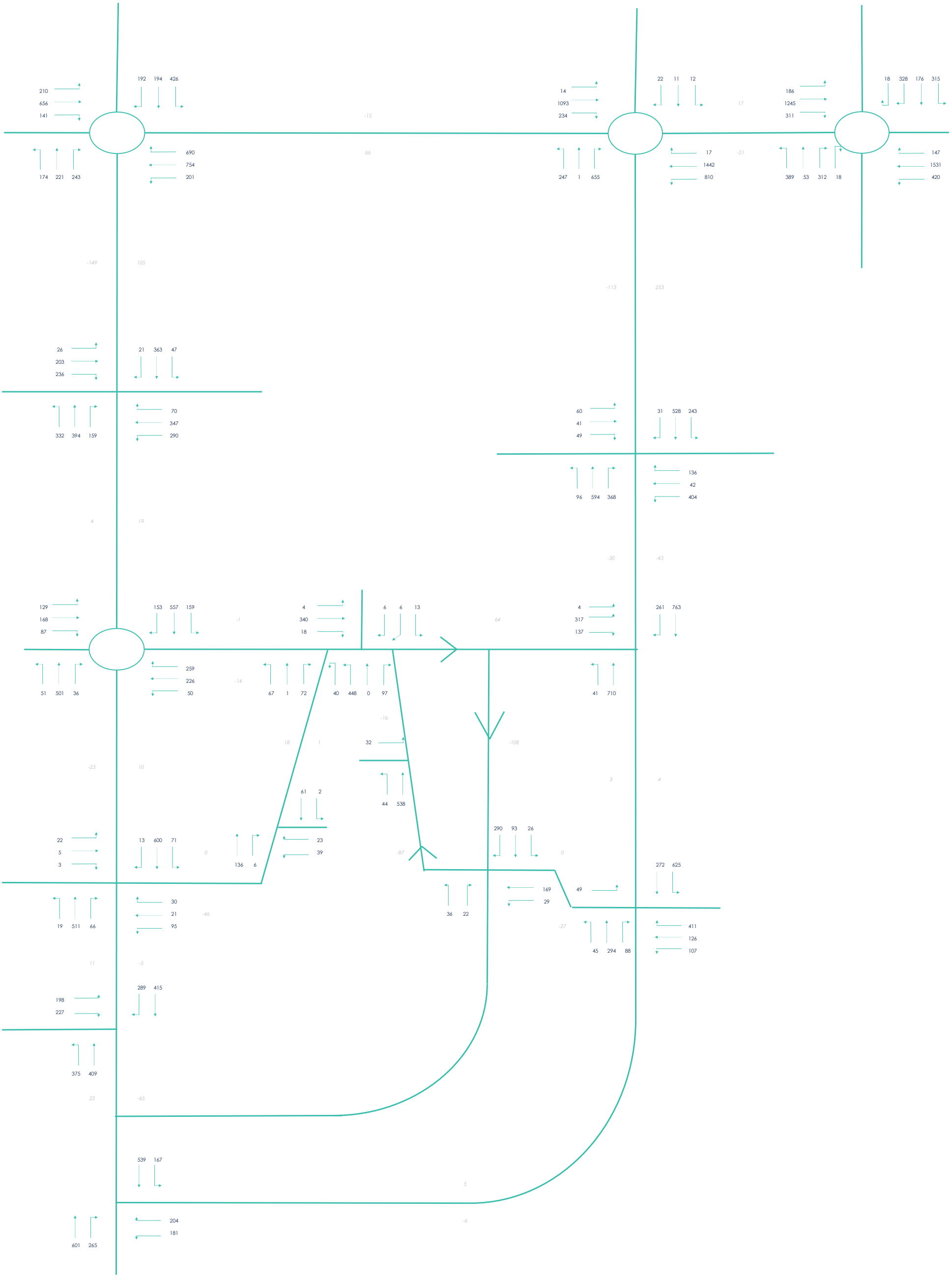
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1442
810
247
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655
186
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137
261
763
41
710
-16
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-108
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538
61
2
3
4
22
5
3
13
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71
23
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136
6
0
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290
93
26
0
272
625
19
511
66
30
21
95
-46
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36
22
-27
45
294
88
411
126
107
11
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227
289
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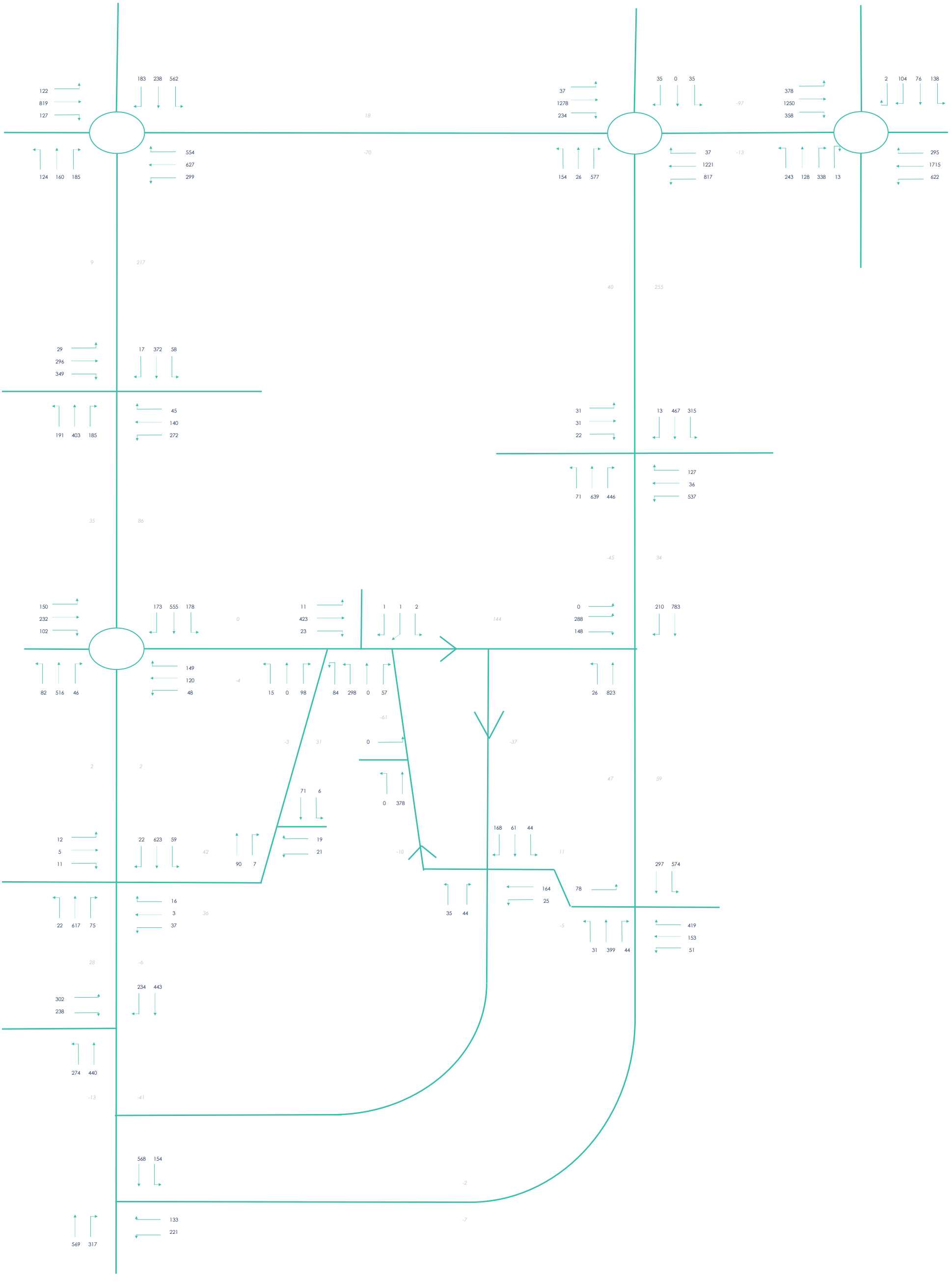
375
409
22
-65
539
167
5
204
181
601
265
-6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243 128 338 13
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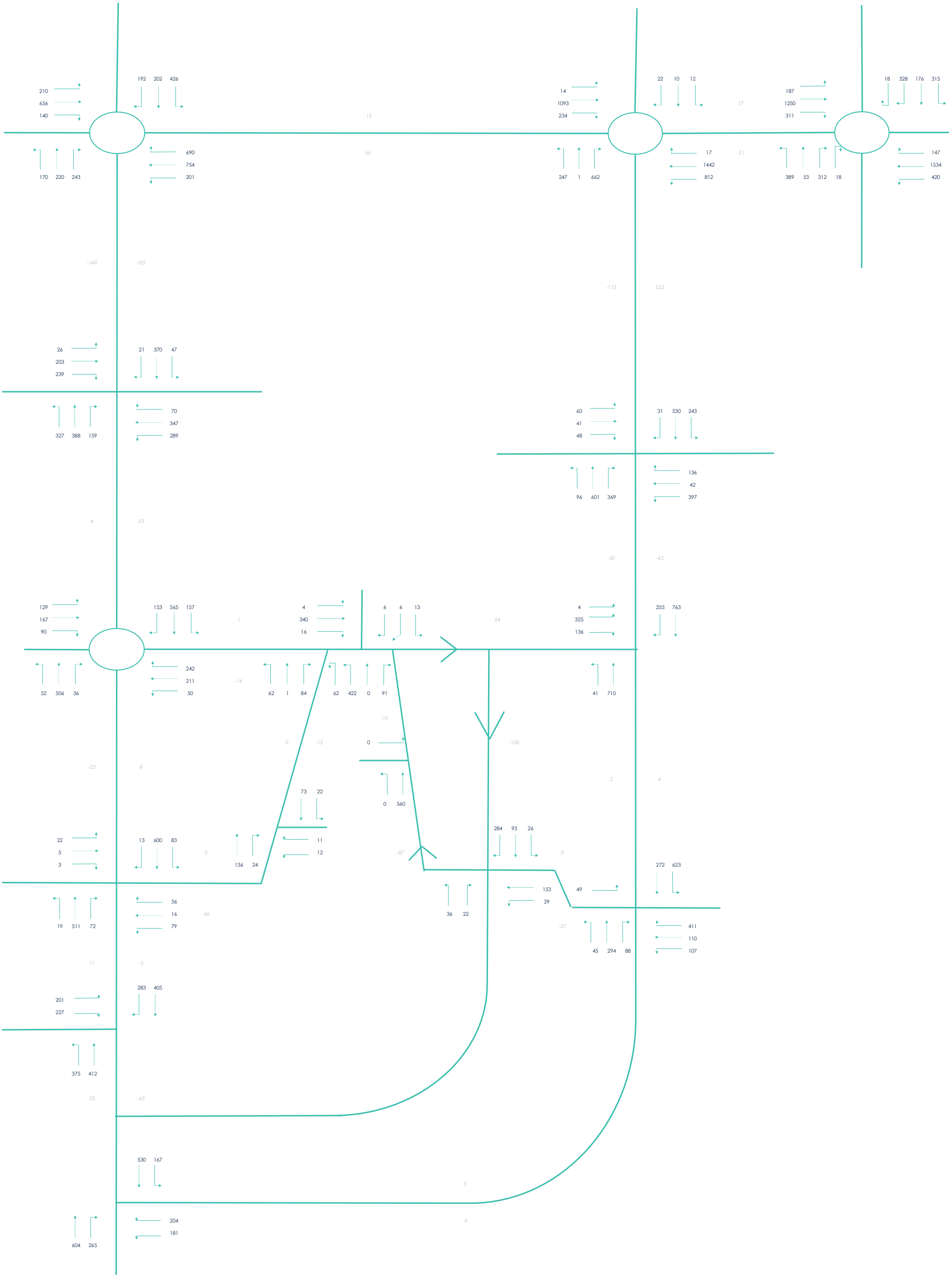

2028 Baseline + Development - PCU
PM Peak 17:00 - 18:00
Calthorpe Street, Banbury

APPENDIX I
Traffic Calculations

AM Peak	08:00 - 09:00
Car Park Survey - Occupancy	63

Trics Data (Refer to Appendix X)	In	Out
Retail - TK MAXX	-53	-39
Retail - Farmfoods	-10	-8
Rest Demand (Temproed)	-37	0
Residential - Propsoed Development	13	41

TEMPRO	
2023 > 2028 Principal	1.0561
2023 > 2028 Minor	1.058

CYCLE	0.20
M/CYCLE	0.40
CAR	1.00
LGV	1.00
OGV1	1.50
OGV2	2.30
BUS	2.00

IN
OUT

Zone	Entry / Exiit Link	Percentage
A	SOUTHAM ROAD	15.98%
B	GRIMSBY GREEN	0.00%
C	WILDMERE ROAD	5.33%
D	A422 E	32.04%
E	ERMONT WAY	0.13%
F	BRIDGE STREET	10.34%
G	SWAN CLOSE ROAD	0.00%
H	A4260 S	13.86%
I	A361	11.28%
J	CROUCH STREET	0.00%
K	B3045	3.66%
L	B4100	7.37%
M	A422 W	0.00%

Junction	From Arm	To Arm	Movement	Movement	2023 Survey						2023 Base					Isolation On-Site Retail			2028 Base					Development Trips		On-Site Retail	Car Park Removal	Car Park Reassignemnt	Total	2028 Base + Dev				
					Total	LV	HV	HV%	PCU	Q.	Total	LV	HV	HV%	PCU	TK MAXX	Farmfoods	TOTAL	Total	LV	HV	HV%	PCU	Dist.	Trips					Total	LV	HV	HV%	PCU
J1 - A361 / Castle St / Warwick Rd	1 - Southam Road	4 - Warwick Road	A1	Right	13	12	1	8%	14	2	15	14	1	8%	16				16	15	1	8%	17						0	16	15	1	8%	17
		3 - North Bar Street	A2	Ahead	317	278	39	12%	344	-5	312	274	38	12%	350	0	0	0	330	289	41	12%	371	15.98%	2	0	0	0	2	332	291	41	12%	372
		2 - Castle Street	A3	Left	56	56	0	0%	56	-1	55	55	0	0%	55				58	58	0	0%	58						0	58	58	0	0%	58
	2 - Castle Street	1 - Southam Road	A4	Right	37	34	3	8%	40	3	40	37	3	8%	43				42	39	3	8%	45						0	42	39	3	8%	45
		4 - Warwick Road	A5	Ahead	126	121	5	4%	131	1	127	122	5	4%	132				134	129	5	4%	140						0	134	129	5	4%	140
		3 - North Bar Street	A6	Left	249	238	11	4%	257	-3	246	235	11	4%	257	0	0	0	260	249	12	4%	272			0	0	0	0	260	249	12	4%	272
	3 - North Bar Street	2 - Castle Street	A7	Right	171	164	7	4%	175	-3	168	161	7	4%	175				178	170	7	4%	185						0	178	170	7	4%	185
		1 - Southam Road	A8	Ahead	365	347	18	5%	374	2	367	349	18	5%	385	-9	-2	-10	388	369	19	5%	407	15.98%	6	-10	0	0	-4	384	365	19	5%	403
		4 - Warwick Road	A9	Left	174	167	7	4%	177	2	176	169	7	4%	183	-4	-1	-5	186	178	7	4%	193	7.37%	3	-5	0	0	-2	184	176	7	4%	191
	4 - Warwick Road	3 - North Bar Street	A10	Right	321	313	8	2%	327	1	322	314	8	2%	330	0	0	-1	340	332	8	2%	349	7.37%	1	-1	0	0	0	341	332	8	2%	349
		2 - Castle Street	A11	Ahead	276	276	0	0%	274	4	280	280	0	0%	280				296	296	0	0%	296						0	296	296	0	0%	296
		1 - Southam Road	A12	Left	27	27	0	0%	27	0	27	27	0	0%	27				29	29	0	0%	29						0	29	29	0	0%	29
J2 - Horse Fair / Bar Street	1 - A361 Horse Fair	4 - B4035 West Bar Street	B1	Right	150	138	12	8%	159	1	151	139	12	8%	163				160	147	13	8%	173						0	160	147	13	8%	173
		3 - A361 South Bar Street	B2	Ahead	494	465	29	6%	516	0	494	465	29	6%	523				523	492	31	6%	553	15.98%	2				2	525	494	31	6%	555
		2 - High Street	B3	Left	159	148	11	7%	168	0	159	148	11	7%	170	-1	0	-1	168	157	12	7%	180			-1	-1	1	-1	167	155	12	7%	178
	2 - High Street	1 - A361 Horse Fair	B4	Right	150	146	4	3%	150	2	152.40	148	4	3%	156	-13	-3	-15	160.35	156	4	3%	165			-15	0	0	-15	145.04	141	4	3%	149
		4 - B4035 West Bar Street	B5	Ahead	122	120	2	2%	123	2	124	122	2	2%	126	-10	-2	-12	130	128	2	2%	133			-12	0	0	-12	118	116	2	2%	120
		3 - A361 South Bar Street	B6	Left	41	37	4	10%	43	1	42	38	4	10%	46				44	40	4	10%	48						0	44	40	4	10%	48
	3 - A361 South Bar Street	2 - High Street	B7	Right	40	36	4	10%	43	0	40	36	4	10%	44				42	38	4	10%	46						0	42	38	4	10%	46
		1 - A361 Horse Fair	B8	Ahead	456	432	24	5%	471	-2	454	430	24	5%	478				481	455	25	5%	506	23.35%	9				9	490	465	25	5%	516
		4 - B4035 West Bar Street	B9	Left	74	72	2	3%	75	0	74	72	2	3%	76				78	76	2	3%	80	3.66%	1				1	80	77	2	3%	82
	4 - B4035 West Bar Street	3 - A361 South Bar Street	B10	Right	92	89	3	3%	94	0	92	89	3	3%	95				98	94	3	3%	101	7.37%	1				1	99	95	3	3%	102
		2 - High Street	B11	Ahead	214	207	7	3%	216	0	214	207	7	3%	221	-2	0	-2	227	219	7	3%	234			-2	-1	1	-2	225	218	7	3%	232
		1 - A361 Horse Fair	B12	Left	140	139	1	1%	141	0	140	139	1	1%	141				148	147	1	1%	150						0	148	147	1	1%	150
J3 - A361 / Calthorpe St / A361 / Crouch St	1 - A361 (N)	4 - Crouch Street	C1	Right	22	22	0	0%	22	-1	21	21	0	0%	21				22	22	0	0%	22						0	22	22	0	0%	22
		3 - A361 (S)	C2	Ahead	553	517	36	7%	579	0	553	517	36	7%	589				585	547	38	7%	623						0	585	547	38	7%	623
		2 - Calthorpe Street	C3	Left	52	52	0	0%	52	0	52	52	0	0%	52				55	55	0	0%	55	27.01%	4				4	59	59	0	0%	59
	2 - Calthorpe Street	1 - A361 (N)	C4	Right	5	5	0	0%	4	0	5	5	0	0%	5				5	5	0	0%	5	27.01%	11				11	16	16	0	0%	16
		4 - Crouch Street	C5	Ahead	4	4	0	0%	4	0	4	4	0	0%	4	-1	0	-2	4	4	0	0%	4	0.00%	0	-2	0	0	-2	3	3	0	0%	3
		3 - A361 (S)	C6	Left	33	28	5	15%	37	1	34	29	5	15%	39	-12	-2	-14	35	30	5	15%	40	25.14%	10	-14	0	0	-4	31	26	5	17%	37
	3 - A361 (S)	2 - Calthorpe Street	C7	Right	79	79	0	0%	78	-1	78	78	0	0%	78	-8	-2	-10	82	82	0	0%	82	25.14%	3	-10	-6	6	-7	75	75	0	0%	75
		1 - A361 (N)	C8	Ahead	551	519	32	6%	571	0	551	519	32	6%	583				583	549	34	6%	617						0	583	549	34	6%	617
		4 - Crouch Street	C9	Left	20	19	1	5%	21	0	20	19	1	5%	21				21	20	1	5%	22						0	21	20	1	5%	22
	4 - Crouch Street	3 - A361 (S)	C10	Right	11	11	0	0%	11	0	11	11	0	0%	11				11	11	0	0%	11						0	11	11	0	0%	11
		2 - Calthorpe Street	C11	Ahead	6	6	0	0%	6	0	6	6	0	0%	6	-1	0	-1	6	6	0	0%	6	0.00%	0	-1	0	0	-1	5	5	0	0%	5
		1 - A361 (N)	C12	Left	12	12	0	0%	12	0	12	12	0	0%	12				12	12	0	0%	12						0	12	12	0	0%	12
J4- A361 N / Oxford Rd / A361 E	1 - South Bar Street	3 - Bloxham Road	D1	Right	202	183	19	9%	215	0	202	183	19	9%	221	-4	-1	-5	214	194	20	9%	234	11.28%	5	-5	0	0	0	214	194	20	9%	234
		2 - Oxford Road	D2	Ahead	396	374	22	6%	411	5	401	378	22	6%	423	-8	-2	-9	423	400	24	6%	447	13.86%	6	-9	0	0	-4	420	396	24	6%	443
	2 - Oxford Road	1 - South Bar Street	D3	Ahead	404	388	16	4%	411	1	405	389	16	4%	421	-5	-1	-6	428	411	17	4%	445	13.86%	2	-6	-4	4	-4	423	407	17	4%	440
		3 - Bloxham Road	D4	Left	254	249	5	2%	259	0	254	249	5	2%	259				269	264	5	2%	274						0	269	264	5	2%	274
	3 - Bloxham Road	2 - Oxford Road	D5	Right	221	218	3	1%	223	1	222	219	3	1%	225				235	232	3	1%	238						0	235	232	3	1%	238
		1 - South Bar Street	D6	Left	272	256	16	6%	284	0	272	256	16	6%	288	-3	-1	-4	288	271	17	6%	304	11.28%	1	-4	-2	2	-3	285	268	17	6%	302
J5- A361 N / A4260 / A361 S	1 - A4260 (N)	3 - A4260 (S)	E1	Ahead	522	499	23	4%	537	-4	518	495	23	4%	541	-8	-2	-9	548	523	24	4%	572	13.86%	6	-9	0	0	-4	544	520	24	4%	568
		2 - Upper Windsor Street	E2	Left	147	145	2	1%	148	-3	144	142	2	1%	146				152	150	2	1%	154						0	152	150	2	1%	154
	2 - Upper Windsor Street	1 - A4260 (N)	E3	Right	128	125	3	2%	131	-5	123	120	3	2%	126				130	127	3	2%	133						0	130	127	3	2%	133
		3 - A4260 (S)	E4	Left	194	180	14	7%	207	1	195	181	14	7%	209				206	191	15	7%	221						0	206	191	15	7%	221
	3 - A4260 (S)	2 - Upper Windsor Street	E5	Right	295	283	12	4%	304	-7	288	277	12	4%	300				305	293	12	4%	317						0	305	293	12	4%	317
		1 - A4260 (N)	E6	Ahead	524	508	16	3%	532	2	526	510	16	3%	542	-5	-1	-6	556	539	17	3%	573	13.86%	2	-6	-4	4	-4	552	535	17	3%	569
JX - Calthorpe St / Western Site Access	1 - Calthorpe St N	3 - Calthorpe St S	X1	Ahead	61	57	6	10%	65	0	61	55	6	10%	67				65	58	6	10%	71					0	0	65	58	6	10%	71
		2 - Western Site Access	X2	Left	5	3	0	0%	5	0	5	5	0	0%	5	-3	-1	-3	5	5	0	0%	5	47.85%	6	-3	-2		1	6	6	0	0%	6
	2 - Western Site Access	1 - Calthorpe St N	X3	Right	9	9	0	0%	9	0	9	9	0	0%	9	-8	-2	-9	9	9	0	0%	9	47.85%	19	-9	0		10	19	19	0	0%	19
		3 - Calthorpe St S	X4	Left	16	16	0	0%	16	0	16	16	0	0%	16	-13	-3	-16	16	16	0	0%	16	52.15%	21	-16	0		6	21	21	0	0%	21
	3 - Calthorpe St S	2 - Western Site Access	X5	Right	17	11	0	0%	17	0	17	17	0	0%	17	-9	-2	-11	17	17	0	0%	17	52.15%	7	-11	-6		-10	7	7	0	0%	7
		1 - Calthorpe St N	X6	Ahead	76	79	3	4%	78	0	76	73	3	4%	79				80	77	3	4%	84					6	6	87	84	3	4%	90
J6 - High St / Marlborough Rd / Calthorpe St	1 - Northern Arm	5 - High Street (W)	F1	Right	1	1	0	0%	1	0	1	1	0	0%	1				1	1	0	0%	1						0	1	1	0	0%	1
		4 - Calthorpe Street	F2	Ahead	1	1	0	0%	1	0	1	1	0	0%	1				1	1	0	0%	1						0	1	1	0	0%	1
		2 - High St E	F3	Left	2	2	0	0%	2	-1	2	2	0	0%	2				2	2	0	0%	2						0	2	2	0	0%	2
	3 - Marlborough Road	2 - High St E	F4	Right	52	49	3	6%	54	2	54	51	3	6%	57	-3	-1	-3	57	54	3	6%	60			-3	0	0	-3	53	50	3	6%	57
		1 - Northern Arm	F5	Ahead	0	0	0	0%	0	0	0	0	0	0%	0				0	0	0	0%	0						0	0	0	0	0%	0
		5 - High Street (W)	F6	Ahead Left	290	281	9	3%	292	1	291	282	9	3%	300	-16	-3	-19	307	297	10	3%	316			-19	0	0	-19	288	279	10	3%	298
		4 - Calthorpe Street	F7	Left	41	36	5	12%	45	0	41	36	5	12%	46				43	38	5	12%	49	47.85%	6			29	35	79	73	5	7%	84
	4 - Calthorpe Street	2 - High St E	F8	Right	71	69	2	3%	72	1	72	70	2	3%	74				76	74	2	3%	78	47.85%	19				19	95	93	2	2%	98
		1 - Northern Arm	F9	Ahead	0	0	0	0%	0	0	0	0	0	0%	0				0	0	0	0%	0						0	0	0	0	0%	0
		5 - High Street (W)	F10	Left	22	21	1	5%	23	0	22	21	1	5%	23	-8	-2	-9	23	22	1	5%	24			-9	0	0	-9	14	13	1	8%	15
	5 - High Street (W)	4 - Calthorpe Street	F11	Right	24	23	1	4%	25	0	24	23	1	4%	25	-3	-1	-3	25	24	1	4%	26			-3	-2	2	-3	22	21	1	5%	23
		2 - High St E	F12	Ahead	379	358	21	6%	392	0	379	358	21	6%	400				401	379	22	6%	423						0	401	379	22	6%	423
		1 - Northern Arm	F13	Left	10	10	0	0%	10	0	10	10	0	0%	10				11	11	0	0%	11						0	11	11	0	0%	11
JXX - Marlborough Road / Eastern Site Access	1 - Marlborough Road	1 - Marlborough Road	XX1	Ahead	306	317	17	6%	314	0	306	289	17	6%	323				324	306	18	6%	342	47.85%	6			29	35	360	342	18	5%	378
		2 - Eastern Site Access	XX2	Left	77	49	0	0%	77	0	77	77	0	0%	77	-41	-8	-49	78	78	0	0%	78			-49	-29		-78	0	0	0	0%	0
	2 - Eastern Site Access	1 - Marlborough Road	XX3	Left	22	22	0	0%	22	0	22	22	0	0%	22	-18	-4	-22	22	22	0	0%	22		0	-22	0		-22	0	0	0	0%	0
J7 - A361 / Castle St / Warwick Rd	1 - Broad Street	4 - Marlborough Rd	G1	Right	167	157	10	6%	173	0	167	157	10	6%	177	-20	-4	-24	175	165	10	6%	186	47.85%	6	-24	-14	14	-17	158	147	10	7%	168
		3 - Newland Road	G2	Ahead	58	58	0	0%	58	0	58	58	0	0%	58				61	61	0	0%	61						0	61	61	0	0%	61
		2 - Gatteridge Street	G3	Left	39	36	3	8%	41	0	39	36	3	8%	42				41	38	3	8%	44						0	41	38	3	8%	44
	2 - Gatteridge Street	4 - Marlborough Rd	G5	Ahead	172	170	2	1%	172	6	178	176	2	1%	180	-21	-4	-25	187	185	2	1%	189	0.00%	0	-25	-15	15	-25	162	160	2	1%	164
		3 - Newland Road	G6	Left	23	23	0	0%	23	1	24	24	0	0%	24				25	25	0	0%	25						0	25	25	0	0%	25
	3 - Newland Road	2 - Gatteridge Street	G7	Right	43	43	0	0%	43	-1	42	42	0	0%	42				44	44	0	0%	44						0	44	44	0	0%	44
		4 - Marlborough Rd	G9	Left	33	33	0	0%	32	0	33	33	0	0%	33				35	35	0	0%	35						0	35	35	0	0%	35
J8 - Upper Windsor Street / Gatteridge Street / Swan Close Road	1 - Windsor Street	3 - Upper Windsor Street	H1	Ahead	270	257	13	5%	280	-2	268	255	13	5%	281				284	270	14	5%	297						0	284	270	14	5%	297
		2 - Swan Close Road	H2	Left	519	501	18	3%	531	7	526	508	18	3%	544	-1	0	-1	556	537	19	3%	576			-1	0	0	-1	555	536	19	3%	574
	2 - Swan Close Road	1 - Windsor Street	H3	Right	400	393	7	2%	405	-11	389	383	7	2%	396				412	405	7	2%	419						0	412	405	7	2%	419
		4 - Gatteridge Street	H4	Ahead	171	167	4	2%	171	-4	167	163	4	2%	170	-21	-4	-25	175	171	4	2%	179	0.00%	0	-25	-15	15	-25	149	145	4	3%	153
		3 - Upper Windsor Street	H5	Left	46	42	4	9%	51	-2	44	40	4	9%	48				47	43	4	9%	51						0	47	43	4	9%	51
	3 - Upper Windsor Street	2 - Swan Close Road	H6	Right	43	43	0	0%	43	-1	42	42	0	0%	42				44	44	0	0%	44						0	44	44	0	0%	44
		1 - Windsor Street	H7	Ahead	364	350	14	4%	374	-1	363	349	14	4%	377				384	369	15	4%	399						0	384	369	15	4%	399
		4 - Gatteridge Street	H8	Left	29	29	0	0%	29	0	29	29	0	0%	29				31	31	0	0%	31						0	31	31	0	0%	31
	4 - Gatteridge Street	1 - Windsor Street	H9	Left	72	70	2	3%	73	0	72	70	2	3%	74				76	74	2	3%	78						0	76	74	2	3%	78
J9 - A4260 N / A4260 S / George St	1 - Cherwell Street	3 - George Street	I1	Right	214	203	11	5%	221	-8	206	195	11	5%	217	-20	-4	-24	217	205	11	5%	228	47.85%	6	-24	-14	14	-17	199	188	11	6%	210
		2 - Windsor Street	I2	Ahead	694	665	29	4%	715	16	710	680	30	4%	740				751	720	31	4%	783						0	751	720	31	4%	783
	2 - Windsor Street	1 - Cherwell Street	I3	Ahead	755	731	24	3%	772	-1	754	730	24	3%	778				798	772	25	3%	823						0	798	772	25	3%	823
		3 - George Street	I4	Left	25	25	0	0%	25	0	25	25	0	0%	25				26	26	0	0%	26						0	26	26	0	0%	26
	3 - George Street	2 - Windsor Street	I5	Right	131	128	3	2%	133	7	138	135	3	2%	141	-1	0	-1	146	142	3	2%	149		0	-1	0	0	-1	144	141	3	2%	148
		1 - Cherwell Street	I6	Left	230	211	19	8%	245	6	236	217	20	8%	256	-2	0	-2	250	229	21	8%	270	47.85%	19	-2	0	0	17	267	246	21	8%	288
		1 - Cherwell Street	I7	Left Bus Ln	0	0	0	0%	0	0	0	0	0	0%	0				0	0	0	0%	0						0	0	0	0	0%	0
J10 - A4260 N / Bridge St E / A4260 S / Bridge St W	1 - Concord Avenue	4 - Bridge Street W	J1	Right	10	9	1	10%	11	1	11	10	1	10%	12				12	10	1	10%	13						0	12	10	1	10%	13
		3 - Cherwell Street	J2	Ahead	412	389	23	6%	429	12	424	400	24	6%	448	-9	-2	-11	448	423	25	6%	473	37.50%	5	-11	-6	6	-6	442	417	25	6%	467
		2 - Bridge Street E	J3	Left	291	285	6	2%	295	1	292	286	6	2%	298				309	303	6	2%	315						0	309	303	6	2%	315
	2 - Bridge Street E	1 - Concord Avenue	J4	Right	118	116	2	2%	120	0	118	116	2	2%	120				125	123	2	2%	127						0	125	123	2	2%	127
		4 - Bridge Street W	J5	Ahead	30	26	4	13%	32	0	30	26	4	13%	34				32	28	4	13%	36						0	32	28	4	13%	36
		3 - Cherwell Street	J6	Left	506	493	13	3%	513	0	506	493	13	3%	519	-11	-2	-13	535	521	14	3%	548	10.34%	1	-13	-8	8	-11	523	510	14	3%	537
	3 - Cherwell Street	2 - Bridge Street E	J7	Right	408	398	10	2%	413	0	408	398	10	2%	418	-1	0	-1	432	421	11	2%	442	10.34%	4	-1	0	0	3	435	424	11	2%	446
		1 - Concord Avenue	J8	Ahead	577	563	14	2%	587	0	577	563	14	2%	591	-1	0	-1	610	596	15	2%	625	37.50%	15	-1	0	0	14	624	610	15	2%	639
		4 - Bridge Street W	J9	Left	49	33	16	33%	65	2	51	34	17	33%	68	0	0	0	54	36	18	33%	72			0	0	0	0	54	36	18	33%	71
	4 - Bridge Street W	3 - Cherwell Street	J10	Right	19	15	4	21%	23	-1	18	14	4	21%	22	0	0	0	19	15	4	21%	23			0	0	0	0	18	14	4	22%	22
		2 - Bridge Street E	J11	Ahead	28	25	3	11%	26	-2	26	24	3	11%	29				28	25	3	11%	31						0	28	25	3	11%	31
		1 - Concord Avenue	J12	Left	22	13	9	41%	31	-1	21	12	8	41%	29				22	13	9	41%	31						0	22	13	9	41%	31
J11 - A423 Southam Rd N / Hennef Way / Southam Rd S / Ruscote Ave	1 - A423	4 - Ruscote Avenue	K1	Right	174	167	7	4%	177	-8	166	159	7	4%	173				176	169	7	4%	183						0	176	169	7	4%	183
		3 - A361	K2	Ahead	219	202	17	8%	231	-12	207	191	16	8%	223	0	0	0	219	202	17	8%	236	15.98%	2	0	0	0	2	221	204	17	8%	238
		2 - A422	K3	Left	513	474	39	8%	551	-19	494	456	38	8%	532				523	483	40	8%	562						0	523	483	40	8%	562
	2 - A422	1 - A423	K4	Right	443	395	48	11%	484	29	472	421	51	11%	523				499	445	54	11%	554						0	499	445	54	11%	554
		4 - Ruscote Avenue	K5	Ahead	518	470	48	9%	556	25	543	492	50	9%	593				574	521	53	9%	627						0	574	521	53	9%	627
		3 - A361	K6	Left	252	229	23	9%	276	7	259	236	24	9%	283				274	249	25	9%	299						0	274	249	25	9%	299
	3 - A361	2 - A422	K7	Right	151	128	23	15%	176	1	152	129	23	15%	175				160	136	24	15%	185						0	160	136	24	15%	185
		1 - A423	K8	Ahead	138	128	10	7%	146	3	141	130	10	7%	151	-5	-1	-6	148	138	11	7%	159	15.98%	6	-6	0	0	1	149	138	11	7%	160
		4 - Ruscote Avenue	K9	Left	114	110	4	4%	116	4	118	114	4	4%	122	-4	-1	-5	124	120	4	4%	129	0.00%	0	-5	0	0	-5	120	115	4	4%	124
	4 - Ruscote Avenue	3 - A361	K10	Right	114	108	6	5%	117	0	114	108	6	5%	120	0	0	0	121	115	6	5%	127	0.00%	0	0	0	0	0	121	115	6	5%	127
		2 - A422	K11	Ahead	735	694	41	6%	769	-2	733	693	41	6%	774				776	733	43	6%	819						0	776	733	43	6%	819
		1 - A423	K12	Left	114	111	3	3%	116	-2	112	109	3	3%	115				119	115	3	3%	122						0	119	115	3	3%	122
J12 - Grimsby Green / A422 Hennef Way E / A4260 / A422 Hennef Way W	1 - Grimsbury Avenue	4 - A422 (W)	L1	Right	27	20	7	26%	35	-1	26	19	7	26%	33				28	20	7	26%	35						0	28	20	7	26%	35
		3 - Concord Avenue	L2	Ahead	0	0	0	0%	0	0	0	0	0	0%	0	0	0	0	0	0	0	0%	0	0.00%	0	0	0	0	0	0	0	0	0%	0
		2 - A422 E	L3	Left	23	6	17	74%	44	-4	19	5	14	74%	33				20	5	15	74%	35						0	20	5	15	74%	35
	2 - A422 E	1 - Grimsbury Avenue	L4	Right	22	9	13	59%	39	0	22	9	13	59%	35				23	10	14	59%	37						0	23	10	14	59%	37
		4 - A422 (W)	L5	Ahead	1046	940	106	10%	1136	2	1048	942	106	10%	1154				1109	996	112	10%	1221						0	1109	996	112	10%	1221
		3 - Concord Avenue	L6	Left	741	703	38	5%	765	-1	740	702	38	5%	778	-9	-2	-11	782	742	40	5%	822	37.50%	5	-11	-6	6	-6	777	736	40	5%	817
	3 - Concord Avenue	2 - A422 E	L7	Right	523	505	18	3%	534	-9	514	497	18	3%	532	-1	0	-1	544	525	19	3%	563	37.50%	15	-1	0	0	14	558	540	19	3%	577
		1 - Grimsbury Avenue	L8	Ahead	19	13	6	32%	26	0	19	13	6	32%	25	0	0	0	20	14	6	32%	26	0.00%	0	0	0	0	0	20	13	6	32%	26
		4 - A422 (W)	L9	Left	140	134	6	4%	144	0	140	134	6	4%	146				148	142	6	4%	154						0	148	142	6	4%	154
	4 - A422 (W)	3 - Concord Avenue	L10	Right	219	212	7	3%	226	-5	214	207	7	3%	221				226	219	7	3%	234						0	226	219	7	3%	234
		2 - A422 E	L11	Ahead	1151	1062	89	8%	1231	-30	1121	1034	87	8%	1207				1186	1094	92	8%	1278						0	1186	1094	92	8%	1278
		1 - Grimsbury Avenue	L12	Left	29	22	7	24%	38	-1	28	21	7	24%	35				30	23	7	24%	37						0	30	23	7	24%	37
J13 - Wildmere Rd / A422 Hennef Way E / Ermont Way / A422 Hennef Way W	1 - Wilmere Road	1 - Wilmere Road	M1	U-turn	2	2	0	0%	2	0	2	2	0	0%	2				2	2	0	0%	2						0	2	2	0	0%	2
		4 - A422 (W)	M2	Right	95	90	5	5%	98	-2	93	88	5	5%	98	-1	0	-1	98	93	5	5%	104	5.33%	1	-1	0	0	0	98	93	5	5%	104
		3 - Ermont Way	M3	Ahead	62	54	8	13%	68	2	64	56	8	13%	72				68	59	9	13%	76						0	68	59	9	13%	76
		2 - A422 €	M4	Left	104	78	26	25%	129	0	104	78	26	25%	130				110	83	28	25%	138						0	110	83	28	25%	138
	2 - A422 €	1 - Wilmere Road	M5	Right	260	240	20	8%	279	-1	259	239	20	8%	279				274	253	21	8%	295						0	274	253	21	8%	295
		4 - A422 (W)	M6	Ahead	1502	1368	134	9%	1617	-8	1494	1361	133	9%	1627	-8	-2	-10	1580	1439	141	9%	1721	32.04%	4	-10	-6	6	-6	1574	1433	141	9%	1715
		3 - Ermont Way	M7	Left	537	486	51	9%	582	0	537	486	51	9%	588				568	514	54	9%	622						0	568	514	54	9%	622
	3 - Ermont Way	3 - Ermont Way	M8	U-turn	12	12	0	0%	12	0	12	12	0	0%	12				13	13	0	0%	13						0	13	13	0	0%	13
		2 - A422 €	M9	Right	274	224	50	18%	325	-4	270	221	49	18%	320				286	234	52	18%	338						0	286	234	52	18%	338
		1 - Wilmere Road	M10	Ahead	108	94	14	13%	118	-1	107	94	14	13%	121				114	99	15	13%	128						0	114	99	15	13%	128
		4 - A422 (W)	M11	Left	212	194	18	8%	225	-1	211	193	18	8%	229				224	205	19	8%	243	0.13%	0				0	224	205	19	8%	243
	4 - A422 (W)	3 - Ermont Way	M12	Right	315	302	13	4%	323	10	325	311	13	4%	338				344	329	14	4%	358	0.13%	0				0	344	329	14	4%	358
		2 - A422 €	M13	Ahead	1037	938	99	10%	1131	31	1068	966	102	10%	1170	-1	0	-1	1130	1022	108	10%	1238	32.04%	13	-1	0	0	12	1142	1034	108	9%	1250
		1 - Wilmere Road	M14	Left	345	333	12	3%	355	-1	344	332	12	3%	356	0	0	0	364	351	13	3%	377	5.33%	2	0	0	0	2	366	353	13	3%	378

PM Peak 17:00-18:00

Car Park Survey - Occupancy 60

Trics Data (Refer to Appendix X)	In	Out
Retail - TK MAXX	-37	-47
Retail - Farmfoods	-16	-16
Commuters	0	-30
Residential - Propsoed Development	47	24

TEMPRO	
2023 > 2028 Principal	1.0552
2023 > 2028 Minor	1.0571

CYCLE	0.20
M/CYCLE	0.40
CAR	1.00
LGV	1.00
OGV1	1.50
OGV2	2.30
BUS	2.00

IN
OUT

Zone		
A	SOUTHAM ROAD	15.98%
B	GRIMSBY GREEN	0.00%
C	WILDMERE ROAD	5.33%
D	A422 E	32.04%
E	ERMONT WAY	0.13%
F	BRIDGE STREET	10.34%
G	SWAN CLOSE ROAD	0.00%
H	A4260 S	13.86%
I	A361	11.28%
J	CROUCH STREET	0.00%
K	B3045	3.66%
L	B4100	7.37%
M	A422 W	0.00%

Junction	From Arm	To Arm	Movement	Movement	2023 Survey						2023 Base					Isolation On-Site Retail			2028 Base					Development Trips		On-Site Retail	Car Park Removal	Car Park Reassignemnt	Total	2028 Base + Dev				
					Total	LV	HV	HV%	PCU	Q.	Total	LV	HV	HV%	PCU	TK MAXX	Farmfoods	TOTAL	Total	LV	HV	HV%	PCU	Dist.	Trips					Total	LV	HV	HV%	PCU
J1 - A361 / Castle St / Warwick Rd	1 - Southam Road	4 - Warwick Road	A1	Right	19	19	0	0%	19	1	20	20	0	0%	20				21	21	0	0%	21						0	21	21	0	0%	21
		3 - North Bar Street	A2	Ahead	333	328	5	2%	335	5	338	333	5	2%	343	0	0	0	358	352	5	2%	363	15.98%	7	0	0	0	7	365	359	5	1%	370
		2 - Castle Street	A3	Left	44	44	0	0%	44	1	45	45	0	0%	45				47	47	0	0%	47						0	47	47	0	0%	47
	2 - Castle Street	1 - Southam Road	A4	Right	63	61	2	3%	65	1	64	62	2	3%	66				67	65	2	3%	70						0	67	65	2	3%	70
		4 - Warwick Road	A5	Ahead	330	327	3	1%	330	-5	325	322	3	1%	328				344	340	3	1%	347						0	344	340	3	1%	347
		3 - North Bar Street	A6	Left	267	259	8	3%	273	-1	266	258	8	3%	274	0	0	0	281	273	8	3%	290			0	0	0	0	281	273	8	3%	289
	3 - North Bar Street	2 - Castle Street	A7	Right	147	145	2	1%	148	1	148	146	2	1%	150				156	154	2	1%	159						0	156	154	2	1%	159
		1 - Southam Road	A8	Ahead	370	368	2	1%	370	1	371	369	2	1%	373	-7	-2	-10	392	390	2	1%	394	15.98%	4	-10	-5	5	-5	386	384	2	1%	388
		4 - Warwick Road	A9	Left	316	312	4	1%	316	-5	311	307	4	1%	315	-6	-2	-8	328	324	4	1%	332	7.37%	2	-8	-4	4	-6	322	318	4	1%	327
	4 - Warwick Road	3 - North Bar Street	A10	Right	220	214	6	3%	226	-3	217	211	6	3%	223	0	0	0	229	223	6	3%	236	7.37%	3	0	0	0	3	233	226	6	3%	239
		2 - Castle Street	A11	Ahead	195	195	0	0%	194	-3	192	192	0	0%	192				203	203	0	0%	203						0	203	203	0	0%	203
		1 - Southam Road	A12	Left	25	25	0	0%	25	0	25	25	0	0%	25				26	26	0	0%	26						0	26	26	0	0%	26
J2 - Horse Fair / Bar Street	1 - A361 Horse Fair	4 - B4035 West Bar Street	B1	Right	135	127	8	6%	142	2	137	129	8	6%	145				145	136	9	6%	153						0	145	136	9	6%	153
		3 - A361 South Bar Street	B2	Ahead	523	519	4	1%	523	0	523	519	4	1%	527				553	549	4	1%	557	15.98%	7				7	560	556	4	1%	565
		2 - High Street	B3	Left	143	136	7	5%	150	0	143	136	7	5%	150	-1	0	-1	151	144	7	5%	159			-1	0	0	-1	150	143	7	5%	157
	2 - High Street	1 - A361 Horse Fair	B4	Right	236	234	2	1%	236	8	244.20	242	2	1%	246	-13	-5	-18	257.13	255	2	1%	259			-18	-8	9	-17	240.28	238	2	1%	242
		4 - B4035 West Bar Street	B5	Ahead	207	207	0	0%	203	7	214	214	0	0%	214	-12	-4	-16	226	226	0	0%	226			-16	-7	8	-15	211	211	0	0%	211
		3 - A361 South Bar Street	B6	Left	46	46	0	0%	46	2	48	48	0	0%	48				50	50	0	0%	50						0	50	50	0	0%	50
	3 - A361 South Bar Street	2 - High Street	B7	Right	31	30	1	3%	31	2	33	32	1	3%	34				34	33	1	3%	36						0	34	33	1	3%	36
		1 - A361 Horse Fair	B8	Ahead	438	426	12	3%	445	23	461	448	13	3%	474				487	474	13	3%	501	23.35%	6				6	493	480	13	3%	506
		4 - B4035 West Bar Street	B9	Left	45	44	1	2%	45	2	47	46	1	2%	48				50	49	1	2%	51	3.66%	1				1	51	50	1	2%	52
	4 - B4035 West Bar Street	3 - A361 South Bar Street	B10	Right	81	79	2	2%	82	-1	80	78	2	2%	82				84	82	2	2%	87	7.37%	3				3	88	86	2	2%	90
		2 - High Street	B11	Ahead	156	151	5	3%	160	-2	154	149	5	3%	159	-1	0	-1	163	157	5	3%	168			-1	0	0	-1	161	156	5	3%	167
		1 - A361 Horse Fair	B12	Left	123	122	1	1%	124	-2	121	120	1	1%	122				128	127	1	1%	129						0	128	127	1	1%	129
J3 - A361 / Calthorpe St / A361 / Crouch St	1 - A361 (N)	4 - Crouch Street	C1	Right	12	12	0	0%	12	0	12	12	0	0%	12				13	13	0	0%	13						0	13	13	0	0%	13
		3 - A361 (S)	C2	Ahead	563	558	5	1%	563	0	563	558	5	1%	568				595	590	5	1%	600						0	595	590	5	1%	600
		2 - Calthorpe Street	C3	Left	66	65	1	2%	67	0	66	65	1	2%	67				70	69	1	2%	71	27.01%	13				13	82	81	1	1%	83
	2 - Calthorpe Street	1 - A361 (N)	C4	Right	26	24	2	8%	28	0	26	24	2	8%	28				27	25	2	8%	30	27.01%	6				6	34	32	2	6%	36
		4 - Crouch Street	C5	Ahead	20	20	0	0%	19	0	20	20	0	0%	20	-4	-1	-5	21	21	0	0%	21	0.00%	0	-5	-2	2	-5	16	16	0	0%	16
		3 - A361 (S)	C6	Left	90	89	1	1%	91	0	90	89	1	1%	91	-16	-6	-22	94	93	1	1%	95	25.14%	6	-22	-10	10	-16	78	77	1	1%	79
	3 - A361 (S)	2 - Calthorpe Street	C7	Right	62	61	1	2%	63	0	62	61	1	2%	63	-4	-2	-6	65	64	1	2%	66	25.14%	12	-6	0	0	6	71	70	1	1%	72
		1 - A361 (N)	C8	Ahead	471	459	12	3%	479	0	471	459	12	3%	483				498	485	13	3%	511						0	498	485	13	3%	511
		4 - Crouch Street	C9	Left	18	18	0	0%	18	0	18	18	0	0%	18				19	19	0	0%	19						0	19	19	0	0%	19
	4 - Crouch Street	3 - A361 (S)	C10	Right	3	3	0	0%	3	0	3	3	0	0%	3				3	3	0	0%	3						0	3	3	0	0%	3
		2 - Calthorpe Street	C11	Ahead	5	5	0	0%	5	0	5	5	0	0%	5	0	0	0	5	5	0	0%	5	0.00%	0	0	0	0	0	5	5	0	0%	5
		1 - A361 (N)	C12	Left	22	22	0	0%	22	-1	21	21	0	0%	21				22	22	0	0%	22						0	22	22	0	0%	22
J4- A361 N / Oxford Rd / A361 E	1 - South Bar Street	3 - Bloxham Road	D1	Right	274	271	3	1%	275	-3	271	268	3	1%	274	-7	-2	-9	286	283	3	1%	289	11.28%	3	-9	-4	4	-6	280	277	3	1%	283
		2 - Oxford Road	D2	Ahead	394	392	2	1%	395	-3	391	389	2	1%	393	-9	-3	-13	413	411	2	1%	415	13.86%	3	-13	-6	6	-9	403	401	2	1%	405
	2 - Oxford Road	1 - South Bar Street	D3	Ahead	382	374	8	2%	388	-3	379	371	8	2%	387	-3	-1	-4	401	392	8	2%	409	13.86%	6	-4	0	0	2	403	395	8	2%	412
		3 - Bloxham Road	D4	Left	352	347	5	1%	354	-2	350	345	5	1%	355				370	364	5	1%	375						0	370	364	5	1%	375
	3 - Bloxham Road	2 - Oxford Road	D5	Right	210	207	3	1%	212	2	212	209	3	1%	215				224	221	3	1%	227						0	224	221	3	1%	227
		1 - South Bar Street	D6	Left	182	177	5	3%	184	0	182	177	5	3%	187	-1	-1	-2	192	187	5	3%	198	11.28%	5	-2	0	0	3	196	190	5	3%	201
J5- A361 N / A4260 / A361 S	1 - A4260 (N)	3 - A4260 (S)	E1	Ahead	502	499	3	1%	503	6	508	505	3	1%	511	-9	-3	-13	536	533	3	1%	539	13.86%	3	-13	-6	6	-9	527	524	3	1%	530
		2 - Upper Windsor Street	E2	Left	154	151	3	2%	156	1	155	152	3	2%	158				164	161	3	2%	167						0	164	161	3	2%	167
	2 - Upper Windsor Street	1 - A4260 (N)	E3	Right	184	181	3	2%	186	6	190	187	3	2%	193				201	198	3	2%	204						0	201	198	3	2%	204
		3 - A4260 (S)	E4	Left	165	158	7	4%	171	-1	164	157	7	4%	171				173	166	7	4%	181						0	173	166	7	4%	181
	3 - A4260 (S)	2 - Upper Windsor Street	E5	Right	242	236	6	2%	246	3	245	239	6	2%	251				259	252	6	2%	265						0	259	252	6	2%	265
		1 - A4260 (N)	E6	Ahead	565	555	10	2%	570	-6	559	549	10	2%	569	-3	-1	-4	591	581	10	2%	601	13.86%	6	-4	0	0	2	593	583	10	2%	604
JX - Calthorpe St / Western Site Access	1 - Calthorpe St N	3 - Calthorpe St S	X1	Ahead	57	56	1	2%	58	0	57	56	1	2%	58				60	59	1	2%	61					12	12	72	71	1	1%	73
		2 - Western Site Access	X2	Left	2	2	0	0%	2	0	2	2	0	0%	2	-1	-1	-2	2	2	0	0%	2	47.85%	22	-2	0		20	22	22	0	0%	22
	2 - Western Site Access	1 - Calthorpe St N	X3	Right	22	15	0	0%	22	0	22	22	0	0%	22	-11	-4	-15	23	23	0	0%	23	47.85%	11	-15	-7		-11	11	11	0	0%	11
		3 - Calthorpe St S	X4	Left	38	26	0	0%	38	0	38	38	0	0%	38	-20	-7	-26	39	39	0	0%	39	52.15%	12	-26	-12		-26	12	12	0	0%	12
	3 - Calthorpe St S	2 - Western Site Access	X5	Right	6	6	0	0%	6	0	6	6	0	0%	6	-4	-2	-6	6	6	0	0%	6	52.15%	24	-6	0		18	24	24	0	0%	24
		1 - Calthorpe St N	X6	Ahead	129	129	0	0%	129	0	129	129	0	0%	129				136	136	0	0%	136					0	0	136	136	0	0%	136
J6 - High St / Marlborough Rd / Calthorpe St	1 - Northern Arm	5 - High Street (W)	F1	Right	5	5	0	0%	5	0	5	5	0	0%	5				6	6	0	0%	6						0	6	6	0	0%	6
		4 - Calthorpe Street	F2	Ahead	5	5	0	0%	5	0	5	5	0	0%	5				6	6	0	0%	6						0	6	6	0	0%	6
		2 - High St E	F3	Left	11	11	0	0%	11	1	12	12	0	0%	12				13	13	0	0%	13						0	13	13	0	0%	13
	3 - Marlborough Road	2 - High St E	F4	Right	94	94	0	0%	94	-2	92	92	0	0%	92	-3	-1	-4	97	97	0	0%	97			-4	-2	0	-6	91	91	0	0%	91
		1 - Northern Arm	F5	Ahead	0	0	0	0%	0	0	0	0	0	0%	0				0	0	0	0%	0						0	0	0	0	0%	0
		5 - High Street (W)	F6	Ahead Left	419	417	2	0%	416	4	423	421	2	0%	425	-13	-5	-18	446	444	2	0%	448			-18	-8	0	-26	420	418	2	1%	422
		4 - Calthorpe Street	F7	Left	37	36	1	3%	38	0	37	36	1	3%	38				39	38	1	3%	40	47.85%	22			0	22	61	60	1	2%	62
	4 - Calthorpe Street	2 - High St E	F8	Right	69	69	0	0%	69	-1	68	68	0	0%	68				72	72	0	0%	72	47.85%	11				11	84	84	0	0%	84
		1 - Northern Arm	F9	Ahead	1	1	0	0%	1	0	1	1	0	0%	1				1	1	0	0%	1						0	1	1	0	0%	1
		5 - High Street (W)	F10	Left	65	65	0	0%	65	0	65	65	0	0%	65	-11	-4	-15	67	67	0	0%	67			-15	-7	17	-5	62	62	0	0%	62
	5 - High Street (W)	4 - Calthorpe Street	F11	Right	17	17	0	0%	17	0	17	17	0	0%	17	-1	-1	-2	18	18	0	0%	18			-2	0	0	-2	16	16	0	0%	16
		2 - High St E	F12	Ahead	309	296	13	4%	320	0	309	296	13	4%	322				327	313	14	4%	340						0	327	313	14	4%	340
		1 - Northern Arm	F13	Left	4	4	0	0%	4	0	4	4	0	0%	4				4	4	0	0%	4						0	4	4	0	0%	4
JXX - Marlborough Road / Eastern Site Access	1 - Marlborough Road	1 - Marlborough Road	XX1	Ahead	506	503	3	1%	503	0	506	503	3	1%	509				534	531	3	1%	538	47.85%	22			0	22	557	554	3	1%	560
		2 - Eastern Site Access	XX2	Left	44	44	0	0%	44	0	44	44	0	0%	44	-31	-13	-44	44	44	0	0%	44			-44	0		-44	0	0	0	0%	0
	2 - Eastern Site Access	1 - Marlborough Road	XX3	Left	32	22	0	0%	32	0	32	32	0	0%	32	-16	-6	-22	32	32	0	0%	32		0	-22	-10		-32	0	0	0	0%	0
J7 - A361 / Castle St / Warwick Rd	1 - Broad Street	4 - Marlborough Rd	G1	Right	275	274	1	0%	275	0	275	274	1	0%	276	-20	-8	-28	289	288	1	0%	290	47.85%	22	-28	0	0	-6	283	282	1	0%	284
		3 - Newland Road	G2	Ahead	88	88	0	0%	87	0	88	88	0	0%	88				93	93	0	0%	93						0	93	93	0	0%	93
		2 - Gatteridge Street	G3	Left	25	25	0	0%	25	0	25	25	0	0%	25				26	26	0	0%	26						0	26	26	0	0%	26
	2 - Gatteridge Street	4 - Marlborough Rd	G5	Ahead	158	156	2	1%	158	1	159	157	2	1%	161	-11	-5	-16	167	165	2	1%	169	0.00%	0	-16	0	0	-16	151	149	2	1%	153
		3 - Newland Road	G6	Left	27	27	0	0%	26	0	27	27	0	0%	27				29	29	0	0%	29						0	29	29	0	0%	29
	3 - Newland Road	2 - Gatteridge Street	G7	Right	22	22	0	0%	22	-1	21	21	0	0%	21				22	22	0	0%	22						0	22	22	0	0%	22
		4 - Marlborough Rd	G9	Left	34	34	0	0%	34	0	34	34	0	0%	34				36	36	0	0%	36						0	36	36	0	0%	36
J8 - Upper Windsor Street / Gatteridge Street / Swan Close Road	1 - Windsor Street	3 - Upper Windsor Street	H1	Ahead	250	241	9	4%	256	-2	248	239	9	4%	257				262	253	9	4%	272						0	262	253	9	4%	272
		2 - Swan Close Road	H2	Left	587	582	5	1%	590	-1	586	581	5	1%	591	-1	0	-1	619	614	5	1%	625			-1	-1	0	-2	618	612	5	1%	623
	2 - Swan Close Road	1 - Windsor Street	H3	Right	376	369	7	2%	379	6	382	375	7	2%	389				404	396	8	2%	411						0	404	396	8	2%	411
		4 - Gatteridge Street	H4	Ahead	117	116	1	1%	118	2	119	118	1	1%	120	-11	-5	-16	125	124	1	1%	126	0.00%	0	-16	0	0	-16	108	107	1	1%	110
		3 - Upper Windsor Street	H5	Left	97	95	2	2%	99	2	99	97	2	2%	101				105	102	2	2%	107						0	105	102	2	2%	107
	3 - Upper Windsor Street	2 - Swan Close Road	H6	Right	81	80	1	1%	82	1	82	81	1	1%	83				86	85	1	1%	88						0	86	85	1	1%	88
		1 - Windsor Street	H7	Ahead	271	261	10	4%	277	-2	269	259	10	4%	279				284	273	10	4%	294						0	284	273	10	4%	294
		4 - Gatteridge Street	H8	Left	43	43	0	0%	43	0	43	43	0	0%	43				45	45	0	0%	45						0	45	45	0	0%	45
	4 - Gatteridge Street	1 - Windsor Street	H9	Left	48	48	0	0%	47	-2	46	46	0	0%	46				49	49	0	0%	49						0	49	49	0	0%	49
J9 - A4260 N / A4260 S / George St	1 - Cherwell Street	3 - George Street	I1	Right	249	247	2	1%	249	-3	246	244	2	1%	248	-20	-8	-28	258	256	2	1%	261	47.85%	22	-28	0	0	-6	253	250	2	1%	255
		2 - Windsor Street	I2	Ahead	713	703	10	1%	720	-1	712	702	10	1%	722				753	742	11	1%	763						0	753	742	11	1%	763
	2 - Windsor Street	1 - Cherwell Street	I3	Ahead	655	638	17	3%	665	0	655	638	17	3%	672				692	674	18	3%	710						0	692	674	18	3%	710
		3 - George Street	I4	Left	35	35	0	0%	35	4	39	39	0	0%	39				41	41	0	0%	41						0	41	41	0	0%	41
	3 - George Street	2 - Windsor Street	I5	Right	129	128	1	1%	129	0	129	128	1	1%	130	-1	0	-1	136	135	1	1%	137		0	-1	-1	0	-2	134	133	1	1%	136
		1 - Cherwell Street	I6	Left	280	266	14	5%	294	6	286	272	14	5%	300	-2	-1	-3	302	287	15	5%	317	47.85%	11	-3	-1	0	7	310	294	15	5%	325
		1 - Cherwell Street	I7	Left Bus Ln	0	0	0	0%	0	4	4	4	0	0%	0				4	4	0	0%	4						0	4	4	0	0%	4
J10 - A4260 N / Bridge St E / A4260 S / Bridge St W	1 - Concord Avenue	4 - Bridge Street W	J1	Right	28	28	0	0%	28	1	29	29	0	0%	29				31	31	0	0%	31						0	31	31	0	0%	31
		3 - Cherwell Street	J2	Ahead	499	491	8	2%	504	-7	492	484	8	2%	500	-11	-5	-15	519	511	8	2%	528	37.50%	17	-15	0	0	2	522	513	8	2%	530
		2 - Bridge Street E	J3	Left	227	224	3	1%	229	0	227	224	3	1%	230				240	237	3	1%	243						0	240	237	3	1%	243
	2 - Bridge Street E	1 - Concord Avenue	J4	Right	128	127	1	1%	127	0	128	127	1	1%	129				135	134	1	1%	136						0	135	134	1	1%	136
		4 - Bridge Street W	J5	Ahead	35	30	5	14%	37	0	35	30	5	14%	40				37	32	5	14%	42						0	37	32	5	14%	42
		3 - Cherwell Street	J6	Left	381	379	2	1%	378	0	381	379	2	1%	383	-8	-4	-12	402	400	2	1%	404	10.34%	5	-12	0	0	-7	395	393	2	1%	397
	3 - Cherwell Street	2 - Bridge Street E	J7	Right	344	342	2	1%	343	2	346	344	2	1%	348	-1	0	-1	365	363	2	1%	368	10.34%	2	-1	0	0	1	367	364	2	1%	369
		1 - Concord Avenue	J8	Ahead	547	535	12	2%	555	3	550	538	12	2%	562	-1	0	-2	581	568	13	2%	594	37.50%	9	-2	-1	0	7	588	575	13	2%	601
		4 - Bridge Street W	J9	Left	77	62	15	19%	92	-1	76	62	15	19%	91	0	0	0	81	65	16	19%	96			0	0	0	0	80	65	16	20%	96
	4 - Bridge Street W	3 - Cherwell Street	J10	Right	45	41	4	9%	49	-2	43	39	4	9%	47	-1	0	-1	45	41	4	9%	49			-1	0	0	-1	44	40	4	9%	48
		2 - Bridge Street E	J11	Ahead	37	33	4	11%	41	-2	35	31	4	11%	39				37	33	4	11%	41						0	37	33	4	11%	41
		1 - Concord Avenue	J12	Left	49	39	10	20%	59	-2	47	37	10	20%	56				49	39	10	20%	60						0	49	39	10	20%	60
J11 - A423 Southam Rd N / Hennef Way / Southam Rd S / Ruscote Ave	1 - A423	4 - Ruscote Avenue	K1	Right	183	182	1	1%	184	-2	181	180	1	1%	182				191	190	1	1%	192						0	191	190	1	1%	192
		3 - A361	K2	Ahead	183	179	4	2%	188	-3	180	176	4	2%	184	0	0	0	190	186	4	2%	194	15.98%	7	0	0	0	7	198	193	4	2%	202
		2 - A422	K3	Left	390	375	15	4%	405	-2	388	373	15	4%	403				410	394	16	4%	426						0	410	394	16	4%	426
	2 - A422	1 - A423	K4	Right	636	603	33	5%	672	-15	621	589	32	5%	653				656	622	34	5%	690						0	656	622	34	5%	690
		4 - Ruscote Avenue	K5	Ahead	727	713	14	2%	735	-27	700	686	13	2%	713				739	725	14	2%	754						0	739	725	14	2%	754
		3 - A361	K6	Left	199	195	4	2%	203	-12	187	183	4	2%	190				197	193	4	2%	201						0	197	193	4	2%	201
	3 - A361	2 - A422	K7	Right	226	216	10	4%	234	-6	220	210	10	4%	230				233	222	10	4%	243						0	233	222	10	4%	243
		1 - A423	K8	Ahead	211	205	6	3%	217	-7	204	198	6	3%	210	-4	-1	-5	215	209	6	3%	221	15.98%	4	-5	-3	3	-1	214	208	6	3%	220
		4 - Ruscote Avenue	K9	Left	177	176	1	1%	178	-13	164	163	1	1%	165	-3	-1	-4	173	172	1	1%	174	0.00%	0	-4	-2	2	-4	169	168	1	1%	170
	4 - Ruscote Avenue	3 - A361	K10	Right	133	131	2	2%	134	-2	131	129	2	2%	133	0	0	0	138	136	2	2%	141	0.00%	0	0	0	0	0	138	136	2	2%	140
		2 - A422	K11	Ahead	607	584	23	4%	627	-9	598	575	23	4%	621				632	608	24	4%	656						0	632	608	24	4%	656
		1 - A423	K12	Left	198	194	4	2%	199	-3	195	191	4	2%	199				206	202	4	2%	210						0	206	202	4	2%	210
J12 - Grimsby Green / A422 Hennef Way E / A4260 / A422 Hennef Way W	1 - Grimsbury Avenue	4 - A422 (W)	L1	Right	22	22	0	0%	22	-1	21	21	0	0%	21				22	22	0	0%	22						0	22	22	0	0%	22
		3 - Concord Avenue	L2	Ahead	10	10	0	0%	10	0	10	10	0	0%	10	0	0	0	11	11	0	0%	11	0.00%	0	0	0	0	0	10	10	0	0%	10
		2 - A422 E	L3	Left	11	11	0	0%	11	0	11	11	0	0%	11				12	12	0	0%	12						0	12	12	0	0%	12
	2 - A422 E	1 - Grimsbury Avenue	L4	Right	15	14	1	7%	16	0	15	14	1	7%	16				16	15	1	7%	17						0	16	15	1	7%	17
		4 - A422 (W)	L5	Ahead	1312	1262	50	4%	1359	2	1314	1264	50	4%	1364				1389	1336	53	4%	1442						0	1389	1336	53	4%	1442
		3 - Concord Avenue	L6	Left	760	752	8	1%	764	-1	759	751	8	1%	767	-10	-4	-15	801	793	8	1%	810	37.50%	17	-15	0	0	3	804	796	8	1%	812
	3 - Concord Avenue	2 - A422 E	L7	Right	602	590	12	2%	608	6	608	596	12	2%	620	-1	0	-2	642	629	13	2%	655	37.50%	9	-2	-1	0	7	649	636	13	2%	662
		1 - Grimsbury Avenue	L8	Ahead	1	1	0	0%	1	0	1	1	0	0%	1	0	0	0	1	1	0	0%	1	0.00%	0	0	0	0	0	1	1	0	0%	1
		4 - A422 (W)	L9	Left	228	227	1	0%	229	4	232	231	1	0%	233				246	245	1	0%	247						0	246	245	1	0%	247
	4 - A422 (W)	3 - Concord Avenue	L10	Right	219	216	3	1%	221	-1	218	215	3	1%	221				231	227	3	1%	234						0	231	227	3	1%	234
		2 - A422 E	L11	Ahead	991	946	45	5%	1033	-2	989	944	45	5%	1034				1045	998	47	5%	1093						0	1045	998	47	5%	1093
		1 - Grimsbury Avenue	L12	Left	13	13	0	0%	13	0	13	13	0	0%	13				14	14	0	0%	14						0	14	14	0	0%	14
J13 - Wildmere Rd / A422 Hennef Way E / Ermont Way / A422 Hennef Way W	1 - Wilmere Road	1 - Wilmere Road	M1	U-turn	17	16	1	6%	18	-1	16	15	1	6%	17				17	16	1	6%	18						0	17	16	1	6%	18
		4 - A422 (W)	M2	Right	321	320	1	0%	322	-11	310	309	1	0%	311	-2	-1	-3	327	326	1	0%	328	5.33%	2	-3	0	0	0	327	326	1	0%	328
		3 - Ermont Way	M3	Ahead	170	160	10	6%	177	-13	157	148	9	6%	166				166	156	10	6%	176						0	166	156	10	6%	176
		2 - A422 €	M4	Left	285	272	13	5%	299	0	285	272	13	5%	298				301	288	14	5%	315						0	301	288	14	5%	315
	2 - A422 €	1 - Wilmere Road	M5	Right	127	116	11	9%	139	1	128	117	11	9%	139				135	124	12	9%	147						0	135	124	12	9%	147
		4 - A422 (W)	M6	Ahead	1400	1349	51	4%	1446	-2	1398	1347	51	4%	1449	-9	-4	-12	1477	1423	54	4%	1531	32.04%	15	-12	0	0	3	1480	1426	54	4%	1534
		3 - Ermont Way	M7	Left	343	289	54	16%	389	0	343	289	54	16%	397				363	306	57	16%	420						0	363	306	57	16%	420
	3 - Ermont Way	3 - Ermont Way	M8	U-turn	17	17	0	0%	17	0	17	17	0	0%	17				18	18	0	0%	18						0	18	18	0	0%	18
		2 - A422 €	M9	Right	280	260	20	7%	302	-4	276	256	20	7%	295				291	271	21	7%	312						0	291	271	21	7%	312
		1 - Wilmere Road	M10	Ahead	43	35	8	19%	50	-1	42	35	8	19%	50				45	36	8	19%	53						0	45	36	8	19%	53
		4 - A422 (W)	M11	Left	366	359	7	2%	370	-5	361	354	7	2%	368				382	375	7	2%	389	0.13%	0				0	382	375	7	2%	389
	4 - A422 (W)	3 - Ermont Way	M12	Right	289	281	8	3%	293	-2	287	279	8	3%	295				303	295	8	3%	311	0.13%	0				0	303	295	8	3%	311
		2 - A422 €	M13	Ahead	1141	1094	47	4%	1183	-10	1131	1084	47	4%	1178	-1	0	-1	1196	1146	49	4%	1245	32.04%	8	-1	-1	0	6	1201	1152	49	4%	1250
		1 - Wilmere Road	M14	Left	174	172	2	1%	175	0	174	172	2	1%	176	0	0	0	184	182	2	1%	186	5.33%	1	0	0	0	1	185	183	2	1%	187

APPENDIX J
TRICS Outputs

Calculation Reference: AUDIT-861401-230503-0549

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : A - FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	CO	CONWY	1 days
	MM	MONMOUTHSHIRE	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 3518 to 9854 (units: sqm)
Range Selected by User: 800 to 15950 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 28/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Thursday	1 days
Friday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Retail Zone	2
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected
Servicing vehicles Excluded	6 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	2 days
50,001 to 75,000	1 days
75,001 to 100,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	3 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

PFS is present at the site and is included in the count	3 days
PFS is present at the site but is excluded from the count	0 days
There is no PFS at the site	1 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days

This data displays the number of selected surveys with PTAL Ratings.

Covid-19 Restrictions	Yes	At least one survey within the selected data set was undertaken at a time of Covid-19 restrictions

LIST OF SITES relevant to selection parameters

1	CA-01-A-03	MORRISONS		CAMBRIDGESHIRE
	BACK LANE			
	CAMBOURNE			
	GREAT CAMBOURNE			
	Town Centre			
	Retail Zone			
	Total Gross floor area:		5500 sqm	
	Survey date: THURSDAY		*07/06/18*	*Survey Type: MANUAL*
2	CB-01-A-08	SAINSBURY'S		CUMBRIA
	BRIDGE STREET			
	CARLISLE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		7200 sqm	
	Survey date: FRIDAY		*06/06/14*	*Survey Type: MANUAL*
3	CO-01-A-01	ASDA		CONWY
	CONWAY ROAD			
	LLANDUDNO			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:		9854 sqm	
	Survey date: FRIDAY		*23/03/18*	*Survey Type: MANUAL*
4	MM-01-A-03	ASDA		MONMOUTHSHIRE
	WOODSTOCK WAY			
	CALDICOT			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		3518 sqm	
	Survey date: FRIDAY		*27/11/20*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9854	0.355	1	9854	0.132	1	9854	0.487
07:00 - 08:00	3	7518	1.623	3	7518	1.255	3	7518	2.878
08:00 - 09:00	4	6518	2.205	4	6518	1.691	4	6518	3.896
09:00 - 10:00	4	6518	2.773	4	6518	2.301	4	6518	5.074
10:00 - 11:00	4	6518	3.091	4	6518	2.612	4	6518	5.703
11:00 - 12:00	4	6518	3.241	4	6518	3.068	4	6518	6.309
12:00 - 13:00	4	6518	3.621	4	6518	3.176	4	6518	6.797
13:00 - 14:00	4	6518	3.103	4	6518	3.383	4	6518	6.486
14:00 - 15:00	4	6518	3.341	4	6518	3.448	4	6518	6.789
15:00 - 16:00	4	6518	3.141	4	6518	3.414	4	6518	6.555
16:00 - 17:00	4	6518	3.279	4	6518	3.241	4	6518	6.520
17:00 - 18:00	4	6518	3.605	4	6518	3.824	4	6518	7.429
18:00 - 19:00	4	6518	3.088	4	6518	3.352	4	6518	6.440
19:00 - 20:00	4	6518	2.347	4	6518	3.049	4	6518	5.396
20:00 - 21:00	4	6518	2.029	4	6518	2.405	4	6518	4.434
21:00 - 22:00	3	6857	0.894	3	6857	1.283	3	6857	2.177
22:00 - 23:00	1	9854	0.020	1	9854	0.132	1	9854	0.152
23:00 - 24:00									
Total Rates:			41.756			41.766			83.522

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	3518 - 9854 (units: sqm)
Survey date date range:	01/01/10 - 28/05/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
TAXIS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9854	0.010	1	9854	0.010	1	9854	0.020
07:00 - 08:00	3	7518	0.035	3	7518	0.018	3	7518	0.053
08:00 - 09:00	4	6518	0.042	4	6518	0.042	4	6518	0.084
09:00 - 10:00	4	6518	0.046	4	6518	0.042	4	6518	0.088
10:00 - 11:00	4	6518	0.061	4	6518	0.061	4	6518	0.122
11:00 - 12:00	4	6518	0.042	4	6518	0.058	4	6518	0.100
12:00 - 13:00	4	6518	0.069	4	6518	0.061	4	6518	0.130
13:00 - 14:00	4	6518	0.038	4	6518	0.042	4	6518	0.080
14:00 - 15:00	4	6518	0.065	4	6518	0.073	4	6518	0.138
15:00 - 16:00	4	6518	0.038	4	6518	0.031	4	6518	0.069
16:00 - 17:00	4	6518	0.042	4	6518	0.046	4	6518	0.088
17:00 - 18:00	4	6518	0.065	4	6518	0.050	4	6518	0.115
18:00 - 19:00	4	6518	0.023	4	6518	0.023	4	6518	0.046
19:00 - 20:00	4	6518	0.008	4	6518	0.015	4	6518	0.023
20:00 - 21:00	4	6518	0.004	4	6518	0.000	4	6518	0.004
21:00 - 22:00	3	6857	0.000	3	6857	0.005	3	6857	0.005
22:00 - 23:00	1	9854	0.010	1	9854	0.010	1	9854	0.020
23:00 - 24:00									
Total Rates:			0.598			0.587			1.185

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
OGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9854	0.010	1	9854	0.000	1	9854	0.010
07:00 - 08:00	3	7518	0.031	3	7518	0.013	3	7518	0.044
08:00 - 09:00	4	6518	0.042	4	6518	0.031	4	6518	0.073
09:00 - 10:00	4	6518	0.012	4	6518	0.019	4	6518	0.031
10:00 - 11:00	4	6518	0.019	4	6518	0.023	4	6518	0.042
11:00 - 12:00	4	6518	0.035	4	6518	0.015	4	6518	0.050
12:00 - 13:00	4	6518	0.031	4	6518	0.038	4	6518	0.069
13:00 - 14:00	4	6518	0.015	4	6518	0.023	4	6518	0.038
14:00 - 15:00	4	6518	0.035	4	6518	0.031	4	6518	0.066
15:00 - 16:00	4	6518	0.027	4	6518	0.023	4	6518	0.050
16:00 - 17:00	4	6518	0.019	4	6518	0.027	4	6518	0.046
17:00 - 18:00	4	6518	0.015	4	6518	0.027	4	6518	0.042
18:00 - 19:00	4	6518	0.008	4	6518	0.012	4	6518	0.020
19:00 - 20:00	4	6518	0.015	4	6518	0.015	4	6518	0.030
20:00 - 21:00	4	6518	0.000	4	6518	0.008	4	6518	0.008
21:00 - 22:00	3	6857	0.000	3	6857	0.000	3	6857	0.000
22:00 - 23:00	1	9854	0.000	1	9854	0.000	1	9854	0.000
23:00 - 24:00									
Total Rates:			0.314			0.305			0.619

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
PSVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9854	0.000	1	9854	0.000	1	9854	0.000
07:00 - 08:00	3	7518	0.004	3	7518	0.004	3	7518	0.008
08:00 - 09:00	4	6518	0.000	4	6518	0.000	4	6518	0.000
09:00 - 10:00	4	6518	0.000	4	6518	0.000	4	6518	0.000
10:00 - 11:00	4	6518	0.004	4	6518	0.004	4	6518	0.008
11:00 - 12:00	4	6518	0.000	4	6518	0.000	4	6518	0.000
12:00 - 13:00	4	6518	0.000	4	6518	0.000	4	6518	0.000
13:00 - 14:00	4	6518	0.000	4	6518	0.000	4	6518	0.000
14:00 - 15:00	4	6518	0.008	4	6518	0.008	4	6518	0.016
15:00 - 16:00	4	6518	0.000	4	6518	0.000	4	6518	0.000
16:00 - 17:00	4	6518	0.004	4	6518	0.004	4	6518	0.008
17:00 - 18:00	4	6518	0.000	4	6518	0.000	4	6518	0.000
18:00 - 19:00	4	6518	0.000	4	6518	0.000	4	6518	0.000
19:00 - 20:00	4	6518	0.000	4	6518	0.000	4	6518	0.000
20:00 - 21:00	4	6518	0.000	4	6518	0.000	4	6518	0.000
21:00 - 22:00	3	6857	0.000	3	6857	0.000	3	6857	0.000
22:00 - 23:00	1	9854	0.000	1	9854	0.000	1	9854	0.000
23:00 - 24:00									
Total Rates:			0.020			0.020			0.040

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
CYCLISTS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9854	0.051	1	9854	0.030	1	9854	0.081
07:00 - 08:00	3	7518	0.071	3	7518	0.018	3	7518	0.089
08:00 - 09:00	4	6518	0.069	4	6518	0.023	4	6518	0.092
09:00 - 10:00	4	6518	0.065	4	6518	0.050	4	6518	0.115
10:00 - 11:00	4	6518	0.069	4	6518	0.050	4	6518	0.119
11:00 - 12:00	4	6518	0.061	4	6518	0.065	4	6518	0.126
12:00 - 13:00	4	6518	0.069	4	6518	0.058	4	6518	0.127
13:00 - 14:00	4	6518	0.069	4	6518	0.054	4	6518	0.123
14:00 - 15:00	4	6518	0.065	4	6518	0.069	4	6518	0.134
15:00 - 16:00	4	6518	0.100	4	6518	0.081	4	6518	0.181
16:00 - 17:00	4	6518	0.061	4	6518	0.100	4	6518	0.161
17:00 - 18:00	4	6518	0.042	4	6518	0.081	4	6518	0.123
18:00 - 19:00	4	6518	0.035	4	6518	0.069	4	6518	0.104
19:00 - 20:00	4	6518	0.027	4	6518	0.038	4	6518	0.065
20:00 - 21:00	4	6518	0.012	4	6518	0.023	4	6518	0.035
21:00 - 22:00	3	6857	0.000	3	6857	0.024	3	6857	0.024
22:00 - 23:00	1	9854	0.000	1	9854	0.020	1	9854	0.020
23:00 - 24:00									
Total Rates:			0.866			0.853			1.719

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
CARS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9854	0.284	1	9854	0.112	1	9854	0.396
07:00 - 08:00	3	7518	1.361	3	7518	1.082	3	7518	2.443
08:00 - 09:00	4	6518	1.910	4	6518	1.477	4	6518	3.387
09:00 - 10:00	4	6518	2.574	4	6518	2.064	4	6518	4.638
10:00 - 11:00	4	6518	2.831	4	6518	2.378	4	6518	5.209
11:00 - 12:00	4	6518	2.996	4	6518	2.811	4	6518	5.807
12:00 - 13:00	4	6518	3.310	4	6518	2.900	4	6518	6.210
13:00 - 14:00	4	6518	2.877	4	6518	3.126	4	6518	6.003
14:00 - 15:00	4	6518	3.084	4	6518	3.183	4	6518	6.267
15:00 - 16:00	4	6518	2.888	4	6518	3.183	4	6518	6.071
16:00 - 17:00	4	6518	3.042	4	6518	2.996	4	6518	6.038
17:00 - 18:00	4	6518	3.402	4	6518	3.582	4	6518	6.984
18:00 - 19:00	4	6518	2.930	4	6518	3.141	4	6518	6.071
19:00 - 20:00	4	6518	2.248	4	6518	2.927	4	6518	5.175
20:00 - 21:00	4	6518	1.945	4	6518	2.313	4	6518	4.258
21:00 - 22:00	3	6857	0.826	3	6857	1.162	3	6857	1.988
22:00 - 23:00	1	9854	0.010	1	9854	0.091	1	9854	0.101
23:00 - 24:00									
Total Rates:			38.518			38.528			77.046

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
LGVS
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9854	0.041	1	9854	0.010	1	9854	0.051
07:00 - 08:00	3	7518	0.173	3	7518	0.129	3	7518	0.302
08:00 - 09:00	4	6518	0.169	4	6518	0.127	4	6518	0.296
09:00 - 10:00	4	6518	0.115	4	6518	0.134	4	6518	0.249
10:00 - 11:00	4	6518	0.146	4	6518	0.127	4	6518	0.273
11:00 - 12:00	4	6518	0.146	4	6518	0.150	4	6518	0.296
12:00 - 13:00	4	6518	0.196	4	6518	0.157	4	6518	0.353
13:00 - 14:00	4	6518	0.146	4	6518	0.173	4	6518	0.319
14:00 - 15:00	4	6518	0.119	4	6518	0.134	4	6518	0.253
15:00 - 16:00	4	6518	0.146	4	6518	0.150	4	6518	0.296
16:00 - 17:00	4	6518	0.142	4	6518	0.142	4	6518	0.284
17:00 - 18:00	4	6518	0.096	4	6518	0.134	4	6518	0.230
18:00 - 19:00	4	6518	0.088	4	6518	0.130	4	6518	0.218
19:00 - 20:00	4	6518	0.077	4	6518	0.081	4	6518	0.158
20:00 - 21:00	4	6518	0.077	4	6518	0.073	4	6518	0.150
21:00 - 22:00	3	6857	0.068	3	6857	0.092	3	6857	0.160
22:00 - 23:00	1	9854	0.000	1	9854	0.020	1	9854	0.020
23:00 - 24:00									
Total Rates:			1.945			1.963			3.908

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 01 - RETAIL/A - FOOD SUPERSTORE
MOTOR CYCLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00	1	9854	0.010	1	9854	0.000	1	9854	0.010
07:00 - 08:00	3	7518	0.018	3	7518	0.009	3	7518	0.027
08:00 - 09:00	4	6518	0.042	4	6518	0.015	4	6518	0.057
09:00 - 10:00	4	6518	0.027	4	6518	0.042	4	6518	0.069
10:00 - 11:00	4	6518	0.031	4	6518	0.019	4	6518	0.050
11:00 - 12:00	4	6518	0.023	4	6518	0.035	4	6518	0.058
12:00 - 13:00	4	6518	0.015	4	6518	0.019	4	6518	0.034
13:00 - 14:00	4	6518	0.027	4	6518	0.019	4	6518	0.046
14:00 - 15:00	4	6518	0.031	4	6518	0.019	4	6518	0.050
15:00 - 16:00	4	6518	0.042	4	6518	0.027	4	6518	0.069
16:00 - 17:00	4	6518	0.031	4	6518	0.027	4	6518	0.058
17:00 - 18:00	4	6518	0.027	4	6518	0.031	4	6518	0.058
18:00 - 19:00	4	6518	0.038	4	6518	0.046	4	6518	0.084
19:00 - 20:00	4	6518	0.000	4	6518	0.012	4	6518	0.012
20:00 - 21:00	4	6518	0.004	4	6518	0.012	4	6518	0.016
21:00 - 22:00	3	6857	0.000	3	6857	0.024	3	6857	0.024
22:00 - 23:00	1	9854	0.000	1	9854	0.010	1	9854	0.010
23:00 - 24:00									
Total Rates:			0.366			0.366			0.732

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calculation Reference: AUDIT-861401-230327-0319

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 01 - RETAIL
Category : G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES

Selected regions and areas:

04	EAST ANGLIA		
	CA	CAMBRIDGESHIRE	1 days
05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
08	NORTH WEST		
	EC	CHESHIRE EAST	1 days
09	NORTH		
	CB	CUMBRIA	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: Gross floor area
Actual Range: 1000 to 2500 (units: sqm)
Range Selected by User: 150 to 26500 (units: sqm)

Parking Spaces Range: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/10 to 18/09/21

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	1 days
Thursday	1 days
Friday	1 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Town Centre	2
Edge of Town Centre	2

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Retail Zone	2
Built-Up Zone	2

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	2 days - Selected
Servicing vehicles Excluded	2 days - Selected

Secondary Filtering selection:

Use Class:

E(a)	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
15,001 to 20,000	1 days
20,001 to 25,000	1 days
25,001 to 50,000	1 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

25,001 to 50,000	1 days
50,001 to 75,000	1 days
125,001 to 250,000	2 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	1 days
1.1 to 1.5	1 days
1.6 to 2.0	1 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Petrol filling station:

Included in the survey count	0 days
Excluded from count or no filling station	4 days

This data displays the number of surveys within the selected set that include petrol filling station activity, and the number of surveys that do not.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CA-01-G-01	JUST FOR PETS		CAMBRIDGESHIRE
	BACK LANE			
	CAMBOURNE			
	GREAT CAMBOURNE			
	Town Centre			
	Retail Zone			
	Total Gross floor area:		1068 sqm	
	Survey date: THURSDAY		*07/06/18*	*Survey Type: MANUAL*
2	CB-01-G-02	STAPLES		CUMBRIA
	JAMES STREET			
	CARLISLE			
	Edge of Town Centre			
	Built-Up Zone			
	Total Gross floor area:		2500 sqm	
	Survey date: FRIDAY		*05/02/10*	*Survey Type: MANUAL*
3	EC-01-G-01	MAGNET		CHESHIRE EAST
	KING EDWARD STREET			
	MACCLESFIELD			
	Town Centre			
	Built-Up Zone			
	Total Gross floor area:		1000 sqm	
	Survey date: MONDAY		*06/11/17*	*Survey Type: MANUAL*
4	LN-01-G-01	PETS AT HOME		LINCOLNSHIRE
	TRITTON ROAD			
	LINCOLN			
	TRITTON RETAIL PARK			
	Edge of Town Centre			
	Retail Zone			
	Total Gross floor area:		1600 sqm	
	Survey date: TUESDAY		*31/10/17*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 01 - RETAIL/G - OTHER INDIVIDUAL NON-FOOD SUPERSTORE
TOTAL VEHICLES
Calculation factor: 100 sqm
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate	No. Days	Ave. GFA	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	2	1750	0.143	2	1750	0.057	2	1750	0.200
08:00 - 09:00	4	1542	0.454	4	1542	0.324	4	1542	0.778
09:00 - 10:00	4	1542	1.524	4	1542	1.119	4	1542	2.643
10:00 - 11:00	4	1542	1.394	4	1542	1.184	4	1542	2.578
11:00 - 12:00	4	1542	1.394	4	1542	1.411	4	1542	2.805
12:00 - 13:00	4	1542	1.313	4	1542	1.329	4	1542	2.642
13:00 - 14:00	4	1542	1.086	4	1542	1.265	4	1542	2.351
14:00 - 15:00	4	1542	1.281	4	1542	0.973	4	1542	2.254
15:00 - 16:00	4	1542	1.005	4	1542	1.119	4	1542	2.124
16:00 - 17:00	4	1542	1.329	4	1542	0.957	4	1542	2.286
17:00 - 18:00	4	1542	1.200	4	1542	1.329	4	1542	2.529
18:00 - 19:00	3	1723	0.929	3	1723	1.393	3	1723	2.322
19:00 - 20:00	3	1723	0.464	3	1723	0.948	3	1723	1.412
20:00 - 21:00	2	2050	0.000	2	2050	0.268	2	2050	0.268
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			13.516			13.676			27.192

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	1000 - 2500 (units: sqm)
Survey date date range:	01/01/10 - 18/09/21
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

Calculation Reference: AUDIT-861401-230525-0535

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

02	SOUTH EAST		
	CT	CENTRAL BEDFORDSHIRE	3 days
10	WALES		
	CO	CONWY	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 37 to 175 (units:)
Range Selected by User: 6 to 184 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 11/05/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	1 days
Tuesday	3 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	4 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	4

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	2
Built-Up Zone	1
No Sub Category	1

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	7 days - Selected
Servicing vehicles Excluded	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	4 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

10,001 to 15,000	1 days
25,001 to 50,000	3 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

50,001 to 75,000	3 days
125,001 to 250,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.6 to 1.0	1 days
1.1 to 1.5	3 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	4 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	4 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1	CO-03-C-01 MOSTYN BROADWAY LLANDUDNO	BLOCKS OF FLATS		CONWY
	Edge of Town Centre Built-Up Zone Total No of Dwellings:		37	
	Survey date: MONDAY		*26/03/18*	*Survey Type: MANUAL*
2	CT-03-C-01 WING ROAD LEIGHTON BUZZARD LINSLADE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		175	
	Survey date: TUESDAY		*15/05/18*	*Survey Type: MANUAL*
3	CT-03-C-02 STANBRIDGE ROAD LEIGHTON BUZZARD	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre Residential Zone Total No of Dwellings:		62	
	Survey date: TUESDAY		*15/05/18*	*Survey Type: MANUAL*
4	CT-03-C-03 COURT DRIVE DUNSTABLE	BLOCKS OF FLATS		CENTRAL BEDFORDSHIRE
	Edge of Town Centre No Sub Category Total No of Dwellings:		146	
	Survey date: TUESDAY		*15/05/18*	*Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

MANUALLY DESELECTED SITES

Site Ref	Reason for Deselection
MS-03-C-04	Covid Conditions
SF-03-C-05	Covid Conditions

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.038	4	105	0.198	4	105	0.236
08:00 - 09:00	4	105	0.069	4	105	0.221	4	105	0.290
09:00 - 10:00	4	105	0.071	4	105	0.079	4	105	0.150
10:00 - 11:00	4	105	0.069	4	105	0.086	4	105	0.155
11:00 - 12:00	4	105	0.071	4	105	0.093	4	105	0.164
12:00 - 13:00	4	105	0.112	4	105	0.112	4	105	0.224
13:00 - 14:00	4	105	0.074	4	105	0.081	4	105	0.155
14:00 - 15:00	4	105	0.055	4	105	0.074	4	105	0.129
15:00 - 16:00	4	105	0.124	4	105	0.088	4	105	0.212
16:00 - 17:00	4	105	0.155	4	105	0.081	4	105	0.236
17:00 - 18:00	4	105	0.181	4	105	0.100	4	105	0.281
18:00 - 19:00	4	105	0.262	4	105	0.131	4	105	0.393
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.281			1.344			2.625

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Parameter summary

Trip rate parameter range selected:	37 - 175 (units:)
Survey date date range:	01/01/15 - 11/05/22
Number of weekdays (Monday-Friday):	4
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	2

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.005	4	105	0.007	4	105	0.012
08:00 - 09:00	4	105	0.007	4	105	0.005	4	105	0.012
09:00 - 10:00	4	105	0.000	4	105	0.002	4	105	0.002
10:00 - 11:00	4	105	0.002	4	105	0.002	4	105	0.004
11:00 - 12:00	4	105	0.012	4	105	0.012	4	105	0.024
12:00 - 13:00	4	105	0.005	4	105	0.005	4	105	0.010
13:00 - 14:00	4	105	0.005	4	105	0.005	4	105	0.010
14:00 - 15:00	4	105	0.000	4	105	0.000	4	105	0.000
15:00 - 16:00	4	105	0.007	4	105	0.007	4	105	0.014
16:00 - 17:00	4	105	0.002	4	105	0.002	4	105	0.004
17:00 - 18:00	4	105	0.005	4	105	0.005	4	105	0.010
18:00 - 19:00	4	105	0.007	4	105	0.007	4	105	0.014
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.057			0.059			0.116

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.000	4	105	0.000	4	105	0.000
08:00 - 09:00	4	105	0.000	4	105	0.000	4	105	0.000
09:00 - 10:00	4	105	0.000	4	105	0.000	4	105	0.000
10:00 - 11:00	4	105	0.000	4	105	0.000	4	105	0.000
11:00 - 12:00	4	105	0.002	4	105	0.000	4	105	0.002
12:00 - 13:00	4	105	0.000	4	105	0.002	4	105	0.002
13:00 - 14:00	4	105	0.000	4	105	0.000	4	105	0.000
14:00 - 15:00	4	105	0.000	4	105	0.000	4	105	0.000
15:00 - 16:00	4	105	0.000	4	105	0.000	4	105	0.000
16:00 - 17:00	4	105	0.000	4	105	0.000	4	105	0.000
17:00 - 18:00	4	105	0.000	4	105	0.000	4	105	0.000
18:00 - 19:00	4	105	0.000	4	105	0.000	4	105	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.002			0.002			0.004

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.000	4	105	0.007	4	105	0.007
08:00 - 09:00	4	105	0.005	4	105	0.029	4	105	0.034
09:00 - 10:00	4	105	0.002	4	105	0.007	4	105	0.009
10:00 - 11:00	4	105	0.005	4	105	0.010	4	105	0.015
11:00 - 12:00	4	105	0.005	4	105	0.010	4	105	0.015
12:00 - 13:00	4	105	0.000	4	105	0.000	4	105	0.000
13:00 - 14:00	4	105	0.005	4	105	0.002	4	105	0.007
14:00 - 15:00	4	105	0.007	4	105	0.000	4	105	0.007
15:00 - 16:00	4	105	0.010	4	105	0.007	4	105	0.017
16:00 - 17:00	4	105	0.007	4	105	0.000	4	105	0.007
17:00 - 18:00	4	105	0.007	4	105	0.007	4	105	0.014
18:00 - 19:00	4	105	0.005	4	105	0.002	4	105	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.058			0.081			0.139

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.038	4	105	0.321	4	105	0.359
08:00 - 09:00	4	105	0.093	4	105	0.433	4	105	0.526
09:00 - 10:00	4	105	0.086	4	105	0.112	4	105	0.198
10:00 - 11:00	4	105	0.088	4	105	0.131	4	105	0.219
11:00 - 12:00	4	105	0.093	4	105	0.136	4	105	0.229
12:00 - 13:00	4	105	0.160	4	105	0.176	4	105	0.336
13:00 - 14:00	4	105	0.110	4	105	0.102	4	105	0.212
14:00 - 15:00	4	105	0.071	4	105	0.093	4	105	0.164
15:00 - 16:00	4	105	0.207	4	105	0.121	4	105	0.328
16:00 - 17:00	4	105	0.260	4	105	0.114	4	105	0.374
17:00 - 18:00	4	105	0.324	4	105	0.140	4	105	0.464
18:00 - 19:00	4	105	0.486	4	105	0.183	4	105	0.669
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.016			2.062			4.078

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.017	4	105	0.079	4	105	0.096
08:00 - 09:00	4	105	0.033	4	105	0.117	4	105	0.150
09:00 - 10:00	4	105	0.067	4	105	0.076	4	105	0.143
10:00 - 11:00	4	105	0.074	4	105	0.052	4	105	0.126
11:00 - 12:00	4	105	0.038	4	105	0.060	4	105	0.098
12:00 - 13:00	4	105	0.071	4	105	0.057	4	105	0.128
13:00 - 14:00	4	105	0.055	4	105	0.064	4	105	0.119
14:00 - 15:00	4	105	0.045	4	105	0.069	4	105	0.114
15:00 - 16:00	4	105	0.090	4	105	0.081	4	105	0.171
16:00 - 17:00	4	105	0.076	4	105	0.071	4	105	0.147
17:00 - 18:00	4	105	0.100	4	105	0.057	4	105	0.157
18:00 - 19:00	4	105	0.090	4	105	0.088	4	105	0.178
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.756			0.871			1.627

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.000	4	105	0.055	4	105	0.055
08:00 - 09:00	4	105	0.002	4	105	0.148	4	105	0.150
09:00 - 10:00	4	105	0.010	4	105	0.052	4	105	0.062
10:00 - 11:00	4	105	0.024	4	105	0.019	4	105	0.043
11:00 - 12:00	4	105	0.026	4	105	0.019	4	105	0.045
12:00 - 13:00	4	105	0.043	4	105	0.033	4	105	0.076
13:00 - 14:00	4	105	0.031	4	105	0.048	4	105	0.079
14:00 - 15:00	4	105	0.048	4	105	0.029	4	105	0.077
15:00 - 16:00	4	105	0.129	4	105	0.036	4	105	0.165
16:00 - 17:00	4	105	0.050	4	105	0.026	4	105	0.076
17:00 - 18:00	4	105	0.098	4	105	0.026	4	105	0.124
18:00 - 19:00	4	105	0.086	4	105	0.021	4	105	0.107
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.547			0.512			1.059

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.000	4	105	0.017	4	105	0.017
08:00 - 09:00	4	105	0.000	4	105	0.040	4	105	0.040
09:00 - 10:00	4	105	0.000	4	105	0.012	4	105	0.012
10:00 - 11:00	4	105	0.012	4	105	0.010	4	105	0.022
11:00 - 12:00	4	105	0.000	4	105	0.005	4	105	0.005
12:00 - 13:00	4	105	0.012	4	105	0.005	4	105	0.017
13:00 - 14:00	4	105	0.002	4	105	0.002	4	105	0.004
14:00 - 15:00	4	105	0.005	4	105	0.000	4	105	0.005
15:00 - 16:00	4	105	0.007	4	105	0.002	4	105	0.009
16:00 - 17:00	4	105	0.019	4	105	0.002	4	105	0.021
17:00 - 18:00	4	105	0.017	4	105	0.000	4	105	0.017
18:00 - 19:00	4	105	0.012	4	105	0.000	4	105	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.086			0.095			0.181

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.000	4	105	0.071	4	105	0.071
08:00 - 09:00	4	105	0.002	4	105	0.188	4	105	0.190
09:00 - 10:00	4	105	0.010	4	105	0.064	4	105	0.074
10:00 - 11:00	4	105	0.036	4	105	0.029	4	105	0.065
11:00 - 12:00	4	105	0.026	4	105	0.024	4	105	0.050
12:00 - 13:00	4	105	0.055	4	105	0.038	4	105	0.093
13:00 - 14:00	4	105	0.033	4	105	0.050	4	105	0.083
14:00 - 15:00	4	105	0.052	4	105	0.029	4	105	0.081
15:00 - 16:00	4	105	0.136	4	105	0.038	4	105	0.174
16:00 - 17:00	4	105	0.069	4	105	0.029	4	105	0.098
17:00 - 18:00	4	105	0.114	4	105	0.026	4	105	0.140
18:00 - 19:00	4	105	0.098	4	105	0.021	4	105	0.119
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.631			0.607			1.238

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 2.70

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.055	4	105	0.479	4	105	0.534
08:00 - 09:00	4	105	0.133	4	105	0.767	4	105	0.900
09:00 - 10:00	4	105	0.164	4	105	0.260	4	105	0.424
10:00 - 11:00	4	105	0.202	4	105	0.221	4	105	0.423
11:00 - 12:00	4	105	0.162	4	105	0.229	4	105	0.391
12:00 - 13:00	4	105	0.286	4	105	0.271	4	105	0.557
13:00 - 14:00	4	105	0.202	4	105	0.219	4	105	0.421
14:00 - 15:00	4	105	0.176	4	105	0.190	4	105	0.366
15:00 - 16:00	4	105	0.443	4	105	0.248	4	105	0.691
16:00 - 17:00	4	105	0.412	4	105	0.214	4	105	0.626
17:00 - 18:00	4	105	0.545	4	105	0.231	4	105	0.776
18:00 - 19:00	4	105	0.679	4	105	0.295	4	105	0.974
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.459			3.624			7.083

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.031	4	105	0.176	4	105	0.207
08:00 - 09:00	4	105	0.057	4	105	0.202	4	105	0.259
09:00 - 10:00	4	105	0.060	4	105	0.067	4	105	0.127
10:00 - 11:00	4	105	0.057	4	105	0.069	4	105	0.126
11:00 - 12:00	4	105	0.043	4	105	0.064	4	105	0.107
12:00 - 13:00	4	105	0.095	4	105	0.086	4	105	0.181
13:00 - 14:00	4	105	0.060	4	105	0.064	4	105	0.124
14:00 - 15:00	4	105	0.048	4	105	0.067	4	105	0.115
15:00 - 16:00	4	105	0.093	4	105	0.067	4	105	0.160
16:00 - 17:00	4	105	0.131	4	105	0.064	4	105	0.195
17:00 - 18:00	4	105	0.155	4	105	0.086	4	105	0.241
18:00 - 19:00	4	105	0.245	4	105	0.117	4	105	0.362
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.075			1.129			2.204

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.002	4	105	0.014	4	105	0.016
08:00 - 09:00	4	105	0.005	4	105	0.014	4	105	0.019
09:00 - 10:00	4	105	0.012	4	105	0.007	4	105	0.019
10:00 - 11:00	4	105	0.010	4	105	0.012	4	105	0.022
11:00 - 12:00	4	105	0.014	4	105	0.017	4	105	0.031
12:00 - 13:00	4	105	0.012	4	105	0.017	4	105	0.029
13:00 - 14:00	4	105	0.007	4	105	0.012	4	105	0.019
14:00 - 15:00	4	105	0.007	4	105	0.007	4	105	0.014
15:00 - 16:00	4	105	0.021	4	105	0.014	4	105	0.035
16:00 - 17:00	4	105	0.021	4	105	0.014	4	105	0.035
17:00 - 18:00	4	105	0.019	4	105	0.007	4	105	0.026
18:00 - 19:00	4	105	0.007	4	105	0.005	4	105	0.012
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.137			0.140			0.277

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.000	4	105	0.000	4	105	0.000
08:00 - 09:00	4	105	0.000	4	105	0.000	4	105	0.000
09:00 - 10:00	4	105	0.000	4	105	0.002	4	105	0.002
10:00 - 11:00	4	105	0.000	4	105	0.002	4	105	0.002
11:00 - 12:00	4	105	0.000	4	105	0.000	4	105	0.000
12:00 - 13:00	4	105	0.000	4	105	0.002	4	105	0.002
13:00 - 14:00	4	105	0.002	4	105	0.000	4	105	0.002
14:00 - 15:00	4	105	0.000	4	105	0.000	4	105	0.000
15:00 - 16:00	4	105	0.002	4	105	0.000	4	105	0.002
16:00 - 17:00	4	105	0.000	4	105	0.000	4	105	0.000
17:00 - 18:00	4	105	0.002	4	105	0.002	4	105	0.004
18:00 - 19:00	4	105	0.002	4	105	0.002	4	105	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.008			0.010			0.018

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/C - FLATS PRIVATELY OWNED
MULTI-MODAL Servicing Vehicles
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	4	105	0.002	4	105	0.002	4	105	0.004
08:00 - 09:00	4	105	0.005	4	105	0.005	4	105	0.010
09:00 - 10:00	4	105	0.005	4	105	0.005	4	105	0.010
10:00 - 11:00	4	105	0.000	4	105	0.000	4	105	0.000
11:00 - 12:00	4	105	0.002	4	105	0.000	4	105	0.002
12:00 - 13:00	4	105	0.002	4	105	0.005	4	105	0.007
13:00 - 14:00	4	105	0.000	4	105	0.000	4	105	0.000
14:00 - 15:00	4	105	0.000	4	105	0.000	4	105	0.000
15:00 - 16:00	4	105	0.010	4	105	0.010	4	105	0.020
16:00 - 17:00	4	105	0.005	4	105	0.005	4	105	0.010
17:00 - 18:00	4	105	0.005	4	105	0.002	4	105	0.007
18:00 - 19:00	4	105	0.002	4	105	0.005	4	105	0.007
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.038			0.039			0.077

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

Calibro Consultants Ltd Whitefriars Business Centre Bristol Licence No: 861401

Filtering Summary

Land Use	03/A	RESIDENTIAL/HOUSES PRIVATELY OWNED
Selected Trip Rate Calculation Parameter Range	6-1817 DWELLS	
Actual Trip Rate Calculation Parameter Range	16-89 DWELLS	
Date Range	Minimum: 01/01/15	Maximum: 09/11/22
Parking Spaces Range	All Surveys Included	
Parking Spaces Per Dwelling Range:	All Surveys Included	
Bedrooms Per Dwelling Range:	All Surveys Included	
Percentage of dwellings privately owned:	All Surveys Included	
Days of the week selected	Monday	3
	Tuesday	2
Main Location Types selected	Edge of Town Centre	5
Inclusion of Servicing Vehicles Counts	Servicing vehicles Included	1 - Selected
	Servicing vehicles Excluded	5 - Selected
Population within 500m	All Surveys Included	
Population <1 Mile ranges selected	5,001 to 10,000	1
	10,001 to 15,000	2
	25,001 to 50,000	2
Population <5 Mile ranges selected	5,001 to 25,000	3
	125,001 to 250,000	1
	250,001 to 500,000	1
Car Ownership <5 Mile ranges selected	0.5 or Less	1
	0.6 to 1.0	2
	1.1 to 1.5	2
PTAL Rating	No PTAL Present	5

Calculation Reference: AUDIT-861401-230525-0531

TRIP RATE CALCULATION SELECTION PARAMETERS:

Land Use : 03 - RESIDENTIAL
Category : A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES

Selected regions and areas:

05	EAST MIDLANDS		
	LN	LINCOLNSHIRE	1 days
06	WEST MIDLANDS		
	WM	WEST MIDLANDS	1 days
07	YORKSHIRE & NORTH LINCOLNSHIRE		
	NY	NORTH YORKSHIRE	1 days
09	NORTH		
	CB	CUMBRIA	1 days
10	WALES		
	PS	POWYS	1 days

This section displays the number of survey days per TRICS® sub-region in the selected set

Primary Filtering selection:

This data displays the chosen trip rate parameter and its selected range. Only sites that fall within the parameter range are included in the trip rate calculation.

Parameter: No of Dwellings
Actual Range: 16 to 89 (units:)
Range Selected by User: 6 to 1817 (units:)

Parking Spaces Range: All Surveys Included

Parking Spaces per Dwelling Range: All Surveys Included

Bedrooms per Dwelling Range: All Surveys Included

Percentage of dwellings privately owned: All Surveys Included

Public Transport Provision:
Selection by: Include all surveys

Date Range: 01/01/15 to 09/11/22

This data displays the range of survey dates selected. Only surveys that were conducted within this date range are included in the trip rate calculation.

Selected survey days:

Monday	3 days
Tuesday	2 days

This data displays the number of selected surveys by day of the week.

Selected survey types:

Manual count	5 days
Directional ATC Count	0 days

This data displays the number of manual classified surveys and the number of unclassified ATC surveys, the total adding up to the overall number of surveys in the selected set. Manual surveys are undertaken using staff, whilst ATC surveys are undertaking using machines.

Selected Locations:

Edge of Town Centre	5

This data displays the number of surveys per main location category within the selected set. The main location categories consist of Free Standing, Edge of Town, Suburban Area, Neighbourhood Centre, Edge of Town Centre, Town Centre and Not Known.

Selected Location Sub Categories:

Residential Zone	5

This data displays the number of surveys per location sub-category within the selected set. The location sub-categories consist of Commercial Zone, Industrial Zone, Development Zone, Residential Zone, Retail Zone, Built-Up Zone, Village, Out of Town, High Street and No Sub Category.

Inclusion of Servicing Vehicles Counts:

Servicing vehicles Included	1 days - Selected

Secondary Filtering selection:

Use Class:

C3	5 days

This data displays the number of surveys per Use Class classification within the selected set. The Use Classes Order (England) 2020 has been used for this purpose, which can be found within the Library module of TRICS®.

Population within 500m Range:

All Surveys Included

Population within 1 mile:

5,001 to 10,000	1 days
10,001 to 15,000	2 days
25,001 to 50,000	2 days

This data displays the number of selected surveys within stated 1-mile radii of population.

Population within 5 miles:

5,001 to 25,000	3 days
125,001 to 250,000	1 days
250,001 to 500,000	1 days

This data displays the number of selected surveys within stated 5-mile radii of population.

Car ownership within 5 miles:

0.5 or Less	1 days
0.6 to 1.0	2 days
1.1 to 1.5	2 days

This data displays the number of selected surveys within stated ranges of average cars owned per residential dwelling, within a radius of 5-miles of selected survey sites.

Travel Plan:

No	5 days

This data displays the number of surveys within the selected set that were undertaken at sites with Travel Plans in place, and the number of surveys that were undertaken at sites without Travel Plans.

PTAL Rating:

No PTAL Present	5 days

This data displays the number of selected surveys with PTAL Ratings.

LIST OF SITES relevant to selection parameters

1 CB-03-A-05 DETACHED/TERRACED HOUSING CUMBRIA
MACADAM WAY
PENRITH

Edge of Town Centre
Residential Zone
Total No of Dwellings: 50
Survey date: TUESDAY *21/06/16* *Survey Type: MANUAL*

2 LN-03-A-04 DETACHED & SEMI-DETACHED LINCOLNSHIRE
EGERTON ROAD
LINCOLN

Edge of Town Centre
Residential Zone
Total No of Dwellings: 30
Survey date: MONDAY *29/06/15* *Survey Type: MANUAL*

3 NY-03-A-12 TOWN HOUSES NORTH YORKSHIRE
RACECOURSE LANE
NORTHALLERTON

Edge of Town Centre
Residential Zone
Total No of Dwellings: 47
Survey date: TUESDAY *27/09/16* *Survey Type: MANUAL*

4 PS-03-A-01 MIXED HOUSES POWYS
BRYN GLAS
WELSHPOOL

Edge of Town Centre
Residential Zone
Total No of Dwellings: 16
Survey date: MONDAY *11/05/15* *Survey Type: MANUAL*

5 WM-03-A-05 TERRACED & DETACHED WEST MIDLANDS
COUNDON ROAD
COVENTRY

Edge of Town Centre
Residential Zone
Total No of Dwellings: 89
Survey date: MONDAY *21/11/16* *Survey Type: MANUAL*

This section provides a list of all survey sites and days in the selected set. For each individual survey site, it displays a unique site reference code and site address, the selected trip rate calculation parameter and its value, the day of the week and date of each survey, and whether the survey was a manual classified count or an ATC count.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL VEHICLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.77

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.073	5	46	0.220	5	46	0.293
08:00 - 09:00	5	46	0.142	5	46	0.306	5	46	0.448
09:00 - 10:00	5	46	0.164	5	46	0.121	5	46	0.285
10:00 - 11:00	5	46	0.116	5	46	0.121	5	46	0.237
11:00 - 12:00	5	46	0.103	5	46	0.116	5	46	0.219
12:00 - 13:00	5	46	0.116	5	46	0.159	5	46	0.275
13:00 - 14:00	5	46	0.147	5	46	0.142	5	46	0.289
14:00 - 15:00	5	46	0.129	5	46	0.164	5	46	0.293
15:00 - 16:00	5	46	0.177	5	46	0.147	5	46	0.324
16:00 - 17:00	5	46	0.254	5	46	0.121	5	46	0.375
17:00 - 18:00	5	46	0.306	5	46	0.177	5	46	0.483
18:00 - 19:00	5	46	0.190	5	46	0.138	5	46	0.328
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.917			1.932			3.849

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

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Parameter summary

Trip rate parameter range selected:	16 - 89 (units:)
Survey date date range:	01/01/15 - 09/11/22
Number of weekdays (Monday-Friday):	5
Number of Saturdays:	0
Number of Sundays:	0
Surveys automatically removed from selection:	0
Surveys manually removed from selection:	0

This section displays a quick summary of some of the data filtering selections made by the TRICS® user. The trip rate calculation parameter range of all selected surveys is displayed first, followed by the range of minimum and maximum survey dates selected by the user. Then, the total number of selected weekdays and weekend days in the selected set of surveys are show. Finally, the number of survey days that have been manually removed from the selected set outside of the standard filtering procedure are displayed.

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TAXIS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.004	5	46	0.004	5	46	0.008
08:00 - 09:00	5	46	0.009	5	46	0.009	5	46	0.018
09:00 - 10:00	5	46	0.004	5	46	0.004	5	46	0.008
10:00 - 11:00	5	46	0.004	5	46	0.000	5	46	0.004
11:00 - 12:00	5	46	0.000	5	46	0.004	5	46	0.004
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.009	5	46	0.004	5	46	0.013
14:00 - 15:00	5	46	0.000	5	46	0.004	5	46	0.004
15:00 - 16:00	5	46	0.009	5	46	0.009	5	46	0.018
16:00 - 17:00	5	46	0.000	5	46	0.000	5	46	0.000
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.004	5	46	0.004	5	46	0.008
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.043			0.042			0.085

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL OGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.009	5	46	0.009	5	46	0.018
08:00 - 09:00	5	46	0.000	5	46	0.000	5	46	0.000
09:00 - 10:00	5	46	0.009	5	46	0.009	5	46	0.018
10:00 - 11:00	5	46	0.000	5	46	0.000	5	46	0.000
11:00 - 12:00	5	46	0.004	5	46	0.000	5	46	0.004
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.004	5	46	0.000	5	46	0.004
14:00 - 15:00	5	46	0.004	5	46	0.004	5	46	0.008
15:00 - 16:00	5	46	0.000	5	46	0.009	5	46	0.009
16:00 - 17:00	5	46	0.000	5	46	0.000	5	46	0.000
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.030			0.031			0.061

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PSVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.000	5	46	0.000	5	46	0.000
09:00 - 10:00	5	46	0.000	5	46	0.000	5	46	0.000
10:00 - 11:00	5	46	0.000	5	46	0.000	5	46	0.000
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.000	5	46	0.000	5	46	0.000
16:00 - 17:00	5	46	0.004	5	46	0.004	5	46	0.008
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.004			0.008

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CYCLISTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.004	5	46	0.022	5	46	0.026
08:00 - 09:00	5	46	0.000	5	46	0.009	5	46	0.009
09:00 - 10:00	5	46	0.004	5	46	0.000	5	46	0.004
10:00 - 11:00	5	46	0.004	5	46	0.000	5	46	0.004
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.004	5	46	0.013	5	46	0.017
15:00 - 16:00	5	46	0.017	5	46	0.000	5	46	0.017
16:00 - 17:00	5	46	0.013	5	46	0.000	5	46	0.013
17:00 - 18:00	5	46	0.004	5	46	0.009	5	46	0.013
18:00 - 19:00	5	46	0.000	5	46	0.009	5	46	0.009
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.050			0.062			0.112

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL VEHICLE OCCUPANTS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.082	5	46	0.254	5	46	0.336
08:00 - 09:00	5	46	0.181	5	46	0.422	5	46	0.603
09:00 - 10:00	5	46	0.203	5	46	0.155	5	46	0.358
10:00 - 11:00	5	46	0.155	5	46	0.147	5	46	0.302
11:00 - 12:00	5	46	0.108	5	46	0.151	5	46	0.259
12:00 - 13:00	5	46	0.151	5	46	0.190	5	46	0.341
13:00 - 14:00	5	46	0.159	5	46	0.177	5	46	0.336
14:00 - 15:00	5	46	0.177	5	46	0.207	5	46	0.384
15:00 - 16:00	5	46	0.280	5	46	0.172	5	46	0.452
16:00 - 17:00	5	46	0.353	5	46	0.177	5	46	0.530
17:00 - 18:00	5	46	0.431	5	46	0.246	5	46	0.677
18:00 - 19:00	5	46	0.241	5	46	0.216	5	46	0.457
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			2.521			2.514			5.035

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PEDESTRIANS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.026	5	46	0.060	5	46	0.086
08:00 - 09:00	5	46	0.022	5	46	0.121	5	46	0.143
09:00 - 10:00	5	46	0.017	5	46	0.047	5	46	0.064
10:00 - 11:00	5	46	0.026	5	46	0.065	5	46	0.091
11:00 - 12:00	5	46	0.069	5	46	0.043	5	46	0.112
12:00 - 13:00	5	46	0.039	5	46	0.052	5	46	0.091
13:00 - 14:00	5	46	0.065	5	46	0.060	5	46	0.125
14:00 - 15:00	5	46	0.095	5	46	0.056	5	46	0.151
15:00 - 16:00	5	46	0.069	5	46	0.091	5	46	0.160
16:00 - 17:00	5	46	0.121	5	46	0.056	5	46	0.177
17:00 - 18:00	5	46	0.082	5	46	0.047	5	46	0.129
18:00 - 19:00	5	46	0.039	5	46	0.039	5	46	0.078
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.670			0.737			1.407

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL BUS/TRAM PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.013	5	46	0.013
08:00 - 09:00	5	46	0.000	5	46	0.022	5	46	0.022
09:00 - 10:00	5	46	0.004	5	46	0.013	5	46	0.017
10:00 - 11:00	5	46	0.030	5	46	0.004	5	46	0.034
11:00 - 12:00	5	46	0.009	5	46	0.026	5	46	0.035
12:00 - 13:00	5	46	0.017	5	46	0.009	5	46	0.026
13:00 - 14:00	5	46	0.022	5	46	0.009	5	46	0.031
14:00 - 15:00	5	46	0.004	5	46	0.009	5	46	0.013
15:00 - 16:00	5	46	0.009	5	46	0.009	5	46	0.018
16:00 - 17:00	5	46	0.009	5	46	0.009	5	46	0.018
17:00 - 18:00	5	46	0.022	5	46	0.000	5	46	0.022
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.126			0.123			0.249

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL RAIL PASSENGERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.000	5	46	0.004	5	46	0.004
09:00 - 10:00	5	46	0.000	5	46	0.000	5	46	0.000
10:00 - 11:00	5	46	0.000	5	46	0.004	5	46	0.004
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.000	5	46	0.000	5	46	0.000
16:00 - 17:00	5	46	0.000	5	46	0.000	5	46	0.000
17:00 - 18:00	5	46	0.004	5	46	0.000	5	46	0.004
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.004			0.008			0.012

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL PUBLIC TRANSPORT USERS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.013	5	46	0.013
08:00 - 09:00	5	46	0.000	5	46	0.026	5	46	0.026
09:00 - 10:00	5	46	0.004	5	46	0.013	5	46	0.017
10:00 - 11:00	5	46	0.030	5	46	0.009	5	46	0.039
11:00 - 12:00	5	46	0.009	5	46	0.026	5	46	0.035
12:00 - 13:00	5	46	0.017	5	46	0.009	5	46	0.026
13:00 - 14:00	5	46	0.022	5	46	0.009	5	46	0.031
14:00 - 15:00	5	46	0.004	5	46	0.009	5	46	0.013
15:00 - 16:00	5	46	0.009	5	46	0.009	5	46	0.018
16:00 - 17:00	5	46	0.009	5	46	0.009	5	46	0.018
17:00 - 18:00	5	46	0.026	5	46	0.000	5	46	0.026
18:00 - 19:00	5	46	0.000	5	46	0.000	5	46	0.000
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.130			0.132			0.262

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL TOTAL PEOPLE
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period
Total People to Total Vehicles ratio (all time periods and directions): 1.77

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.112	5	46	0.349	5	46	0.461
08:00 - 09:00	5	46	0.203	5	46	0.578	5	46	0.781
09:00 - 10:00	5	46	0.228	5	46	0.216	5	46	0.444
10:00 - 11:00	5	46	0.216	5	46	0.220	5	46	0.436
11:00 - 12:00	5	46	0.185	5	46	0.220	5	46	0.405
12:00 - 13:00	5	46	0.207	5	46	0.250	5	46	0.457
13:00 - 14:00	5	46	0.246	5	46	0.246	5	46	0.492
14:00 - 15:00	5	46	0.280	5	46	0.284	5	46	0.564
15:00 - 16:00	5	46	0.375	5	46	0.272	5	46	0.647
16:00 - 17:00	5	46	0.496	5	46	0.241	5	46	0.737
17:00 - 18:00	5	46	0.543	5	46	0.302	5	46	0.845
18:00 - 19:00	5	46	0.280	5	46	0.263	5	46	0.543
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			3.371			3.441			6.812

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL CARS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.060	5	46	0.198	5	46	0.258
08:00 - 09:00	5	46	0.108	5	46	0.272	5	46	0.380
09:00 - 10:00	5	46	0.121	5	46	0.086	5	46	0.207
10:00 - 11:00	5	46	0.108	5	46	0.116	5	46	0.224
11:00 - 12:00	5	46	0.086	5	46	0.099	5	46	0.185
12:00 - 13:00	5	46	0.116	5	46	0.142	5	46	0.258
13:00 - 14:00	5	46	0.125	5	46	0.129	5	46	0.254
14:00 - 15:00	5	46	0.116	5	46	0.138	5	46	0.254
15:00 - 16:00	5	46	0.159	5	46	0.112	5	46	0.271
16:00 - 17:00	5	46	0.228	5	46	0.112	5	46	0.340
17:00 - 18:00	5	46	0.284	5	46	0.159	5	46	0.443
18:00 - 19:00	5	46	0.172	5	46	0.121	5	46	0.293
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			1.683			1.684			3.367

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL LGVS
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.009	5	46	0.009
08:00 - 09:00	5	46	0.026	5	46	0.026	5	46	0.052
09:00 - 10:00	5	46	0.030	5	46	0.022	5	46	0.052
10:00 - 11:00	5	46	0.004	5	46	0.004	5	46	0.008
11:00 - 12:00	5	46	0.013	5	46	0.013	5	46	0.026
12:00 - 13:00	5	46	0.000	5	46	0.017	5	46	0.017
13:00 - 14:00	5	46	0.009	5	46	0.009	5	46	0.018
14:00 - 15:00	5	46	0.009	5	46	0.017	5	46	0.026
15:00 - 16:00	5	46	0.009	5	46	0.017	5	46	0.026
16:00 - 17:00	5	46	0.022	5	46	0.004	5	46	0.026
17:00 - 18:00	5	46	0.022	5	46	0.017	5	46	0.039
18:00 - 19:00	5	46	0.013	5	46	0.009	5	46	0.022
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.157			0.164			0.321

This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

TRIP RATE for Land Use 03 - RESIDENTIAL/A - HOUSES PRIVATELY OWNED
MULTI-MODAL MOTOR CYCLES
Calculation factor: 1 DWELLS
BOLD print indicates peak (busiest) period

	ARRIVALS			DEPARTURES			TOTALS		
Time Range	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate	No. Days	Ave. DWELLS	Trip Rate
00:00 - 01:00									
01:00 - 02:00									
02:00 - 03:00									
03:00 - 04:00									
04:00 - 05:00									
05:00 - 06:00									
06:00 - 07:00									
07:00 - 08:00	5	46	0.000	5	46	0.000	5	46	0.000
08:00 - 09:00	5	46	0.000	5	46	0.000	5	46	0.000
09:00 - 10:00	5	46	0.000	5	46	0.000	5	46	0.000
10:00 - 11:00	5	46	0.000	5	46	0.000	5	46	0.000
11:00 - 12:00	5	46	0.000	5	46	0.000	5	46	0.000
12:00 - 13:00	5	46	0.000	5	46	0.000	5	46	0.000
13:00 - 14:00	5	46	0.000	5	46	0.000	5	46	0.000
14:00 - 15:00	5	46	0.000	5	46	0.000	5	46	0.000
15:00 - 16:00	5	46	0.000	5	46	0.000	5	46	0.000
16:00 - 17:00	5	46	0.000	5	46	0.000	5	46	0.000
17:00 - 18:00	5	46	0.000	5	46	0.000	5	46	0.000
18:00 - 19:00	5	46	0.000	5	46	0.004	5	46	0.004
19:00 - 20:00									
20:00 - 21:00									
21:00 - 22:00									
22:00 - 23:00									
23:00 - 24:00									
Total Rates:			0.000			0.004			0.004

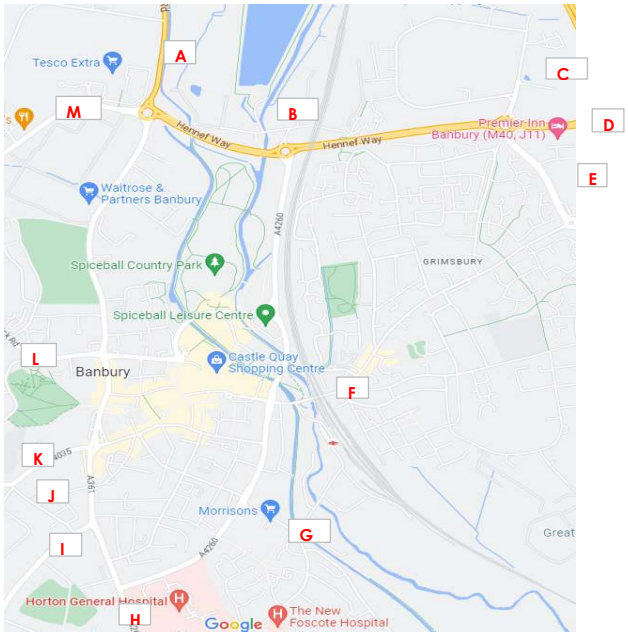
This section displays the trip rate results based on the selected set of surveys and the selected count type (shown just above the table). It is split by three main columns, representing arrivals trips, departures trips, and total trips (arrivals plus departures). Within each of these main columns are three sub-columns. These display the number of survey days where count data is included (per time period), the average value of the selected trip rate calculation parameter (per time period), and the trip rate result (per time period). Total trip rates (the sum of the column) are also displayed at the foot of the table.

*To obtain a trip rate, the average (mean) trip rate parameter value (TRP) is first calculated for all selected survey days that have count data available for the stated time period. The average (mean) number of arrivals, departures or totals (whichever applies) is also calculated (COUNT) for all selected survey days that have count data available for the stated time period. Then, the average count is divided by the average trip rate parameter value, and multiplied by the stated calculation factor (shown just above the table and abbreviated here as FACT). So, the method is: COUNT/TRP*FACT. Trip rates are then rounded to 3 decimal places.*

APPENDIX K

Census Travel to Work Data

Zone			DISTRIBUTION
A	SOUTHAM ROAD	415	15.98%
B	GRIMSBY GREEN	0	0.00%
C	WILDMERE ROAD	138	5.33%
D	A422 E	832	32.04%
E	ERMONT WAY	3	0.13%
F	BRIDGE STREET	269	10.34%
G	SWAN CLOSE ROAD	0	0.00%
H	A4260 S	360	13.86%
I	A361	293	11.28%
J	CROUCH STREET	0	0.00%
K	B3045	95	3.66%
L	B4100	192	7.37%
M	A422 W	0	0.00%
			100.00%

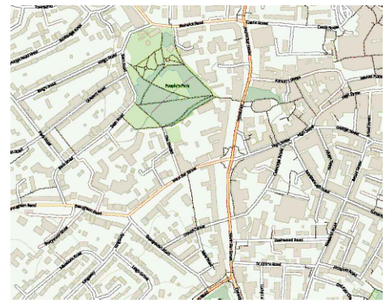


LAD	CODE	COMMUTERS	ZONE
Cherwell	**E41000203**	**1656**	
South Northamptonshire	**E41000187**	**202**	
Oxford	E41000204	143	D/H
West Oxfordshire	E41000207	104	I/K
Stratford-on-Avon	E41000242	91	L
Warwick	E41000243	43	D/L
Vale of White Horse	E41000206	43	D/H
Aylesbury Vale	E41000056	31	D/H
South Oxfordshire	E41000205	27	D
Daventry	E41000183	19	D
Milton Keynes	E41000042	17	D
Coventry	E41000282	13	A/D
Northampton	E41000186	12	D
Wycombe	E41000059	12	D
Birmingham	E41000281	10	D
Windsor and Maidenhead	E41000040	10	D
Cotswold	E41000111	10	K
West Berkshire	E41000037	9	D/H
Rugby	E41000241	8	A
Solihull	E41000285	7	D
Hillingdon	E41000308	7	D
Slough	E41000039	7	D
Bedford	E41000054	5	D
Central Bedfordshire	E41000055	5	D
Swindon	E41000030	5	D/I
Leicester	E41000016	4	A/D
Blaby	E41000161	4	A/D
Wychavon	E41000255	4	L
Wokingham	E41000041	4	D
North West Leicestershire	E41000166	3	D
Dudley	E41000283	3	D
Havering	E41000307	3	D
Reading	E41000038	3	D
Harborough	E41000163	2	D
Bromsgrove	E41000251	2	D
Peterborough	E41000031	2	D
Dacorum	E41000128	2	D
Watford	E41000135	2	D
Barnet	E41000294	2	D
Camden	E41000298	2	D
Hammersmith and Fulham	E41000304	2	D
Hounslow	E41000309	2	D
Richmond upon Thames	E41000318	2	D
New Forest	E41000123	2	D
Cheltenham	E41000110	2	K
Gateshead	E41000276	1	D
Doncaster	E41000273	1	D
Kirklees	E41000290	1	D
Derby	E41000015	1	D
Melton	E41000165	1	D
East Northamptonshire	E41000184	1	D
Wellingborough	E41000188	1	D
Telford and Wrekin	E41000020	1	D
East Staffordshire	E41000214	1	D
Lichfield	E41000215	1	D
Stafford	E41000218	1	D
Tamworth	E41000220	1	D
Redditch	E41000253	1	D
Worcester	E41000254	1	D
Sandwell	E41000284	1	D
Wolverhampton	E41000287	1	D
Luton	E41000032	1	D
East Cambridgeshire	E41000061	1	A/D
Huntingdonshire	E41000063	1	D
Tendring	E41000108	1	D
Broxbourne	E41000127	1	D
East Hertfordshire	E41000129	1	D
Hertsmere	E41000130	1	D
St Albans	E41000132	1	D
Welwyn Hatfield	E41000136	1	D
King's Lynn and West Norfolk	E41000178	1	D
Norwich	E41000180	1	D
South Norfolk	E41000181	1	D
Brent	E41000296	1	D
Ealing	E41000300	1	D
Kensington and Chelsea	E41000311	1	D
Lambeth	E41000313	1	D
Lewisham	E41000314	1	D
Southwark	E41000319	1	D
Westminster,City of London	E41000324	1	D
Chiltern	E41000057	1	D
South Bucks	E41000058	1	D
Basingstoke and Deane	E41000116	1	D
Gosport	E41000120	1	D
Ashford	E41000137	1	D
Sevenoaks	E41000143	1	D
Surrey Heath	E41000235	1	D
Waverley	E41000237	1	D
Mid Sussex	E41000249	1	D
Wiltshire	E41000053	1	I
Christchurch	E41000087	1	D
Gloucester	E41000113	1	I/K
Stroud	E41000114	1	I/K
Pembrokeshire	W40000008	1	K

MSOA	CODE	COMMUTERS	ZONE
Cherwell 001	E02005921	39	L
Cherwell 002	E02005922	30	L
Cherwell 003	E02005923	279	A
Cherwell 004	**E02005924**	**666**	
Cherwell 005	E02005925	12	K/L
Cherwell 006	E02005926	114	I
Cherwell 007	E02005927	97	H
Cherwell 008	E02005928	150	H
Cherwell 009	E02005929	46	I/K
Cherwell 010	E02005930	37	I
Cherwell 011	E02005931	17	D/I
Cherwell 012	E02005932	2	D/I
Cherwell 013	E02005933	40	D/I
Cherwell 014	E02005934	11	D/I
Cherwell 015	E02005935	25	D/I
Cherwell 016	E02005936	30	D/I
Cherwell 017	E02005937	3	D
Cherwell 018	E02005938	3	D
Cherwell 019	E02005939	55	D
South Northamptonshire 003	E02005683	1	D
South Northamptonshire 004	E02005684	2	D
South Northamptonshire 005	E02005685	1	D
South Northamptonshire 006	E02005686	84	D
South Northamptonshire 007	E02005687	3	D
South Northamptonshire 008	E02005688	1	D
South Northamptonshire 009	E02005689	8	D
South Northamptonshire 010	E02005690	56	D
South Northamptonshire 011	E02005691	46	D

WPZ	CODE	COMMUTERS	CAR ADJUSTED	ZONE
Cherwell 004A	**E01028435**			
Cherwell 004C	E01028437	566	277	C/D
Cherwell 004D	E01028438	239	117	A
Cherwell 004E	E01028439	14	7	E/F
Cherwell 004F	E01028440	19	9	F
Cherwell 004G	E01032941	321	157	F
Cherwell 004H	E01032942	202	99	F

APPENDIX L
Junctions Geometry Parameters



4.4m
5.4m
3.7m
3.2m
5.0m
3.8m
3.3m
3.0m
12.9m
4.7m
3.5m
3.4m
3.4m
4.3m
5.1m
3.6m
106.8m
30a
43
14
15
16
31
42
41
22
PH
QUEEN'S ROAD

north

4.4m
5.4m
3.7m
3.2m
5.0m
4.7m
12.9m
3.5m
3.4m
3.4m
3.8m
3.3m
3.0m
4.3m
5.1m
3.6m
106.8m
CALTHORPE STREET
30a
43
31
42
41
14
15
16
PH
22

0 5m 10m 25m
Metres 1:250

-	FIRST ISSUE	AF	25/05/23
REV:	DESCRIPTION:	BY:	DATE:

STATUS: FIRST ISSUE

CLIENT: TRI7 BANBURY LLP

SITE: CALTHORPE STREET, BANBURY

TITLE: JUNCTION 3
PICADY MEASURMENTS

calibro

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:250	25/05/23	AF	RW
PROJECT NO:	DRAWING NO:		REVISION:
22-312	20-109		-

51 Whiteladies Road | Bristol | BS8 2NT | T 0117 244 1970
E hello@calibro-consultants.com www.calibro-consultants.com

north

SITE LOCATION

St John's Church

Presbytery

Shelter

TCB

St John's House

1 to 11

6

St John's Bar
(site of)

111.2m

111.8m

ST

St John's Place

SLB

1 to 2

2

64m

3.5m

3.5m

R25.9m

R20.0m

3.2m

3.2m

R14.4m

R16.9m

56m

2.9m

St John's
Priory School
on site of
St John the Baptist's Hospital

MONUMENT STREET

NEW ROAD

37

36

33 to 34

1

4

Alcan House

Ward Bdy

Def

11 13 15 17

Sloping masonry

117.6m

Hotel

23 to 31

8

4

10

5.6m

119.7m

0 10m 20m 50m

Metres 1:500

-	FIRST ISSUE	AF	25/05/23
REV:	DESCRIPTION:	BY:	DATE:

STATUS: FIRST ISSUE

CLIENT: TRI7 BANBURY LLP

SITE: CALTHORPE STREET, BANBURY

TITLE: JUNCTION 4
LINSIG MEASURMENTS

calibro

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	25/05/23	AF	RW
PROJECT NO:	DRAWING NO:		REVISION:
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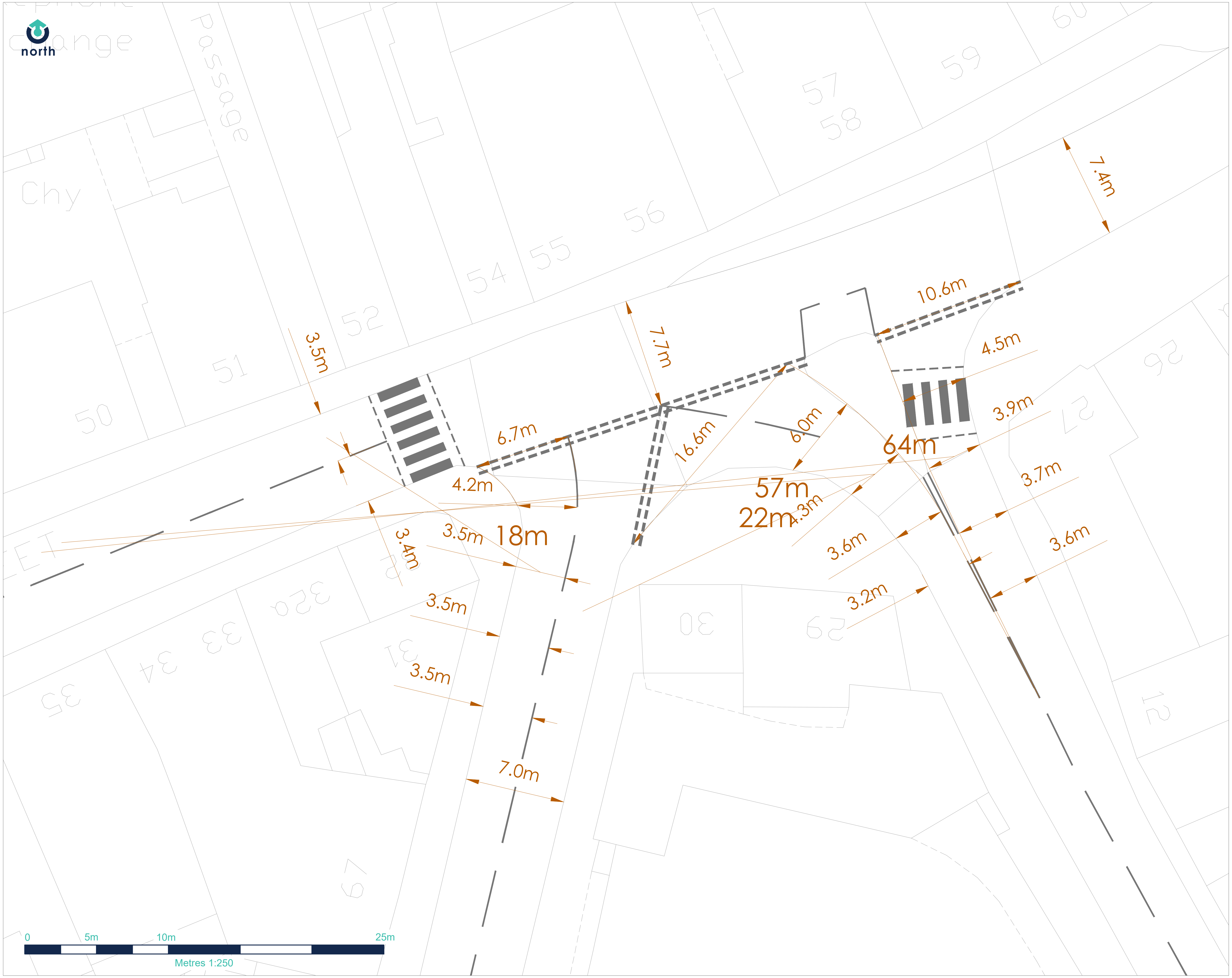
81 Whiteladies Road | Bristol | BS8 2NT T 0117 2441 970
E hello@calibro-consultants.com www.calibro-consultants.com



SITE LOCATION

REV:	DESCRIPTION:	BY:	DATE:
-	FIRST ISSUE	AF	25/05/23

STATUS: FIRST ISSUE

CLIENT: TRI7 BANBURY LLP

SITE: CALTHORPE STREET, BANBURY

TITLE: JUNCTION 6
PICADY MEASURMENTS

calibro

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:250	25/05/23	AF	RW

PROJECT NO:	DRAWING NO:	REVISION:
22-312	20-111.1	-

north

R7.5m
R10.0m
R4.8m
R20.7m
R8.4m
R10.9m

0 5m 10m 25m

Metres 1:250

SITE LOCATION

-	FIRST ISSUE	AF	25/05/23
REV:	DESCRIPTION:	BY:	DATE:

STATUS: FIRST ISSUE

CLIENT: TRI7 BANBURY LLP

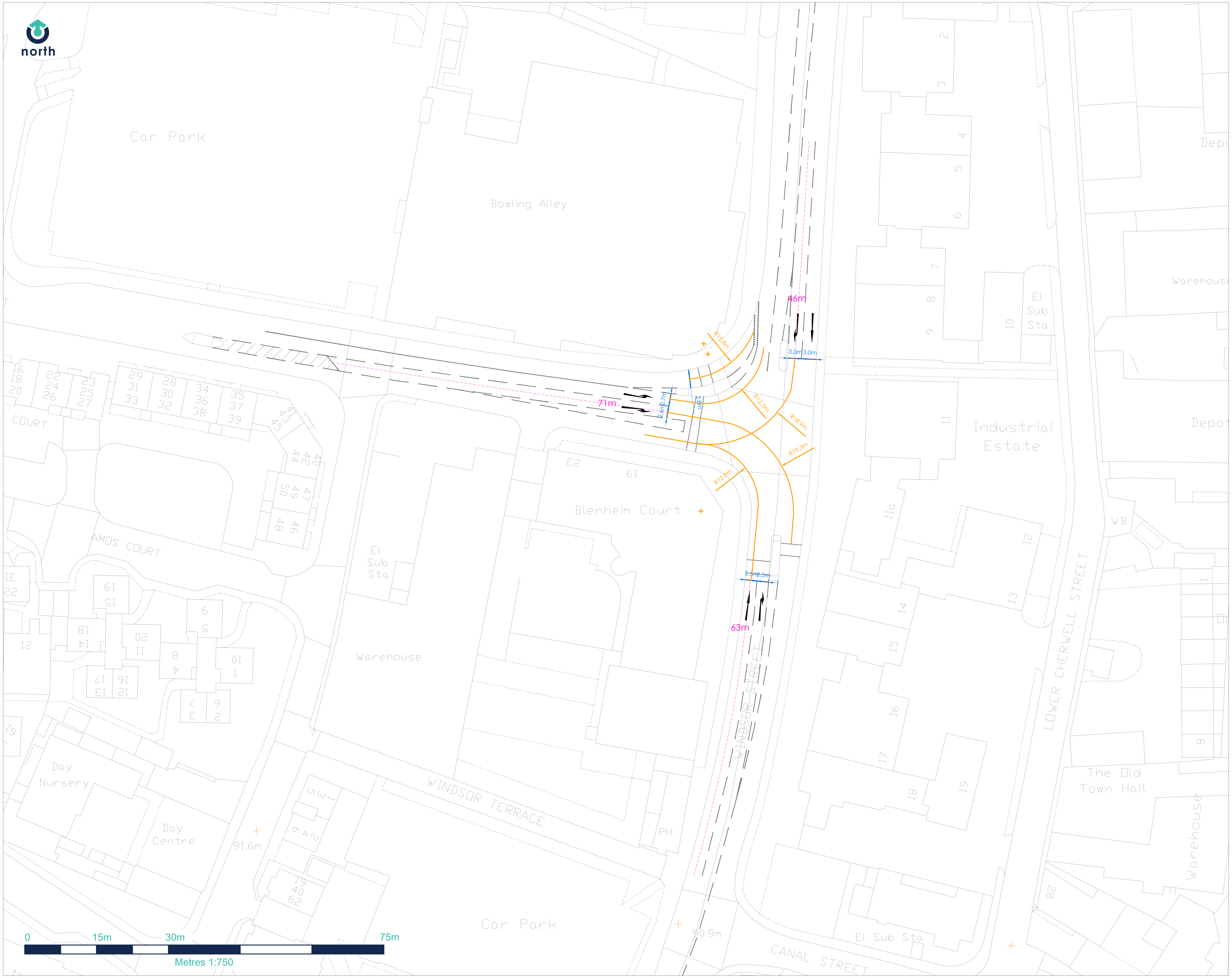
SITE: CALTHORPE STREET, BANBURY

TITLE: JUNCTION 6
LINSIG MEASURMENTS

calibro

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:250	25/05/23	AF	RW
PROJECT NO:	DRAWING NO:		REVISION:
22-312	20-111.2		-

81 Whiteladies Road | Bristol | BS8 2NT T 0117 2441 970
E hello@calibro-consultants.com www.calibro-consultants.com



REV:	DESCRIPTION:	BY:	DATE:
-	FIRST ISSUE	AF	25/05/23

STATUS: FIRST ISSUE

CLIENT: TRI7 BANBURY LLP

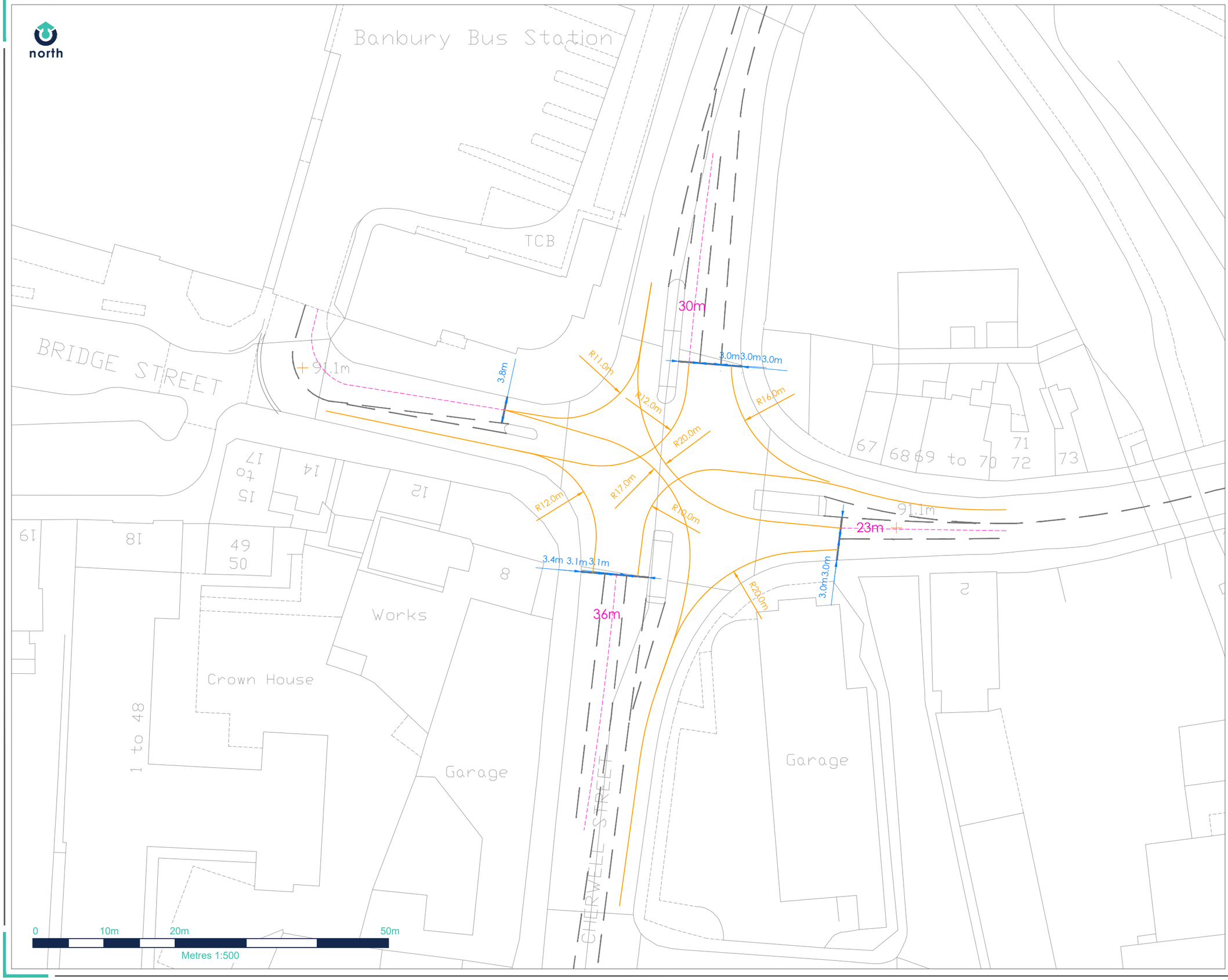
SITE: CALTHORPE STREET, BANBURY

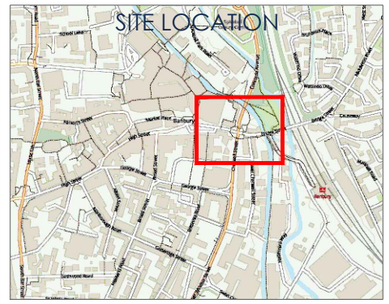
TITLE: JUNCTION 9
LINSIG MEASURMENTS

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:750	25/05/23	AF	RW
PROJECT NO:	DRAWING NO:		REVISION:
22-312	20-112		-

81 Whiteladies Road | Bristol | BS8 2NT T 0117 2441 970
E hello@calibro-consultants.com www.calibro-consultants.com

north





REV:	DESCRIPTION:	BY:	DATE:
-	FIRST ISSUE	AF	25/05/23

STATUS: FIRST ISSUE

CLIENT: TRI7 BANBURY LLP

SITE: CALTHORPE STREET, BANBURY

TITLE: JUNCTION 10
LINSIG MEASURMENTS

calibro

SCALE AT A3:	DATE:	DRAWN:	CHECKED:
1:500	25/05/23	AF	RW
PROJECT NO:	DRAWING NO:		REVISION:
22-312	20-113		-

81 Whiteladies Road | Bristol | BS8 2NT T 0117 2441 970
E hello@calibro-consultants.com www.calibro-consultants.com

APPENDIX M
Signal Specifications

calibro

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Administration

General Specifications

Customer Name: Oxfordshire County Council
Intersection/ General Description: Banbury - Oxford Road / Bloxham Road
Controller: (•) New ( ) Modification
Area Specifications/ Customer Drawings:
Specification Section:
Contract/Tender Ref:
Quotation No.:
Works Order No.:

Customer Order No.:
Controller/ Serial Number:
S.T.S. /EM Number: OX0002 Issue: 4
Equipment Installation by:
Slot Cutting by:
Civil Works by:
Customer's Engineer: Mike Herbert
Telephone Number: 01865815096

Signal Company Use Only

Signal Engineer: A C DIXON / P M Rouse
(IF PROM Label as >) PROM Number: 16260 PROM Variant: 0
Configuration Check Value: E1 35 DB 3E

Controller Options

Hardware: ST950 ELV
Firmware Type and Issue: 46059 ISS 9
Other Options:

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack: Cabinet
Kit Type Options: (•) UK-Std ( ) Non-UK ( ) ( )
Cabinet/Rack Variant: Grey
Cuckoo Options: None
Gemini Unit Fitted: ☐

Mains Supply: 230 Volts 50 Hz
Peak Lamp Current: 1 Amps
Average Lamp Power: 1 Watts
Total Average Power: 1 Watts
Dimming Voltage: 27.5
Low Inrush Transformer: ☐
Answer Issue: 0
Date Created: 11/07/2017
Edit Issue: 10

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams

(•) Current Number of Streams: 1

Phases

( ) Current Total Number of Phases: 6
(•) Number of Real Phases: 6
( ) Number of Dummy Phases: 0

Stages

( ) Current Number of stages (inc. ALL-RED stages): 5

Switched Signs

( ) Number of Switched Signs: 0

Action

Add At | Delete At

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC
- [x] Serial/Internal UTMC OTU
- [ ] Free-standing OTU
- [ ]
- [ ] Serial MOVA

- [x] Master Time Clock
- [ ] Holiday Clock
- [x] FT To Current MAX
- [ ] Linked Fixed Time

- [x] Lamp Monitoring
- [x] RED Lamp Monitoring
- [ ] Pelican/Puffin/Toucan
- [ ] Standalone Manual

- [x] Extend All Red
- [ ] Speed Measurement
- [ ] Ripple Change
- [ ]

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

7 Starting Intergreen

Mode Priority

	1	2	3	4	5	6	7	8	9	10	11	12	13
[ ] Part Time	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Emergency Vehicles	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Hurry Call	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] LRT	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Manual Control	◉	○	○	○	○	○	○	○	○	○	○	○	○
[ ] Manual Step On	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○	○	○
[x] UTC	○	○	◉	○	○	○	○	○	○	○	○	○	○
[ ] MOVA Mode	○	○	○	○	○	○	○	○	○	○	○	○	○
[ ] CLF (Non-Base Time)	○	○	○	○	○	○	○	○	○	○	○	○	○
[x] CLF (Base Time)	○	○	○	◉	○	○	○	○	○	○	○	○	○
[x] Vehicle Actuated	○	○	○	○	◉	○	○	○	○	○	○	○	○
[x] Fixed Time	○	○	○	○	○	◉	○	○	○	○	○	○	○

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard46059.8df
Default PROM data file

Correspondence Monitoring to inc.

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

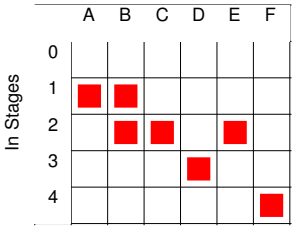
Flash Rate (ms)

400 Off 400 On

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Phases in Stages

Phases



Works Order :
EM Number : OX0002
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Intersection : Banbury - Oxford Road / Bloxham Road

Stages in Streams

Stages in Streams

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	1							
Startup Stage	1							
Switch Off Stage	1							
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

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

Stages

In Stream	0	1	2	3	4
0	■	■	■	■	■

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○ Manual Output Allocation ☑ Improved GA Appearance ☐

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase	No. of Drive Outputs "R"	"A"	"G"
A	Oxford Road Northbound	0 - UK Traffic	0	0 - E		1	1	1
B	Oxford Road Southbound	0 - UK Traffic	0	0 - E		1	1	1
C	Oxford Road Right Turn	2 - UK GreenArrow	2	2 - P	B	0	0	1
D	Bloxham Road	0 - UK Traffic	0	0 - E		1	1	1
E	Bloxham Road Left Filter	2 - UK GreenArrow	0	1 - P	D	0	0	1
F	Pedestrians across Oxford Road	1 - UK Far Side Pedestrian	0	0 - E		1	1	2

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○ Initialise

☑ Amber Conflict Monitoring

To Phase

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Phase Minimums. Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

◉ Phases A to P ○

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	0.0	56	40	50	30	0	0	0	0	☐
B	7	0	0.0	44	40	50	30	0	0	0	0	☐
C	4	0	0.0	18	20	22	14	0	0	0	0	☐
D	7	0	0.0	18	24	24	14	0	0	0	0	☐
E	4	0	0.0	0	0	0	0	0	0	0	0	☐
F	6	8	0.0	0	0	0	0	0	0	0	0	☐

Note: For Standalone Streams see Help for use of Max Sets.

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

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

To Phase

From Phase	A	B	C	D	E	F
A			5	7	6	8
B				5		5
C	5			5		5
D	5	6	5			6
E	5					6
F	11	11	11	11	11	

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Intergreen Handset Limits

HIGH 199 Copy Intergreen Values

To Phase

From Phase	A	B	C	D	E	F
A			5	5	5	6
B				5		5
C	5			5		5
D	5	5	5			5
E	5					5
F	9	9	9	9	9	

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.
A	3	20
B	3	20
C	3	20
D	3	20
E	3	20
F	3	20
G		
H		
I		
J		
K		
L		
M		
N		
O		
P		

Phase	Min. Green Min.	Min. Green Max.
Q		
R		
S		
T		
U		
V		
W		
X		
Y		
Z		
A2		
B2		
C2		
D2		
E2		
F2		

Max. Green: Min. 0 Max. 255

Vehicle Extension: Min. 0.0 Max. 10.0

Phase Delay: Min. 0 Max. 30

Starting I/G: Min. 5 Max. 20

Min Pedestrian Clearance (PBT): Min. 0 Max. 12

Traffic Phase Leaving: Min. 3.0 Max. 3.0

Traffic Phase Red/Amber: Min. 2 Max. 2

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

VA Demand and Extend Definitions

VA Demand and Extend Definitions

(•) Phases A to P ( )

Demands

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

Phase				
A	AMVD	#ACC		
B	BMVD	#BCC		
C	#CCC1	#CCC2		
D	DMVD	#DCC		
E	#ECC			
F	FPB1	FPB2	FPB3	

Extensions

AMVD			
CCC1	CCC2		
DMVD			

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

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

Demands Inserted When Leaving Manual and Fixed Time Modes

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

Unlatched Demands that Start Max Timers

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

Revertive Phase Demands

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

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

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	(•)	( )
	(•)	( )
	( )	( )
	(•)	( )
	( )	( )

Modes	Restrictions Apply To:	No Restrictions
	(•)	( )
	( )	( )
	( )	( )
	( )	( )
	( )	( )

To Stage

From Stage	0	1	2	3	4
0	■				
1		■			
2	P	P	■		P
3			P	■	
4			P		■

Last Modified 28/02/2021, Issue 4.0.10 Form Ref: 3.1 (1)

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets
- ○ 1
- ◉ 2
- ○ 3
- ○ 4

Modes	Restrictions Apply To:	No Restrictions
	◉	○
	◉	○
Vehicle Actuated	◉	○
	○	○
Fixed Time	◉	○
	○	○

Modes	Restrictions Apply To:	No Restrictions
Manual	◉	○
	○	○
	○	○
	○	○
	○	○

To Stage

From Stage	0	1	2	3	4
0	■				
1		■			
2		3	■		3
3			1	■	
4			1		■

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

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

Demands Inserted When Leaving Manual and Fixed Time Modes

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

Unlatched Demands that Start Maximum Timers

0	1	2	3	4														
☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

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

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

Exceptional Stages

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Phase Delays

Phase Delays

(●) Phase Delays 0-29 ( ) Phase Delays 30-59 ( ) Phase Delays 60-89 ( ) Phase Delays 90-119

No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds
0	C	0	2	2	15				0
1	E	0	2	2	16				0
2				0	17				0
3				0	18				0
4				0	19				0
5				0	20				0
6				0	21				0
7				0	22				0
8				0	23				0
9				0	24				0
10				0	25				0
11				0	26				0
12				0	27				0
13				0	28				0
14				0	29				0

Works Order :
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Intersection : Banbury - Oxford Road / Bloxham Road

Fixed Time

Fixed Time

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

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

Note:
Fixed Time mode may be used by the Reserve State, therefore, the Stage Moves and Times section should always be configured (unless Linked Fixed Time is selected instead).

Phases Demanded and Extended under Fixed Time to Current Max.

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

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

CLF - Base Time

CLF - Base Time

Controller Base Date: XX/XX/XX

Controller Base Time: 02:00:00

Plan Offset

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

Handset Range Limits

	Minutes	Seconds
Min	0	0
Max	255	59

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

UTC General Data

UTC General Data

Type of UTC: (•) 106 ( ) 316

Integral OTU Address

4 Number of Control Words

4 Number of Reply Words

[ ] Controller to respond to TC bit.

[ ] Introduction of UTC to be disabled by Priority and L

[ ] Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
Time Only	12:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Time Only	12:00:00

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	F1	#F2	#F3	#F4	DX	D2	D3	D4
Word 2	SO							TS
Word 3								
Word 4								

Reply Words

Word 1	G1	G2	G3	G4	DF	DR2	DR3	DR4
Word 2	LF	RF1	RF2	RR	CF			CC
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

(•) Phases A to P ( )

Demands

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

Phase				
A	DX			
B	DX			
C	D2	DX		
D	D2	D3	DX	
E	DX			
F	D4	DX		

Extensions

DX			
DX			
D2	DX		
D2	D3	DX	

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	#F2	G2	DR2	18			
3	#F3	G3	DR3	19			
4	#F4	G4	DR4	20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR ☐

Manual Mode Selected:
☐ G1/G2 ☑ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

UTC and MOVA Detectors

UTC and MOVA Detectors

Detector Mapping ☐

Set Selection ◉ ○ ○ ○ ○

1		2		3		4		5		6		7		8	
9		10		11		12		13		14		15		16	
17		18		19		20		21		22		23		24	
25		26		27		28		29		30		31		32	
33		34		35		36		37		38		39		40	
41		42		43		44		45		46		47		48	
49		50		51		52		53		54		55		56	
57		58		59		60		61		62		63		64	N13131A1

Note - only 32 detectors available on MOVA 4.0

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

MTC - Time Switch Parameters

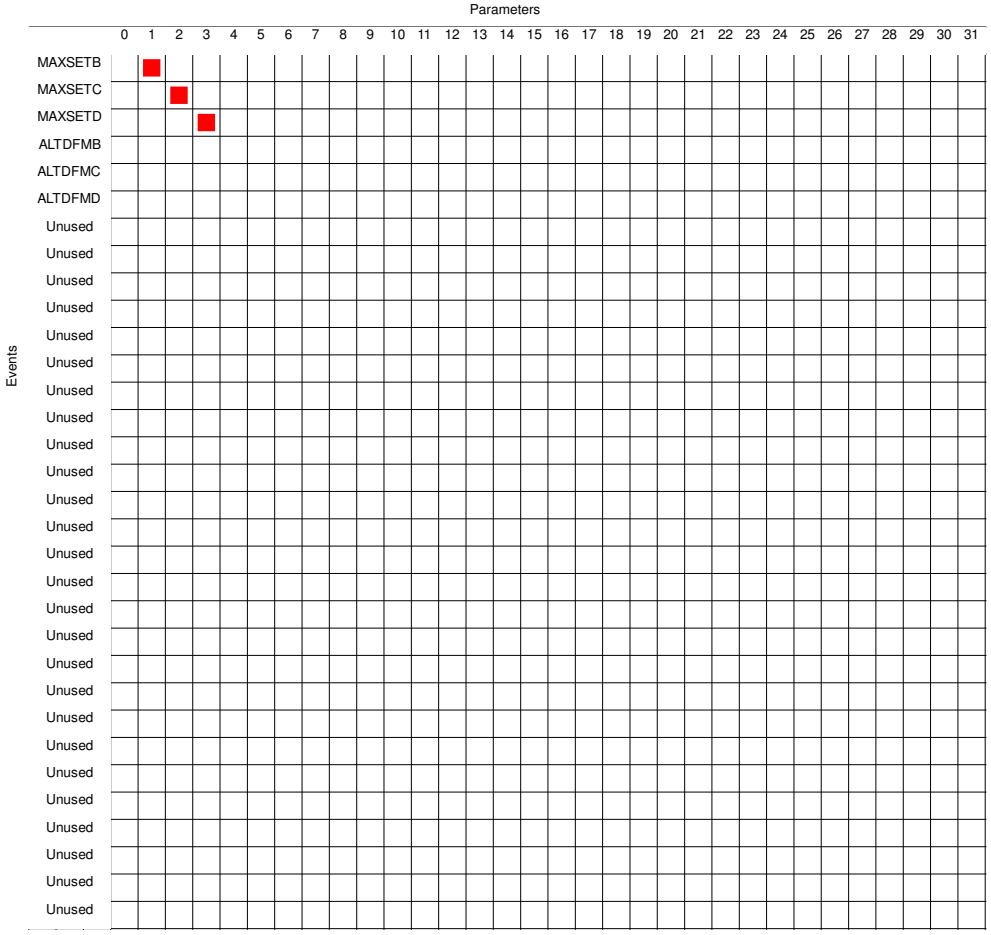
MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	Alternate DFM	ALTDFMB
4	Alternate DFM	ALTDFMC
5	Alternate DFM	ALTDFMD
6	No Action	
7	No Action	
8	No Action	
9	No Action	
10	No Action	
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

MTC - Time Switch Parameters Array



Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

MTC - Day Type

MTC - Day Type

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

MTC - Timetable

MTC - Timetable

View Timetable Settings: (•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/ Parameter
0	8	07:00:00	MAXSET A	2	0
1	8	10:00:00	MAXSET B	2	1
2	8	16:00:00	MAXSET C	2	2
3	8	19:00:00	MAXSET D	2	3
4	1	07:00:00	MAXSET B	2	1
5	1	19:00:00	MAXSET D	2	3
6	0			0	0
7	0			0	0
8	0			0	0
9	0			0	0
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

○ ◉ 48
○ ○

Red Lamp Monitoring

Max Red Bulb Wattage

First Red Lamp Fault Speed: 0

☐ RLF2 Cancels RLM additional Intergreens

☑ RLF2 Only Cleared by RFL = 1

☐ RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

☐ 0 ☐ ☐ ☐ ☐ ☐ ☐ ☐

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Integral LMU Onboard Sensors

Integral LMU Onboard Sensors

No. of LSLS cards fitted	HPU Connection
1	1

Sensor Configuration For LSLS 1 (Cabinet 1)

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

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Integral LMU External Sensors for Regulatory Signs

Integral LMU External Sensors for Regulatory Signs

External Sensors (1)

Sensor	Sensor Type
96	Regulatory Sign
95	Regulatory Sign
94	Regulatory Sign
93	Regulatory Sign

External Sensors (4)

Sensor	Sensor Type

External Sensors (2)

Sensor	Sensor Type

External Sensors (5)

Sensor	Sensor Type

External Sensors (3)

Sensor	Sensor Type

External Sensors (6)

Sensor	Sensor Type

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

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.	Auto	1: Siemens Helios ELV	
2	B	As Seq.	Auto	1: Siemens Helios ELV	
3	C	As Seq.	Auto	1: Siemens Helios ELV	
4	D	As Seq.	Auto	1: Siemens Helios ELV	
5	E	As Seq.	Auto	1: Siemens Helios ELV	
6	F	R,G	Auto	1: Siemens Helios ELV	
7	F	Wait	Auto	2: Siemens LED Demand Indicator	
93	N/A	Regulatory Sign	Auto	4: Siemens ELV Regulatory Sign	
94	N/A	Regulatory Sign	Auto	4: Siemens ELV Regulatory Sign	
95	N/A	Regulatory Sign	Auto	4: Siemens ELV Regulatory Sign	
96	N/A	Regulatory Sign	Auto	4: Siemens ELV Regulatory Sign	

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

RLM Additional Intergreens

Phases Delayed

Phases with RLF1

	A	B	C	D	E	F
A						2
B						2
C						
D						2
E						
F						

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

RLM Phase Inhibits

Phases Inhibited/Blacked-Out

Phases with RLF2

	A	B	C	D	E	F
A						■
B						■
C						
D						■
E						
F						

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

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	Oxford Rd	1							
2	Oxford Rd Southbound + Right Turn + Left Turn Bloxham Rd	2							
3	Bloxham Rd	3							
4	Peds Across Oxford Rd	4							
5									
6									
7									

General LEDs

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

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	◉	○	○	○
RR	◉	○	○	○

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Manual Mode Enable

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Extend All Red - General

Extend All Red - General

Auto Extend to Max

Part Time	☐
Emergency Vehicle	☐
Hurry Call	☐
LRT	☐
Priority	☐
Manual	☐
Manual Step On	☐
UTC	☐
MOVA	☐
CLF	☐
VA*	☐
Fixed Time	☐

All Red Timings

Stream	0	1	2	3	4	5	6	7
Extension Time	1.0							
Max Time	6							

* Selecting Extend to Max on VA mode will also cause Extend to Max on CLF, UTC and Priority modes.

Detectors Associated with All Red Extension Units

Unit	Associated Detectors							
1	CCC1	CCC2						
2								
3								
4								
5								
6								
7								

The association between detectors and extension units must be performed in special conditioning.

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Extend All Red - Stage To Stage Moves

To Stage

From Stage	0	1	2	3	4
0					
1				1	1
2					
3					
4					

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Extend All Red - Independent Intergreens

Phase Not Affected by Hold

Phase Terminating	A	B	C	D	E	F
A						
B						
C						
D						
E						
F						

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Reserve State

Reserve State

		Stream	0	1	2	3	4	5	6	7
Entry										
		Go to Switch Off Stage	☐	☐	☐	☐	☐	☐	☐	☐
	Timeout (seconds)	Part Time on App Failure or Timeout	☐	☐	☐	☐	☐	☐	☐	☐
Limited Time										
		Fixed Time	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
	Timeout (seconds)	Part Time	○	○	○	○	○	○	○	○
		Hold Stage	○	○	○	○	○	○	○	○
After Timeout										
		Fixed Time	⦿	⦿	⦿	⦿	⦿	⦿	⦿	⦿
		Part Time	○	○	○	○	○	○	○	○
		Hold Stage	○	○	○	○	○	○	○	○

Global Settings

☑ Use Defaults

☐

Timeouts

0 = Use Firmware default

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Special Conditioning

```
; MANUAL PANEL
; ============

(MODE0 EQL<6>)=MIL17                                ; UTC MODE ACTIVE LIGHT HIGHER PRIORITY L.E.D.


; UTC BITS
; ========

NOT(LMPANY0)=LF                                     ; ANY LAMP FAILURE
NOT(LMP1RED0)=RF1                                   ; 1ST RED LAMP FAULT
NOT(LMP2RED0)=RF2                                   ; LF2 2ND LAMP FAULT
NOT(SYSLED)=CF                                      ; ANY FAULT IN LOG


; BMVD extends Stage 2 when CFF0 is on
; ====================================

CFF0.BMVD_EXT.STAGE2:=+EXOB
                     *=+EXCB

BMVD_EXT.STAGE1:=+EXOB
                *=+EXCB


; EXTEND ALL RED - DEFAULT SWITCHED ON
; ====================================

((NOT(CFF1).CCC1)+(NOT(CFF2).CCC2)):=IGEO1          ; ENABLE / DISABLE EXTEND ALL RED BY CFF1
                                    *=IGEC1
```

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Special Instructions

OX0002

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/O1	02	2	I	016 - 023	1 I/O1
Serial IO 24/4	1 I/O1	02	3	I	024 - 031	1 I/O1
Serial IO 24/4	1 I/O1	02	4	I	032 - 039	1 I/O1
Serial IO 24/4	1 I/O1	02	5	O	040 - 043	1 I/O1
CPU	A					

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Special Instructions

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

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/45950/020	ST950ELV CAB UK 20A 1LSLS GRY	1		
3	667/1/45950/040	ST950ELV CAB UK 40A 1LSLS GRY			
4	667/1/45950/021	ST950ELV CAB UK 20A 1LSLS BLK			
5	667/1/45950/041	ST950ELV CAB UK 40A 1LSLS BLK			
6	667/1/45950/520	ST950ELV CAB UK 20A 1LSLS LOW INRUSH GRY			
7	667/1/45950/521	ST950ELV CAB UK 20A 1LSLS LOW INRUSH BLK			
8					
9	667/1/32943/001	ELV Lamp switch (LSLS) kit			
10	667/1/32960/001	ELV Lamp switch (LSLS) backplane kit			
11	667/1/46085/002	I/O card kit (4 outputs)	1		
12	667/1/46085/001	I/O card kit (16 outputs)			
13	667/1/46015/001	ST950 CPU I/O kit (4 outputs)			
14	667/1/45952/001	ST950 CPU I/O kit (4 outputs) cableform			
15					
16					
17					
18	667/1/32910/950	Intelligent detector backplane kit	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					

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

Last Modified 28/02/2021, Issue 4.0.10

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Special Instructions

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

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/45990/000	ST950ELV CUCKOO KIT - T400L			
43	667/1/45991/000	ST950ELV CUCKOO KIT - ST800			
44	667/1/45992/000	ST950ELV CUCKOO KIT - MICROSENSE MTC			
45	667/1/45993/000	ST950ELV CUCKOO KIT - MICROSENSE SENTNL			
46	667/1/45994/000	ST950ELV CUCKOO KIT - PEEK TSC3			
47	667/1/45995/000	ST950ELV CUCKOO KIT - PEEK TRX			
48					
49					
50					
51					
52	667/1/33073/000	ST900 Isolator locking kit			
53	667/2/20234/000	Screw Lock Key			
54					
55					
56	667/1/27104/000	ST800 / ST900 DFM Lens Kit			
57	667/7/46690/000	NAL CONTROLLER CABINET BASE GREY			
58	667/7/46690/001	NAL CONTROLLER CABINET BASE BLACK			
59	667/2/27096/000	ST800 / ST900 Mounting Stool			
60					
61					
62	667/1/26271/000	Telephone Kit (Lightning protection)			
63	667/1/27118/000	Surge Arrester (Lightning protection)			
64					
65	667/1/45950/120	ST950 ELV Cabinet Export 20A 1 LSLS - Grey			
66	667/1/45950/140	ST950 ELV Cabinet Export 40A 1 LSLS - Grey			
67	667/1/45950/951	ST950 ELV RACK 19" 1LSLS			
68	667/1/32945/000	ST900 ELV additional LSLS rack wiring kit			
69					
70	667/1/45980/000	ST900 ELV to ST950 ELV conversion kit			
71	667/1/27056/300	Manual Panel Signals off only			
72	667/1/45966/001	Temporary USB Wi-Fi Dongle			
73	667/1/45970/000	ST950 RTC backup battery			
74	667/1/33080/100	Mains kit (ST950ELV) - No maint sockets			
75	667/1/31625/019	2U 19" UTMC communications tray			
76	667/6/46680/000	Anti graffiti coating			
77	667/1/33080/000	Mains kit (ST950ELV)			
78	667/1/33075/000	ELV 24V detector supply kit (2A)			
79	667/1/27018/950	GPS Clock Kit			
80					

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Call Cancel

Call Cancel

Unit No.	Input Name	Call Delay	Cancel Delay	Phase Demanded (Unlatched Demand)
0	ACC	3	1	A
1	BCC	3	1	B
2	CCC1	3	1	C
3	CCC2	3	1	C
4	DCC	3	1	D
5	ECC	3	1	E
6		0	0	
7		0	0	

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 0

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Intelligent Backplane 16/0
Card Address: 1

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	0	0	I	N13131A1	☑	☑	☐	☐	☐	N		0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A1
○	1	1	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A2
○	2	2	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A3
○	3	3	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	A4
○	4	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B1
○	5	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B2
○	6	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B3
○	7	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	2 LT1	B4

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 2

○ Inputs ○ Outputs ◉ Inputs & Outputs

Card Type & Address

Serial IO 24/4
Card Address: 2

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	16	0	I	AMVD	☑	☐	☑	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-0
○	17	1	I	ACC	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	1I/O1	I-1
○	18	2	I	BMVD	☑	☐	☑	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-2
○	19	3	I	BCC	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	1I/O1	I-3
○	20	4	I	CCC1	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☑	☑	☐	☐	1I/O1	I-4
○	21	5	I	CCC2	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☑	☑	☐	☐	1I/O1	I-5
○	22	6	I	DMVD	☑	☐	☑	☐	☐	A	0	0.2	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-6
○	23	7	I	DCC	☑	☐	☑		☐	A	0	1.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	1I/O1	I-7

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Manual Allocation

Port Number & Type

Port: 3

Inputs Outputs Inputs & Outputs

Card Type & Address

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	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Line No
○	24	0	I	ECC	☑	☐	☑	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	1I/O1	I-8
○	25	1	I	FPB1	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-9
○	26	2	I	FPB2	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-10
○	27	3	I	FPB3	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-11
○	28	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-12
○	29	5	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-13
○	30	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-14
○	31	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1I/O1	I-15

Add | Delete | Move | Clear Used By | Move to/from backplane

Manual Map Optimisation

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

Aspect Drives (ELV Controllers)

Aspect Drives (ELV Controllers)

Card Reversed

HPU Connection 1

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

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

Works Order :
EM Number : OX0002
Engineer : A C DIXON / P M Rouse
Intersection : Banbury - Oxford Road / Bloxham Road

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	30	30	30	30
	InActive (Hrs)	168	168	168	168
Group 2	Active (Mins)				
	InActive (Hrs)				
Group 3	Active (Mins)				
	InActive (Hrs)				
Group 4	Active (Mins)				
	InActive (Hrs)				
Group 5	Active (Mins)				
	InActive (Hrs)				
Group 6	Active (Mins)				
	InActive (Hrs)				
Group 7	Active (Mins)				
	InActive (Hrs)				

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

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

Index

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Administration

General Specifications

Customer Name	Oxfordshire C.Council	Customer Order No.	851813643
Intersection/ General Description	Cherwell Street / George Street / Windsor Street - Banbury F152	Controller/ Serial Number	
		S.T.S. /EM Number	62209 Issue 5
Controller	(•) New ( ) Modification	Equipment Installation by	S.T.C
Area Specifications/ Customer Drawings		Slot Cutting by	S.T.C
Specification Section		Civil Works by	Isis Accord
Contract/Tender Ref:		Customer's Engineer	M.Best
Quotation No.		Telephone Number	01865-815096
Works Order No.	460265212		

Signal Company Use Only

Signal Engineer: Kevin L Roberts
(IF Prom Label as >) Prom Number: 16260 Prom Variant: 0
Configuration Check Value: 3D B2 E F3

Controller Options

Hardware: T800 Firmware Type and Issue: PB800 ISS 18 Other Options: KTD

Mains Supply: 240 Volts 50 Hz [☑] H.I. Dimming Voltage (•) 160 ( ) 140 ( ) 120 ( ) None
Peak Lamp Current: 4 Amps
Average Lamp Power: 600 Watts
Total Average Power: 800 Watts
Answer Issue: 0 Date Created: 19/06/02
Edit Issue: 24

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

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Streams, Stages, Phases Control

Select Object to Add/Delete/Insert

( ) **Streams**
Current Number of Streams: 1

( ) **Phases**
Current Total Number of Phases: 8
(•) Number of Real Phases: 8
( ) Number of Dummy Phases: 0

( ) **Stages**
Current Number of stages (inc. ALL-RED stages): 6

( ) **Switched Signs**
Number of Switched Signs: 0

Action
Add At | Delete At

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Facilities/Modes Enabled and Mode Priority Levels

Facilities

☑ Manual Control	☐ Part Time	☐ London IMU	☐ Pelican/Puffin/Toucan Facilities
☐ Manual Step On Mode	☑ Master Time Clock		☐ Standalone Manual
☐ CLF (Base Time)	☑ RED Lamp Monitoring	☐ Extend All Red	☐ Holiday Clock
☐ CLF (non-Base Time)	☑ Lamp Monitoring	☐ Fail To Hardware Flashing	☐ Fail to Part Time
☑ UTC Facility	☐ Linked Fixed Time	☐ Ripple Change	☐ Serial MOVA
☐ Hurry Call Mode	☑ FT To Current MAX	☐ Non-UK	☐ Serial UTC
☐ Priority	☐ Speed Measurement		☑ Free-Standing OTU
☐ Emergency Vehicles	☐ Download To Level 3		☐

12 Starting Intergreen

Mode Priority

PRIORITY	1	2	3	4	5	6	7	8	9	10	11
Part Time	○	○	○	○	○	○	○	○	○	○	○
Emergency Vehicle	○	○	○	○	○	○	○	○	○	○	○
Hurry Call	○	○	○	○	○	○	○	○	○	○	○
Selected Man Cntrl	◉	○	○	○	○	○	○	○	○	○	○
UTC	○	○	◉	○	○	○	○	○	○	○	○
Manual Step On	○	○	○	○	○	○	○	○	○	○	○
Selected FT or VA or CLF	○	◉	○	○	○	○	○	○	○	○	○
Cableless Link (CLF)	○	○	○	○	○	○	○	○	○	○	○
Priority Vehicle	○	○	○	○	○	○	○	○	○	○	○
Vehicle Actuated	○	○	○	◉	○	○	○	○	○	○	○
Fixed Time	○	○	○	○	○	○	○	○	○	○	◉

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard.8DF
Default PROM data file

Correspondence Monitoring to inc.

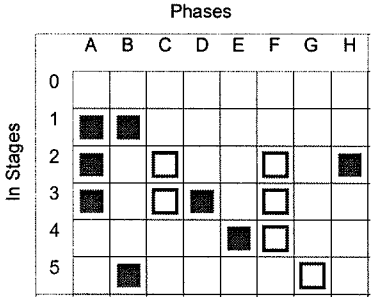
☐ Reds ☐ Ambers
☐ Switched Signs ☐ Ignore Reds and Ambers during Fail to Part Time

Flash Rate (ms)

400 Off 400 On

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Phases in Stages



Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Stages in Streams

Stream Data

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	1							
Startup Stage	1							
Part-Time switch off stage								
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

NB : For a Stand-Alone Stream, the reversion must be to All Red stage or Traffic stage/phase to meet TR0141

Stages

In Stream	0	1	2	3	4	5
0	■	■	■	■	■	■

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	Cherwell Street ahead	0 - UK Traffic	0	0 - I	
B	Windsor Street	0 - UK Traffic	0	0 - I	
C	Cherwell Street Right Turn	0 - UK Traffic	0	0 - I	
D	George Street Left Turn	2 - UK GreenArrow	0	1 - I	E
E	George Street	0 - UK Traffic	0	0 - I	
F	Pedestrian West	1 - UK Far Side Pedestrian	1	0 - I	
G	Pedestrian East	1 - UK Far Side Pedestrian	1	0 - I	
H	George Street Left Turn Bus Lane	0 - UK Traffic	0	0 - I	

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
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.

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○ [Initialise]

To Phase

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

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

Phase Minimums, Maximums, Extensions, Ped. Leaving periods

◉ Phases A to P ○

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	1.6	60	60	60	30	0	0	0	0	☐
B	7	0	1.6	44	44	44	26	0	0	0	0	☐
C	7	0	1.6	16	16	16	16	0	0	0	0	☐
D	5	0	2.0	16	16	16	16	0	0	0	0	☐
E	7	0	1.6	16	16	16	16	0	0	0	0	☐
F	6	3	0.0	0	0	0	0	0	0	0	0	☐
G	6	3	0.0	0	0	0	0	0	0	0	0	☐
H	7	0	1.6	10	10	10	10	0	0	0	0	☐

NB: For Standalone Streams see Help for use of Max. Sets.

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

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

To Phase

From Phase	A	B	C	D	E	F	G	H
A					6		9	
B			5	6	6	5		10
C		5			6			
D		5						5
E	6	6	6				12	5
F		7						
G	6				6			
H		5		5	5			

Works Order : 460265212
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Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Handset Intergreen Limits

HIGH 199

Copy Intergreen Values

To Phase

From Phase	A	B	C	D	E	F	G	H
A					6		7	
B			5	6	6	5		8
C		5			5			
D		5						5
E	6	6	5				10	5
F		6						
G	6				6			
H		5		5	5			

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Min. Green Max.	Phase	Min. Green Min.	Min. Green Max.
A	7	30	Q		
B	7	30	R		
C	7	30	S		
D	5	30	T		
E	7	30	U		
F	6	30	V		
G	6	30	W		
H	7	30	X		
I			Y		
J			Z		
K			A2		
L			B2		
M			C2		
N			D2		
O			E2		
P			F2		

Max. Green: Min. 0 Max. 255

Vehicle Extension: Min. 0.0 Max. 10.0

Phase Delay: Min. 0 Max. 255

Starting I/G: Min. 4 Max. 20

Min Ped Clr (PBT): Min. 0 Max. 12

Traffic Phase Leaving: Min. 3.0 Max. 3.0

Traffic Phase Red/Amber: Min. 2 Max. 2

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Phase - VA Demand and Extend Definitions

VA Demand and Extend Definitions

(●) Phases A to P ( )

Phase	Demands				Extensions			
A	AX	AY	AZ		AX	AY	AZ	
B	BX	BY	BZ		BX	BY	BZ	
C	CX	CY	CZ		CX	CY	CZ	
D								
E	EX	EY	EZ		EX	EY	EZ	
F	FPB1	FPB2						
G	GPB1	GPB2						
H	HX	HY	HZ		HX	HY	HZ	

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

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

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

Demands Inserted When Leaving Manual and Fixed Time Modes

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

Unlatched Demands that Start Maximum Timers

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

Revertive Phase Demands

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

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

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Stage - Prohibited, Alternative, Ignored Moves

Stage - Prohibited, Alternative, Ignored Moves

Sets: (•) 1 ( ) 2 ( ) 3 ( ) 4

Modes	Restrictions ApplyTo	No Restrictions
Urban Traffic Control	(•)	( )
	( )	( )
Vehicle Actuated	(•)	( )
	( )	( )
Fixed Time	( )	(•)

Modes	Restrictions ApplyTo	No Restrictions
Manual	(•)	( )
	( )	( )
	( )	( )
	( )	( )

To Stage

From Stage	0	1	2	3	4	5
0	■		1	1	1	1
1		■				
2			■			4
3	4	4	4	■		4
4				1	■	
5						■

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Stage Internal Demands / Ped. Window Times

Stage Internal Demands / Ped. Window Times

Start-up Vehicle Responsive Demands

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

Demands Inserted When Leaving Manual and Fixed Time Modes

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

Unlatched Demands that Start Maximum Timers

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

Window Times

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

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

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Fixed Time

Fixed Time

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

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

Phases Demanded and Extended under Fixed Time to Current Max.

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

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

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

UTC General Data

UTC General Data

Type of UTC

(•) 106 ( ) 316

Integral OTU Address

2 Number of Control Words

2 Number of Reply Words

☐ Controller to respond to TC bit.

☐ Introduction of UTC to be disabled by Priority Mode

[ ] Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
Saturday	00:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Saturday	00:00:00

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	F1	#F2	#F3	#F4	#F5	D2	D3	D4
Word 2	D5	SO	DX					
Word 3								
Word 4								

Reply Words

Word 1	G1	G2	G3	G4	G5	SD2	SD3	SD4
Word 2	SD5	DF	CF	RR	LF1	LF2		
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

(●) Phases A to P ( )

Demands

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

Phase				
A	DX			
B	DX			
C	DX	D3		
D	DX			
E	DX	D4		
F	DX	D4		
G	DX	D5		
H	DX	D2		

Extensions

DX			
DX			
DX			
DX			
DX			

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

UTC Stage and Modes Data Definitions

UTC Stage and Modes Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	F1	G1		17			
2	#F2	G2	SD2	18			
3	#F3	G3	SD3	19			
4	#F4	G4	SD4	20			
5	#F5	G5	SD5	21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR ☐

Manual Mode Selected:
☐ G1/G2 ☑ RR ☐

No Lamp Power (exc RLM and PT):
☐ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

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

Works Order : 460265212
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Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered.
The data specified on this screen will also change the screen
CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages

	A	B	C	D	E	F	G	H
0								
1								
2								■
3			■					
4					■	■		
5							■	

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Engineer : Kevin L Roberts
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MTC - Time Switch Parameters

MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	No Action	
4	No Action	
5	No Action	
6	No Action	
7	No Action	
8	No Action	
9	No Action	
10	No Action	
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

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

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MTC - Time Switch Parameters Array

Parameters

Events	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31
MAXSETB		■																														
MAXSETC			■																													
MAXSETD				■																												
UnUsed																																
UnUsed																																
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Master Time Clock - Day Type

Master Time Clock - Day Type

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

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Master Time Clock - Time Table

Master Time Clock - Time Table

View Time Table settings: (•) 0-15 ( ) 16-31 ( ) 32-47 ( ) 48-63

Number	Day Type	Time	Introduce Function Required	Function Number	Plan/ Parameter
0	8	07:00:00	MAXSET A	2	0
1	8	09:00:00	MAXSET B	2	1
2	8	15:00:00	MAXSET C	2	2
3	8	19:00:00	MAXSET D	2	3
4	1	09:00:00	MAXSET B	2	1
5	1	19:00:00	MAXSET D	2	3
6	0			0	0
7	0			0	0
8	0			0	0
9	0			0	0
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Numbers:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

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LMU - General

LMU - General

Lamp Monitoring - LMU Voltage
- (•) 200-240
- ( ) 50-0-50, 100-120

Red Lamp Monitoring

Max Red Bulb Wattage: 50

- [ ] RLF2 Cancels RLM additional Intergreens
- [x] RLF2 Only Cleared by RFL = 1
- [ ] RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum	Maximum
2	10

Streams with Phase BlackOut on RLF2

[ ] 0 [ ] [ ] [ ] [ ] [ ] [ ] [ ]

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LMU - Sensors

LMU - Sensors

On-Board Sensors

Sensor\ Phase	Type	Bulb Wattage
1 \ A	As Seq.	50
2 \ B	As Seq.	50
3 \ C	As Seq.	50
4 \ D	As Seq.	40
5 \ E	As Seq.	50
6 \ F	As Seq.	40
7 \ G	As Seq.	40
8 \ H	As Seq.	50
9 \ I		
10 \ J		
11 \ K		
12 \ L		
13 \ M		
14 \ N		
15 \ O		
16 \ P		

On-Board Sensors

Sensor\ Phase	Type	Bulb Wattage
17 \ Q		
18 \ R		
19 \ S		
20 \ T		
21 \ U		
22 \ V		
23 \ W		
24 \ X		
25 \ Y		
26 \ Z		
27 \ A2		
28 \ B2		
29 \ C2		
30 \ D2		
31 \ E2		
32 \ F2		

External Sensors

Sensor\ Pin	Drive	Type	Bulb Wattage
33 \ b14		Reg. Sign	7
34 \ z16		Reg. Sign	7
35 \ z14		Reg. Sign	7
36 \ z12		Reg. Sign	7
37 \ b14			
38 \ z16			
39 \ z14			
40 \ z12			
41 \ b14			
42 \ z16			
43 \ z14			
44 \ z12			
45 \ b14			
46 \ z16			
47 \ z14			
48 \ z12			

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RLM Additional Intergreens

Phases Delayed

Phases with RLF1

	A	B	C	D	E	F	G	H
A							2	
B						2		
C								
D								
E							2	
F								
G								
H								

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RLM Phase Inhibits

Phases Inhibited/Blacked-out

Phases with RLF2

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

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Manual Panel

Manual Panel

Stage Buttons and LEDs

Button No.	Title	Called Stage for Stream 0 1 2 3 4 5 6 7
0	All Red Stage	0
1	Stage 1	1
2	Stage 2	2
3	Stage 3	3
4	Stage 4	4
5	Stage 5	5
6		
7		

General LEDs

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

Manual Mode Enable

- ◉ Always
- ○ When Handset Plugged in (Note 1)
- ○ When 'MND' Command Entered

Note 1:
For this to operate Special Conditioning is required.

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	○	◉	○	○
RR	◉	○	○	○

Manual Signals On

- ○ Immediate Signals On
- ◉ As Start-Up

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

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Manual Mode - Optional Phases Appearance

Manual Mode - Optional Phases Appearance

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
Never Appears	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Demand Dependant	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Always Appears	◉	◉	◉	◉	◉	◉	◉	◉	○	○	○	○	○	○	○	○

	Q	R	S	T	U	V	W	X	Y	Z	A2	B2	C2	D2	E2	F2
Never Appears	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Demand Dependant	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○
Always Appears	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○	○

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Special Conditioning

```
; AUX LED'S
; ~~~~~~~~~
MAUXSW1=MIL22                                          ;DIMMING OVERIDE CONFIRM AUX 1 LED.
(MODE0 EQL<6>)=MIL23                                   ;AUX 2 LED LIT WHEN UTC MODE ACTIVE

; UTC REPLIES
; ~~~~~~~~~~~
NOT(SYSLED)=CF                                         ;CONTROLLER FAULT REPLIES UTC CF BIT.
NOT(LMPANY0)=LF1                                       ;ANY LAMP FAIL REPLIES UTC LF1 BIT
NOT(LMP2RED0)=LF2                                      ;SECOND RED LAMP FAIL REPLIES UTC LF2 BIT
LMPON.LPSPRD.SWLMPS.NOT(FLF17).NOT(STAGE1)=G1          ;LAMPS OFF  STAGE CONFIRMS FOR UTC G1  G2 BITS.

LMPON.LPSPRD.SWLMPS.NOT(FLF17).NOT(STAGE2)=G2
NOT(MODE0 EQL<4>)=RR                                   ;MANUAL MODE REPLIES UTC RR BIT

; DEMANDS
; ~~~~~~~
(NXTSTG0 EQL<1>+STAGE1).(LCPHC+UCPHC).NOT(LCPHH)=LCST3 ;STAGE 3 WILL BE SERVED IF A DEMAND FOR PHASE C AND NO DEMAND

                                                       ;FOR PHASE H
```

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Special Instructions

62209

Board	Position	Skt	Port	Type I or O	Line	Cable	Block
CPU	A	X3I	0	I	00 - 07	101	1TBG
CPU	A	X3I	1	I	08 - 15		1TBH
CPU	A	X3O	11	O	88 - 91	105	1TBX
IO1	B	B	2	I	16 - 23	103	1TBJ
IO1	B	E	4	O	32 - 39		1TBK
IO1	B	C	3	I	24 - 31	103	1TBL
IO1	B	D	5	O	40 - 47		1TBM

The socket X3 on the CPU pcb is the double stacked one
X3I = Inner (nearest the board)
X3O = Outer

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Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/27000/003	Cabinet 8 Phase wired 8 Phase			
3	667/1/27000/002	Cabinet 24 Phase wired 32 Phase			
4	667/1/27001/001	Rack 8 Phase wired 16 Phase	1		
5	667/1/27001/002	Rack 24 Phase wired 32 Phase			
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23	667/1/27072/001	Cableform 8 Phase (long)			
24	667/1/27002/000	Lamp Switch Kit 8 Phase			
25	667/1/27003/000	I/O Kit	1		
26	667/1/27005/000	SDE Facility Kit			
27	667/1/27004/000	Integral OTU Kit			
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39	667/1/16260/000	Configuration Eprom (Issue 5. 0)	1		
40					

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

Last Modified 04/03/08, Issue 5.0.24 Form Ref: 6 (2)

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/27056/001	Manual Panel Assy (Intersection Cont)	1		
43	667/1/27056/010	Manual Panel Assy (Sigs on/off)			
44	667/1/27056/000	Manual Panel Blanking Kit			
45					
46					Note 2:
47					Ancillary Processor PLD
48					Variants
49					101 OTU & LMU
50					102 OTU Only
51					103 LMU Only
52	667/7/25171/000	Current Transformer			104 OTU & LMU + Up/Download
53					105 OUT Only + Up/DownLoad
54					NB Controller Has built in LMU
55					So LMU on Ancillary Processor
56					Not required included for info
57					only.
58					
59					
60					Note 3:
61	667/1/27000/101	Cabinet Export 8 Phase wired 16 Phase			Fit Current Transformer
62	667/1/27000/102	Cabinet Export 24 Phase wired 32 Phase			starting from position
63	667/1/27001/101	Rack Export 8 Phase wired 16 Phase			TLB/z/16 on the first phase
64	667/1/27001/102	Rack Export 24 Phase wired 32 Phase			driver PCB. if more than 3
65	667/1/27002/100	Export Lamp Switch Kit			sensors are called up fit the
66	667/1/27084/001	Dimming Assembly (1.5KVA)(Fit Std UK)	1		4th sensor to the second
67	667/1/27084/002	Dimming Assembly (2.0KVA)			Phases driver PCB, and so on
68	667/1/27084/003	Dimming Assembly (3.0KVA)			until all sensors have been
69	667/1/27130/000	30A Controller Kit			used up.
70					TLB/b/14 - 1st sensor terminal
71	667/1/27001/310	ST800 SE Export Rack up to 8 Phase			TLB/z/16 - 2nd sensor terminal
72	667/1/27223/003	ST800 SE 8 Phase Driver No LMU			TLB/z/14 - 3rd sensor terminal
73	667/1/27223/403	ST800 SE 4 Phase Driver No LMU			TLB/z/12 - 4th sensor terminal
74					TLB/z/12 - 4th sensor terminal
75					
76					
77	667/1/27000/301	ST800 P In a Cabinet 4Ph 1 Stream PED			TLB/z/12 - 4th sensor terminal
78	667/1/27012/000	PED 2nd Stream Kit for ST800 P			
79	667/1/27001/300	ST800 P Rack Only 4Ph 1 Stream PED			

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Special Instructions

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Input/Output

Input/Output

☐ Enable Signal Required Ch

Port: ◉ 0 ○ 1 ○ 2 ○ 3 ○ 4 ○ 5 ○ 6 ○ 7 ○ 8 ○ 9 ○ 10 ○ 11

	DET No	Port No	Bit No	Type I or O	Name	Req'd	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	0	0	0	I	AX	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	1
○	1	0	1	I	AY	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	2
○	2	0	2	I	AZ	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	3
○	3	0	3	I	BX	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	4
○	4	0	4	I	BY	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	5
○	5	0	5	I	BZ	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	6
○	6	0	6	I	CX	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	7
○	7	0	7	I	CY	☑	☐		☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBG	8

Add | Delete | Move | Clear Used By

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Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Input/Output

Input/Output

☐ Enable Signal Required Ch

Port: ○ 0 ◉ 1 ○ 2 ○ 3 ○ 4 ○ 5 ○ 6 ○ 7 ○ 8 ○ 9 ○ 10 ○ 11

	DET No	Port No	Bit No	Type I or O	Name	Req'd	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	8	1	0	I	CZ	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	1
○	9	1	1	I	EX	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	2
○	10	1	2	I	EY	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	3
○	11	1	3	I	EZ	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	4
○	12	1	4	I	FPB1	☑	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	5
○	13	1	5	I	FPB2	☑	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	6
○	14	1	6	I	GPB1	☑	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	7
○	15	1	7	I	GPB2	☑	☐		☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBH	8

Add | Delete | Move | Clear Used By

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Input/Output

Input/Output

Enable Signal Required Ch

Port: ○ 0 ○ 1 ◉ 2 ○ 3 ○ 4 ○ 5 ○ 6 ○ 7 ○ 8 ○ 9 ○ 10 ○ 11

	DET No	Port No	Bit No	Type I or O	Name	Req'd	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	16	2	0	I	F1	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBJ	1
○	17	2	1	I	#F2	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBJ	2
○	18	2	2	I	#F3	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBJ	3
○	19	2	3	I	#F4	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBJ	4
○	20	2	4	I	#F5	☑	☐	☐	☐	N		0.0	☑	☑	☐	☐	☐	☐	☐	☐	1TBJ	5
○	21	2	5	I	D2	☑	☐	☐	☐	N		0.0	☑	☑	☐	☐	☐	☐	☐	☐	1TBJ	6
○	22	2	6	I	D3	☑	☐	☐	☐	N		0.0	☑	☑	☐	☐	☐	☐	☐	☐	1TBJ	7
○	23	2	7	I	D4	☑	☐		☐	N		0.0	☑	☑	☐	☐	☐	☐	☐	☐	1TBJ	8

Add | Delete | Move | Clear Used By

Works Order : 460265212
EM Number : 62209
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Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Input/Output

Input/Output

Enable Signal Required Ch

Port: ○ 0 ○ 1 ○ 2 ◉ 3 ○ 4 ○ 5 ○ 6 ○ 7 ○ 8 ○ 9 ○ 10 ○ 11

	DET No	Port No	Bit No	Type I or O	Name	Req'd	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	24	3	0	I	D5	☑	☐	☐	☐	N		0.0	☑	☑	☐	☐	☐	☐	☐	☐	1TBL	1
○	25	3	1	I	SO	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBL	2
○	26	3	2	I	DX	☑	☐	☐	☐	N		0.0	☑	☑	☐	☐	☐	☐	☐	☐	1TBL	3
○	27	3	3	I	HX	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBL	4
○	28	3	4	I	HY	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBL	5
○	29	3	5	I	HZ	☑	☐	☐	☐	Y	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	1TBL	6
○	30	3	6	I		☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBL	7
○	31	3	7	I		☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBL	8

Add | Delete | Move | Clear Used By

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Input/Output

Input/Output

☐ Enable Signal Required Ch

Port: ○ 0 ○ 1 ○ 2 ○ 3 ◉ 4 ○ 5 ○ 6 ○ 7 ○ 8 ○ 9 ○ 10 ○ 11

	DET No	Port No	Bit No	Type I or O	Name	Req'd	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	32	4	0	O	G1	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBJ	9+10
○	33	4	1	O	G2	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBJ	11+12
○	34	4	2	O	G3	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBK	1+2
○	35	4	3	O	G4	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBK	3+4
○	36	4	4	O	G5	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBK	5+6
○	37	4	5	O	SD2	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBK	7+8
○	38	4	6	O	SD3	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBK	9+10
○	39	4	7	O	SD4	☑	☐		☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBK	11+12

Add | Delete | Move | Clear Used By

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Input/Output

Input/Output

☐ Enable Signal Required Ch

Port: ○ 0 ○ 1 ○ 2 ○ 3 ○ 4 ◉ 5 ○ 6 ○ 7 ○ 8 ○ 9 ○ 10 ○ 11

	DET No	Port No	Bit No	Type I or O	Name	Req'd	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By: Phs	UTC	SDE	Pri	HC	CC	AR	UD	Term Block	Term No
○	40	5	0	O	SD5	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBL	9+10
○	41	5	1	O	DF	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBL	11+12
○	42	5	2	O	CF	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBM	1+2
○	43	5	3	O	RR	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBM	3+4
○	44	5	4	O	LF1	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBM	5+6
○	45	5	5	O	LF2	☑	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	1TBM	7+8
○	46	5	6	O		☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBM	9+10
○	47	5	7	O		☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	1TBM	11+12

Add | Delete | Move | Clear Used By

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

Aspect Drives

Aspect Drives

(•) A-L ( ) M-X ( ) Y-F2

Phase Driver Card 1

	Used For	Term Block	Term No
A - Red	Phase	1TBA	1
A - Amber	Phase	1TBA	2
A - Green	Phase	1TBA	3
B - Red	Phase	1TBA	4
B - Amber	Phase	1TBA	5
B - Green	Phase	1TBA	6
C - Red	Phase	1TBA	7
C - Amber	Phase	1TBA	8
C - Green	Phase	1TBA	9
D - Red	Phase	1TBA	10
D - Amber	Phase	1TBA	11
D - Green	Phase	1TBA	12

Phase Driver Card 1

	Used For	Term Block	Term No
E - Red	Phase	1TBB	1
E - Amber	Phase	1TBB	2
E - Green	Phase	1TBB	3
F - Red	Phase	1TBB	4
F - Amber	Phase	1TBB	5
F - Green	Phase	1TBB	6
G - Red	Phase	1TBB	7
G - Amber	Phase	1TBB	8
G - Green	Phase	1TBB	9
H - Red	Phase	1TBB	10
H - Amber	Phase	1TBB	11
H - Green	Phase	1TBB	12

Phase Driver Card 2

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

Works Order : 460265212
EM Number : 62209
Engineer : Kevin L Roberts
Intersection : Cherwell Street / George Street / Windsor Street - Banbury F152

I/O - Group DFM Timings

I/O - Group DFM Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	30	30	30	30
	InActive (Hrs)	48	48	48	48
Group 2	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 3	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 4	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 5	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 6	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 7	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18

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

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

Index

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Administration

General Specifications

Customer Name: Oxfordshire County Council
Intersection/ General Description: Bridge Street / Cherwell Street Banbury
Controller: (•) New ( ) Modification
Area Specifications/ Customer Drawings:
Specification Section:
Contract/Tender Ref:
Quotation No.:
Works Order No.:

Customer Order No.:
Controller/ Serial Number:
S.T.S. /EM Number: 62334 Issue: 2
Equipment Installation by:
Slot Cutting by:
Civil Works by:
Customer's Engineer: MATT WILLIAMS
Telephone Number: 07712 266950

Signal Company Use Only

Signal Engineer: P M ROUSE
(IF PROM Label as >) PROM Number: 16260 PROM Variant: 0
Configuration Check Value: 95 6C C5 DA

Controller Options

Hardware: T800
Firmware Type and Issue: PB800 ISS 18
Other Options: KTD LO

ST950/ST900/ST750 Series Cabinet Options

Cabinet/Rack
Kit Type Options ( ) ( ) ( ) ( )
Cabinet/Rack Variant
Cuckoo Options [ ]

Mains Supply: 240 Volts 50 Hz
Peak Lamp Current: 30 Amps
Average Lamp Power: 2250 Watts
Total Average Power: 3000 Watts
Dimming Voltage: 160
Low Inrush Transformer [ ]
Answer Issue: 0
Edit Issue: 6
Date Created: 13/08/03

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

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Phases, Stages and Streams

Phases, Stages and Streams

Add/Delete/Insert Streams:

Streams

(•) Current Number of Streams: 1

Phases

( ) Current Total Number of Phases: 14
(•) Number of Real Phases: 14
( ) Number of Dummy Phases: 0

Stages

( ) Current Number of stages (inc. ALL-RED stages): 5

Switched Signs

( ) Number of Switched Signs: 0

Action

Add At | Delete At

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Facilities/Modes Enabled and Mode Priority Levels

Facilities

UTC
- [ ] Serial/Internal UTMC OTU
- [x] Free-standing OTU
- [ ]
- [ ] Serial MOVA

- [x] Master Time Clock
- [ ] Holiday Clock
- [x] FT To Current MAX
- [ ] Linked Fixed Time

- [x] Lamp Monitoring
- [x] RED Lamp Monitoring
- [ ] Pelican/Puffin/Toucan
- [ ] Standalone Manual

- [ ] Extend All Red
- [ ] Speed Measurement
- [ ] Ripple Change
- [ ] London IMU

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

14 Starting Intergreen

Mode Priority

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

Configuration Complexity

○ Low ○ Medium ○ High ◉ Maximum

standard.8DF
Default PROM data file

Correspondence Monitoring to inc.

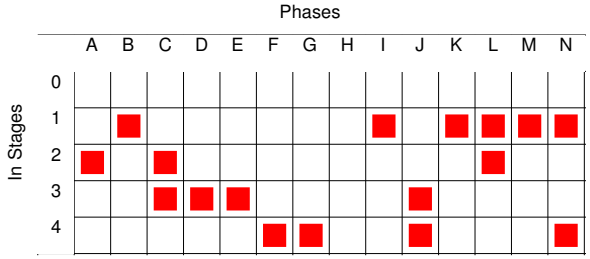
- [x] Reds
- [ ] Switched Signs
- [x] Ambers
- [ ] Ignore Reds and Ambers during

Flash Rate (ms)

400 Off 400 On

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Phases in Stages



Works Order :
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Intersection : Bridge Street / Cherwell Street Banbury

Stages in Streams

Stages in Streams

	0	1	2	3	4	5	6	7
Phase or Stage to revert to in absence of demands/extensions	2							
Startup Stage	2							
Switch Off Stage								
Standalone Pedestrian	☐	☐	☐	☐	☐	☐	☐	☐

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

Stages

In Stream	0	1	2	3	4
0	■	■	■	■	■

Works Order :
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Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Phase Type and Conditions

Phase Type and Conditions

◉ Phases A to P ○

Phase	Title	Type	App. Type	Term. Type	Assoc. Phase
A	Concorde Avenue	0 - UK Traffic	0	0 - E	
B	Concorde Avenue Right Turn	0 - UK Traffic	0	0 - E	
C	Cherwell Street	0 - UK Traffic	0	0 - E	
D	Cherwell Street Right Turn	0 - UK Traffic	0	0 - E	
E	Bridge Street East left Turn	2 - UK GreenArrow	0	1 - P	F
F	Bridge Street East	0 - UK Traffic	0	0 - E	
G	Bridge Street West	0 - UK Traffic	0	0 - E	
H	NOT USED	2 - UK GreenArrow	1	0 - E	
I	Pedestrians across Concorde Avenue West	1 - UK Far Side Pedestrian	0	0 - E	
J	Pedestrians across Concorde Avenue East	1 - UK Far Side Pedestrian	0	0 - E	
K	Pedestrians across Bridge Street East Northside	1 - UK Far Side Pedestrian	0	0 - E	
L	Pedestrians across Bridge Street East Southside	1 - UK Far Side Pedestrian	0	0 - E	
M	Pedestrians acrooss Cherwell Street Eastside	1 - UK Far Side Pedestrian	0	0 - E	
N	Pedestrians acrooss Cherwell Street Westside	1 - UK Far Side Pedestrian	0	0 - E	

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

Works Order :
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Opposing and Conflicting Phases

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

Initialise

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A		o	o	Co	Co	Co	Co		o	Co	Co	o	Co	o
B	o		Co	o	o	Co	Co		o	Co	o	o	o	o
C	o	Co		o	o	Co	Co		Co	o	o	o	o	Co
D	Co	o	o		o	Co	Co		o	o	Co	o	o	Co
E	Co	o	o	o		o	o		o	o	o	Co	Co	o
F	Co	Co	Co	Co	o		o		Co	o	o	Co	Co	o
G	Co	Co	Co	Co	o	o			Co	o	Co	o	Co	o
H														
I	o	o	Co	o	o	Co	Co			o	o	o	o	o
J	Co	Co	o	o	o	o	o		o		o	o	o	o
K	Co	o	o	Co	o	o	Co		o	o		o	o	o
L	o	o	o	o	Co	Co	o		o	o	o		o	o
M	Co	o	o	o	Co	Co	Co		o	o	o	o		o
N	o	o	Co	Co	o	o	o		o	o	o	o	o	

Works Order :
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Phase Minimums. Maximums, Extensions, Ped Leaving Periods

Phase Minimums, Maximums, Extensions, Ped Leaving Periods

◉ Phases A to P ○

Phase	Min Green	Min Ped Clr	Extensions	Maximums A	B	C	D	E	F	G	H	Pre-timed
A	7	0	1.6	36	40	40	40	0	0	0	0	☐
B	7	0	0.2	10	10	10	10	0	0	0	0	☐
C	7	0	1.6	36	40	40	40	0	0	0	0	☐
D	7	0	1.6	16	20	20	20	0	0	0	0	☐
E	7	0	0.0	16	20	20	20	0	0	0	0	☐
F	7	0	0.6	24	16	16	16	0	0	0	0	☐
G	7	0	0.6	24	16	20	16	0	0	0	0	☐
H	0	0	0.0	0	0	0	0	0	0	0	0	☐
I	5	4	0.0	0	0	0	0	0	0	0	0	☐
J	5	7	0.0	0	0	0	0	0	0	0	0	☐
K	5	5	0.0	0	0	0	0	0	0	0	0	☐
L	5	4	0.0	0	0	0	0	0	0	0	0	☐
M	5	7	0.0	0	0	0	0	0	0	0	0	☐
N	5	7	0.0	0	0	0	0	0	0	0	0	☐
												☐
												☐

Note: For Standalone Streams see Help for use of Max Sets.

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Phase Intergreen Times

Select Stream(s) To Configure

○ All ○ 0 ○ ○ ○ ○ ○ ○ ○ ○

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

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A				5	6	5	5			5	7		8	
B			6			5	5			5				
C		5				5	7		9					5
D	7					5	5				9			5
E	5											5	8	
F	7	7	7	7					12			5	8	
G	7	6	5	6					8		9		11	
H														
I			7			7	7							
J	10	10												
K	8			8			8							
L					7	7								
M	10				10	10	10							
N			10	10										

Works Order :
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Intersection : Bridge Street / Cherwell Street Banbury

Intergreen Handset Limits

HIGH 30 Copy Intergreen Values

To Phase

From Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A				5	5	5	5			5	5		6	
B			5			5	5			5				
C		5				5	5		7					5
D	5					5	5				7			5
E	5											5	6	
F	5	5	5	5					10			5	6	
G	5	5	5	6					6		7		9	
H														
I			5			5	5							
J	6	6												
K	5			5			5							
L					5	5								
M	6				6	6	6							
N			6	6										

Works Order :
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Phase Timing Handset Ranges

Phase Timing Handset Ranges

Initialise Min Green Limits

Phase	Min. Green Min.	Max.
A	6	30
B	6	30
C	6	30
D	6	30
E	6	30
F	6	30
G	6	30
H	0	0
I	5	30
J	5	30
K	5	30
L	5	30
M	5	30
N	5	30
O		
P		

Phase	Min. Green Min.	Max.
Q		
R		
S		
T		
U		
V		
W		
X		
Y		
Z		
A2		
B2		
C2		
D2		
E2		
F2		

Max. Green: Min. 0 Max. 255

Vehicle Extension: Min. 0.0 Max. 10.0

Phase Delay: Min. 0 Max. 30

Starting I/G: Min. 10 Max. 18

Min Pedestrian Clearance (PBT): Min. 0 Max. 12

Traffic Phase Leaving: Min. 3.0 Max. 3.0

Traffic Phase Red/Amber: Min. 2 Max. 2

Works Order :
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Intersection : Bridge Street / Cherwell Street Banbury

VA Demand and Extend Definitions

VA Demand and Extend Definitions

(•) Phases A to P ( )

Demands

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

Phase				
A	AX	AY	AZ	
B	BX	#BSL		
C	CX	CY	CZ	
D	DX	DY	DZ	
E				
F	MVDF	SLF		
G	MVDG	SLG		
H				
I	PBI1	PBI2		
J	PBJ1	PBJ2		
K	PBK1	PBK2		
L	PBL1	PBL2		
M	PBM1	PBM2	PBM3	
N	PBN1	PBN2	PBN3	

Extensions

AX	AY	AZ	
BX	BSL		
CX	CY	CZ	
DX	DY	DZ	
MVDF	SLF		
MVDG	SLG		

Works Order :
EM Number : 62334
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Intersection : Bridge Street / Cherwell Street Banbury

Phase Internal/Revertive Demands

Phase Internal/Revertive Demands

Start-up Vehicle Responsive Demands

A	B	C	D	E	F	G	H	I	J	K	L	M	N		
☑	☑	☑	☑	☑	☑	☑	☐	☑	☑	☑	☑	☑	☑	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Demands Inserted When Leaving Manual and Fixed Time Modes

A	B	C	D	E	F	G	H	I	J	K	L	M	N		
☑	☑	☑	☑	☑	☑	☑	☐	☑	☑	☑	☑	☑	☑	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Unlatched Demands that Start Max Timers

A	B	C	D	E	F	G	H	I	J	K	L	M	N		
☑	☑	☑	☑	☑	☑	☑	☐	☑	☑	☑	☑	☑	☑	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Revertive Phase Demands

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

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

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets: (•) 1 ( ) 2 ( ) 3 ( ) 4

Modes	Restrictions Apply To:	No Restrictions
Urban Traffic Control	(•)	( )
	( )	( )
Vehicle Actuated	(•)	( )
	( )	( )
Fixed Time	(•)	( )
	( )	( )

Modes	Restrictions Apply To:	No Restrictions
Manual	(•)	( )
	( )	( )
	( )	( )
	( )	( )
	( )	( )

To Stage

From Stage	0	1	2	3	4
0	■				
1		■			
2			■		
3	4	4	4	■	
4				2	■

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Stages - Prohibited, Alternative, Ignored Moves

Stages - Prohibited, Alternative, Ignored Moves

Sets
- ○ 1
- ◉ 2
- ○ 3
- ○ 4

Modes	Restrictions Apply To:	No Restrictions
	◉	○
	○	○
	◉	○
	○	○
	◉	○
	○	○

Modes	Restrictions Apply To:	No Restrictions
	◉	○
	○	○
	○	○
	○	○
	○	○

To Stage

From Stage	0	1	2	3	4
0	■				
1		■			
2			■		
3				■	
4					■

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Stage Internal Demands/Pedestrian Window Times

Stage Internal Demands/Pedestrian Window Times

Start-up Vehicle Responsive Demands

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

Demands Inserted When Leaving Manual and Fixed Time Modes

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

Unlatched Demands that Start Maximum Timers

0	1	2	3	4													
☑	☑	☑	☑	☑	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐
☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐	☐

Window Times

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

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

Exceptional Stages

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

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Phase Delays

Phase Delays

(•) Phase Delays 0-29 ( ) Phase Delays 30-59 ( ) Phase Delays 60-89 ( ) Phase Delays 90-119

No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds	No.	Delay Phase	On Change from Stage	To Stage	By (X) Seconds
0	B	1	4	5	15				0
1	A	2	1	1	16				0
2	A	2	3	1	17				0
3	A	2	4	1	18				0
4	G	4	1	1	19				0
5	F	4	2	3	20				0
6	G	4	2	3	21				0
7	F	3	4	5	22				0
8				0	23				0
9				0	24				0
10				0	25				0
11				0	26				0
12				0	27				0
13				0	28				0
14				0	29				0

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Fixed Time

Fixed Time

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

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

Phases Demanded and Extended under Fixed Time to Current Max.

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

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

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

UTC General Data

UTC General Data

Type of UTC

(•) 106 ( ) 316

Integral OTU Address

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 L

Non UTC RTC synchronisation input name

RTC Synchronisation Times

Clock Synchronise Time (UTC TS input)

Day	Time
Time Only	03:00:00

Clock Confirm Time (UTC RT output)

Day	Time
Saturday	00:00:00

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

UTC Control and Reply Data Format

UTC Control and Reply Data Format

Control Words

	Bit 1	Bit 2	Bit 3	Bit 4	Bit 5	Bit 6	Bit 7	Bit 8
Word 1	#F1	F2	#F3	#F4		D1	D3	D4
Word 2		DX0		SO		TS		
Word 3								
Word 4								

Reply Words

Word 1	G1	G2	G3	G4		SD1	SD3	SD4
Word 2		DF	CF	LE	RR	CC	LF1	LF2
Word 3								
Word 4								
Word 5								
Word 6								
Word 7								
Word 8								
Word 9								
Word 10								
Word 11								
Word 12								
Word 13								
Word 14								

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

UTC Phase Demand and Extend Definitions

UTC Demand and Extend Definitions

(•) Phases A to P ( )

Phase	Demands: For Unlatched demands, precede the name with a #. Conditioning MUST be used to specify unlatched demands.				Extensions			
A	DX0				DX0			
B	DX0	D1			DX0	D1		
C	DX0				DX0			
D	DX0	D3			DX0	D3		
E	DX0				DX0			
F	DX0	D4			DX0	D4		
G	DX0	D4			DX0	D4		
H								
I	DX0	D1						
J	DX0	D4						
K	DX0	D1						
L	DX0							
M	DX0	D1						
N	DX0	D4						

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

UTC Stage and Mode Data Definitions

UTC Stage and Mode Data Definitions

Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit	Stage	Force Bit	Green Confirm Bit	Demand Confirm Bit
0				16			
1	#F1	G1	SD1	17			
2	F2	G2		18			
3	#F3	G3	SD3	19			
4	#F4	G4	SD4	20			
5				21			
6				22			
7				23			
8				24			
9				25			
10				26			
11				27			
12				28			
13				29			
14				30			
15				31			

Mode Data Definitions

Manual Mode Operative:
☐ G1/G2 ☑ RR ☐

Manual Mode Selected:
☐ G1/G2 ☑ RR ☐

No Lamp Power, or Lamps Off due to RLM or Part Time:
☑ G1/G2 ☐ ☐

Detector Fault:
☐ ☐ ☑ DF

Normal NOT selected on the Manual Panel:
☐ G1/G2 ☑ RR ☐

RR Button Selected:
☐ G1/G2 ☐ RR ☐

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

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

UTC Demand Dependent Forces

Clear Grid Data

Notes:
If no data is entered for a stage then a demand for any phases in that stage will be considered. The data specified on this screen will also change the screen CLF - Demands to Consider with Demand Dependent Stage Moves.

Phases

Stages	A	B	C	D	E	F	G	H	I	J	K	L	M	N
0														
1		■							■		■		■	
2														
3				■										
4						■	■			■				■

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

MTC - Time Switch Parameters

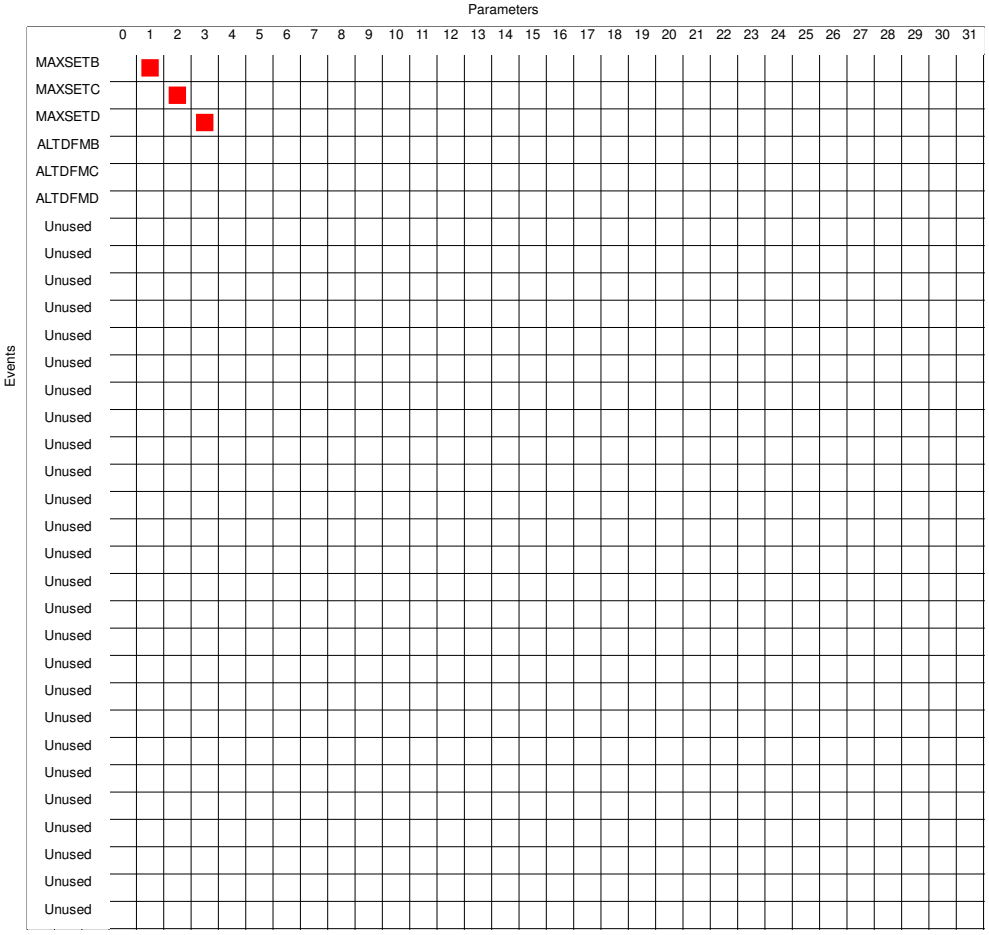
MTC - Time Switch Parameters

	Type	Event
0	Alternate Max	MAXSETB
1	Alternate Max	MAXSETC
2	Alternate Max	MAXSETD
3	Alternate DFM	ALTDFMB
4	Alternate DFM	ALTDFMC
5	Alternate DFM	ALTDFMD
6	No Action	
7	No Action	
8	No Action	
9	No Action	
10	No Action	
11	No Action	
12	No Action	
13	No Action	
14	No Action	
15	No Action	

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

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

MTC - Time Switch Parameters Array



Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

MTC - Day Type

MTC - Day Type

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

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

MTC - Timetable

MTC - Timetable

View Timetable Settings

(•) 0 - 15 ( ) 16 - 31 ( ) 32 - 47 ( ) 48 - 63

No.	Day Type	Time	Description	Function Code	Plan/ Parameter
0	8	07:00:00	Maxset A	2	0
1	8	09:00:00	Maxset B	2	1
2	8	15:00:00	Maxset C	2	2
3	8	19:00:00	Maxset B	2	1
4	1	09:00:00	Maxset A	2	0
5	1	19:00:00	Maxset B	2	1
6	0			1	1
7	0			1	2
8	0			0	0
9	0			0	0
10	0			0	0
11	0			0	0
12	0			0	0
13	0			0	0
14	0			0	0
15	0			0	0

Function Codes:

0 = Isolate From CLF

1 = Introduce a CLF Plan

2 = Introduce a Parameter (Combination of event switches)

3 = Selects an Individual event switch to be set

4 = Selects an Individual event switch to be cleared.

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

LMU - General

LMU - General

Lamp Monitoring - LMU Voltage

(•) 200-240 ( )
( ) 50-0-50, 100-120 ( ) 230 CLS

Red Lamp Monitoring

Max Red Bulb Wattage 50

First Red Lamp Fault Speed

[ ] RLF2 Cancels RLM additional Intergreens

[✓] RLF2 Only Cleared by RFL = 1

[ ] RLF1 Only Cleared by RFL = 1

RLM Additional Intergreen Handset Limits

Minimum 2 Maximum 5

Streams with Phase BlackOut on RLF2

[ ] 0 [ ] [ ] [ ] [ ] [ ] [ ] [ ]

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

LMU - Sensors

LMU - Sensors

Onboard Sensors

Sensor\ Phase	Sensor Type	Bulb Watts	Sensor\ Phase	Sensor Type	Bulb Watts
1 \ A	As Seq.	50	17 \ Q		
2 \ B	As Seq.	50	18 \ R		
3 \ C	As Seq.	50	19 \ S		
4 \ D	As Seq.	50	20 \ T		
5 \ E	As Seq.	50	21 \ U		
6 \ F	As Seq.	50	22 \ V		
7 \ G	As Seq.	50	23 \ W		
8 \ H	None	50	24 \ X		
9 \ I	As Seq.	40	25 \ Y		
10 \ J	As Seq.	40	26 \ Z		
11 \ K	As Seq.	40	27 \ A2		
12 \ L	As Seq.	40	28 \ B2		
13 \ M	As Seq.	40	29 \ C2		
14 \ N	As Seq.	40	30 \ D2		
15 \ O	As Seq.	40	31 \ E2		
16 \ P	As Seq.	40	32 \ F2		

External Sensors

Sensor\ Pin	Drive	Sensor Type	Bulb Watts
33 \ b14		Regulatory Sign	7
34 \ z16		Regulatory Sign	7
35 \ z14		Regulatory Sign	7
36 \ z12		Regulatory Sign	7
37 \ b14		Regulatory Sign	7
38 \ z16		Regulatory Sign	7
39 \ z14		Regulatory Sign	7
40 \ z12		Regulatory Sign	7
41 \ b14			
42 \ z16			
43 \ z14			
44 \ z12			
45 \ b14			
46 \ z16			
47 \ z14			
48 \ z12			

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select: 1 of 2

Sensor	Phase	Sensor Type	LED R+W	Load Type	LLF Profile
1	A	As Seq.			
2	B	As Seq.			
3	C	As Seq.			
4	D	As Seq.			
5	E	As Seq.			
6	F	As Seq.			
7	G	As Seq.			
9	I	As Seq.			
10	J	As Seq.			
11	K	As Seq.			
12	L	As Seq.			
13	M	As Seq.			
14	N	As Seq.			
15	O	As Seq.			
16	P	As Seq.			
33	N/A	Regulatory Sign			

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

LMU Sensor Load Types

LMU Sensor Load Types

Screen Select

2 of 2

Sensor	Phase	Sensor Type	LED R+W	Load Type	LLF Profile
34	N/A	Regulatory Sign			
35	N/A	Regulatory Sign			
36	N/A	Regulatory Sign			
37	N/A	Regulatory Sign			
38	N/A	Regulatory Sign			
39	N/A	Regulatory Sign			
40	N/A	Regulatory Sign			

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

RLM Additional Intergreens

Phases Delayed

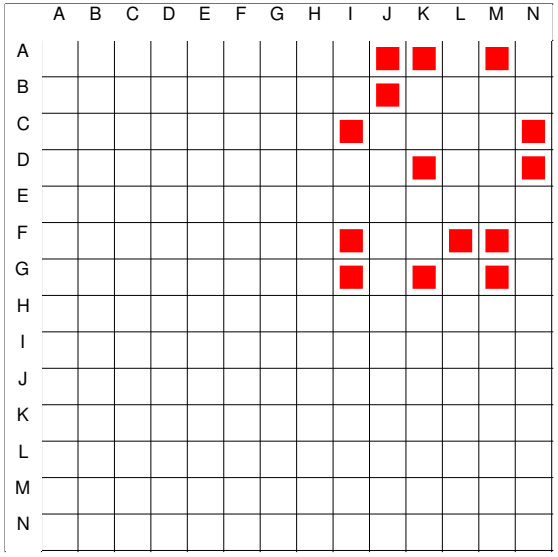
Phases with RLF1

	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A										2	2		2	
B										2				
C									2					2
D											2			2
E														
F									2			2	2	
G									2		2		2	
H														
I														
J														
K														
L														
M														
N														

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

RLM Phase Inhibits

Phases Inhibited/Blacked-Out



Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

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	Stage 1	1
2	Stage 2	2
3	Stage 3	3
4	Stage 4	4
5		
6		
7		

General LEDs

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

Manual Mode Enable

- (•) Always
- ( ) When Handset Plugged in (Note 1)
- ( ) When 'MND' Command Entered

NOTE:
For this to operate Special Conditioning is required.

General Buttons

	None	SW1	SW2	SW3
Momentary		☐	☐	☐
Dim Override	( )	(•)	( )	( )
RR	(•)	( )	( )	( )

Manual Signals On

- ( ) Immediate Signals On
- (•) As Start-Up

Mode Select Switches Disabled

☐ VA ☐ Fixed Time ☐ CLF

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Special Conditioning

```
; MANUAL PANEL
; ============

MAUXSW1=MIL22                                   ; AUX 1 LED LIT WHEN AUX 1 SWITCH ACTIVE  ( dimming overide )
(MODE0 EQL<6>)=MIL17                            ; AUX 5 (H/P) LED LIT WHEN UTC ACTIVE


; UTC BITS
; ========

NOT(SYSLED)=CF                                  ; UTC REPLY BIT FOR CONTROLLER FAULT
NOT(MODE0 EQL<4>)=RR                            ; MANUAL MODE REPLIES UTC BIT RR
LMPON.LPSPRD.SWLMPS.NOT(FLF17)=LE               ; LAMPS OFF REPLIES UTC BIT LE
LMPON.LPSPRD.SWLMPS.NOT(FLF17).NOT(STAGE1)=G1   ; LAMPS OFF AND STAGE CONFIRMS FOR UTC G1 _G2 BITS
LMPON.LPSPRD.SWLMPS.NOT(FLF17).NOT(STAGE2)=G2
NOT(LMPANY0)=LF1                                ; ANY LAMP FAILURE REPLIES UTC LF1 BIT
NOT(LMP2RED0)=LF2                               ; SECOND LAMP FAILURE REPLIES UTC LF2 BIT


; BSL STOP LINE
; =============

CCTO0=+LCPHB                                    ; BSL AFTER THE CALL DELAY DEMANDS PHASE B
```


Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Special Instructions

62334

Board	Position	Skt	Port	Type I or O	Line	Cable	Block
CPU	A	X3I	0	I	00 - 07	101	1TBG
CPU	A	X3I	1	I	08 - 15		1TBH
CPU	A	X3O	11	O	88 - 91	105	1TBX
IO1	B	B	2	I	16 - 23	103	1TBJ
IO1	B	E	4	O	32 - 39		1TBK
IO1	B	C	3	I	24 - 31	103	1TBL
IO1	B	D	5	O	40 - 47		1TBM
IO2	C	B	6	I	48 - 55	103	1TBN
IO2	C	E	8	O	64 - 71		1TBP
IO2	C	C	7	I	56 - 63	103	1TBR
IO2	C	D	9	O	72 - 79		1TBS

The socket X3 on the CPU pcb is the double stacked one
X3I = Inner (nearest the board)
X3O = Outer

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 1 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
1					
2	667/1/27000/001	Cabinet 8 Phase wired 16 Phase	1		
3	667/1/27000/002	Cabinet 24 Phase wired 32 Phase			
4	667/1/27001/001	Rack 8 Phase wired 16 Phase			
5	667/1/27001/002	Rack 24 Phase wired 32 Phase			
6					
7					
8					
9					
10					
11					
12					
13					
14					
15					
16					
17					
18					
19					
20					
21					
22					
23					
24	667/1/27002/000	Lamp Switch Kit 8 Phase	1		
25	667/1/27003/000	I/O Kit	2		
26	667/1/27005/000	SDE Facility Kit			
27	667/1/27004/000	Integral OTU Kit			
28					
29					
30					
31					
32					
33					
34					
35					
36					
37					
38					
39	667/1/16260/000	Configuration Eprom (Issue 2. 0)	1		
40					

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

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Special Instructions

ST800 CONTROLLER ITEMS LIST SHEET 2 (*I*L*)

ITEM	DRAWING NUMBER	DESCRIPTION	QTY	TOT	REMARKS
41					
42	667/1/27056/001	Manual Panel Assy (Intersection Cont)			
43	667/1/27056/010	Manual Panel Assy (Sigs on/off)			
44	667/1/27056/000	Manual Panel Blanking Kit			
45					
46					Note 2:
47					Ancillary Processor PLD
48					Variants
49					101 OTU & LMU
50					102 OTU Only
51					103 LMU Only
52	667/7/25171/000	Current Transformer			104 OTU & LMU + Up/Download
53					105 OUT Only + Up/DownLoad
54					NB Controller Has built in LMU
55					So LMU on Ancillary Processor
56					Not required included for info
57					only.
58					
59					
60					Note 3:
61	667/1/27000/101	Cabinet Export 8 Phase wired 16 Phase			Fit Current Transformer
62	667/1/27000/102	Cabinet Export 24 Phase wired 32 Phase			starting from position
63	667/1/27001/101	Rack Export 8 Phase wired 16 Phase			TLB/z/16 on the first phase
64	667/1/27001/102	Rack Export 24 Phase wired 32 Phase			driver PCB. if more than 3
65	667/1/27002/100	Export Lamp Switch Kit			sensors are called up fit the
66	667/1/27084/001	Dimming Assembly (1.5KVA)(Fit Std UK)			4th sensor to the second
67	667/1/27084/002	Dimming Assembly (2.0KVA)			Phases driver PCB, and so on
68	667/1/27084/003	Dimming Assembly (3.0KVA)			until all sensors have been
69	667/1/27130/000	30A Controller Kit			used up.
70					TLB/b/14 - 1st sensor terminal
71	667/1/27001/310	ST800 SE Export Rack up to 8 Phase			TLB/z/16 - 2nd sensor terminal
72	667/1/27223/003	ST800 SE 8 Phase Driver No LMU			TLB/z/14 - 3rd sensor terminal
73	667/1/27223/403	ST800 SE 4 Phase Driver No LMU			TLB/z/12 - 4th sensor terminal
74					TLB/z/12 - 4th sensor terminal
75					
76					
77	667/1/27000/301	ST800 P In a Cabinet 4Ph 1 Stream PED			TLB/z/12 - 4th sensor terminal
78	667/1/27012/000	PED 2nd Stream Kit for ST800 P			
79	667/1/27001/300	ST800 P Rack Only 4Ph 1 Stream PED			

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Call Cancel

Call Cancel

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

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Port Number & Type

Port: 0

Inputs & Outputs

DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
0	0	I	AX	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	1
1	1	I	AY	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	2
2	2	I	AZ	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	3
3	3	I	BX	☑	☐	☐	☐	☐	A	0	2.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	4
4	4	I	CX	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	5
5	5	I	CY	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	6
6	6	I	CZ	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	7
7	7	I	DX	☑	☐	☐		☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBG	8

Add Delete Move Clear Used By

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Port Number & Type

Port: 1

Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	8	0	I	DY	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	1
○	9	1	I	DZ	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	2
○	10	2	I	MVDF	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	3
○	11	3	I	SLF	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	4
○	12	4	I	MVDG	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	5
○	13	5	I	SLG	☑	☐	☐	☐	☐	A	0	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	6
○	14	6	I	BSL	☑	☐	☐	☐	☐	A	0	1.0	☑	☐	☐	☐	☐	☑	☐	☐	☐	1TBH	7
○	15	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBH	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Port Number & Type

Port: 2

Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	16	0	I	#F1	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBJ	1
○	17	1	I	F2	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBJ	2
○	18	2	I	#F3	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBJ	3
○	19	3	I	#F4	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBJ	4
○	20	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBJ	5
○	21	5	I	D1	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBJ	6
○	22	6	I	D3	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBJ	7
○	23	7	I	D4	☑	☐	☐		☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBJ	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Port Number & Type

Port: 3

Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	24	0	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	1
○	25	1	I	DX0	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBL	2
○	26	2	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	3
○	27	3	I	SO	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBL	4
○	28	4	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	5
○	29	5	I	TS	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBL	6
○	30	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	7
○	31	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Port Number & Type

Port: 4

Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	32	0	O	G1	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBJ	9+10
○	33	1	O	G2	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBJ	11+12
○	34	2	O	G3	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBK	1+2
○	35	3	O	G4	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBK	3+4
○	36	4	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBK	5+6
○	37	5	O	SD1	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBK	7+8
○	38	6	O	SD3	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBK	9+10
○	39	7	O	SD4	☑	☐	☐		☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBK	11+12

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Port Number & Type

Port: 5

Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	40	0	O		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBL	9+10
○	41	1	O	DF	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBL	11+12
○	42	2	O	CF	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBM	1+2
○	43	3	O	LE	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBM	3+4
○	44	4	O	RR	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBM	5+6
○	45	5	O	CC	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBM	7+8
○	46	6	O	LF1	☑	☐	☐	☐	☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBM	9+10
○	47	7	O	LF2	☑	☐	☐		☐	N		0.0	☐	☑	☐	☐	☐	☐	☐	☐	☐	1TBM	11+12

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Port Number & Type

Port: 6

Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	48	0	I	PBI1	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	1
○	49	1	I	PBI2	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	2
○	50	2	I	PBJ1	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	3
○	51	3	I	PBJ2	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	4
○	52	4	I	PBK1	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	5
○	53	5	I	PBK2	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	6
○	54	6	I	PBL1	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	7
○	55	7	I	PBL2	☑	☐	☐		☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBN	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Inputs and Outputs

Inputs and Outputs

Enable Signal Required Check boxes

Port Number & Type

Port: 7

Inputs & Outputs

	DET No	Bit No	Type I or O	Name	Req'd	BP	Inv	U/D	Misc	DFM	DFM Group	Ext time	Used By Phs	UTC	SDE	Pri	HC	CC	IG	UD	LRT	Term Block	Terminal No
○	56	0	I	PBM1	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	1
○	57	1	I	PBM2	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	2
○	58	2	I	PBM3	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	3
○	59	3	I	PBN1	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	4
○	60	4	I	PBN2	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	5
○	61	5	I	PBN3	☑	☐	☐	☐	☐	Y	1	0.0	☑	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	6
○	62	6	I		☐	☐	☐	☐	☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	7
○	63	7	I		☐	☐	☐		☐				☐	☐	☐	☐	☐	☐	☐	☐	☐	1TBR	8

Add | Delete | Move | Clear Used By

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Aspect Drives

Aspect Drives

A-L | M-X | Y-F2

Phase Driver Card 1

	Used For	Term Block	Term No
A - Red	Phase	1TBA	1
A - Amber	Phase	1TBA	2
A - Green	Phase	1TBA	3
B - Red	Phase	1TBA	4
B - Amber	Phase	1TBA	5
B - Green	Phase	1TBA	6
C - Red	Phase	1TBA	7
C - Amber	Phase	1TBA	8
C - Green	Phase	1TBA	9
D - Red	Phase	1TBA	10
D - Amber	Phase	1TBA	11
D - Green	Phase	1TBA	12

Phase Driver Card 1

	Used For	Term Block	Term No
E - Red	Phase	1TBB	1
E - Amber	Phase	1TBB	2
E - Green	Phase	1TBB	3
F - Red	Phase	1TBB	4
F - Amber	Phase	1TBB	5
F - Green	Phase	1TBB	6
G - Red	Phase	1TBB	7
G - Amber	Phase	1TBB	8
G - Green	Phase	1TBB	9
H - Red	Phase	1TBB	10
H - Amber	Phase	1TBB	11
H - Green	Phase	1TBB	12

Phase Driver Card 2

	Used For	Term Block	Term No
I - Red	Phase	1TBC	1
I - Amber	Phase	1TBC	2
I - Green	Phase	1TBC	3
J - Red	Phase	1TBC	4
J - Amber	Phase	1TBC	5
J - Green	Phase	1TBC	6
K - Red	Phase	1TBC	7
K - Amber	Phase	1TBC	8
K - Green	Phase	1TBC	9
L - Red	Phase	1TBC	10
L - Amber	Phase	1TBC	11
L - Green	Phase	1TBC	12

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

Aspect Drives

Aspect Drives

○ A-L ◉ M-X ○ Y-F2

Phase Driver Card 2

	Used For	Term Block	Term No
M - Red	Phase	1TBD	1
M - Amber	Phase	1TBD	2
M - Green	Phase	1TBD	3
N - Red	Phase	1TBD	4
N - Amber	Phase	1TBD	5
N - Green	Phase	1TBD	6
O - Red			
O - Amber			
O - Green			
P - Red			
P - Amber			
P - Green			

Phase Driver Card 3

	Used For	Term Block	Term No
Q - Red			
Q - Amber			
Q - Green			
R - Red			
R - Amber			
R - Green			
S - Red			
S - Amber			
S - Green			
T - Red			
T - Amber			
T - Green			

Phase Driver Card 3

	Used For	Term Block	Term No
U - Red			
U - Amber			
U - Green			
V - Red			
V - Amber			
V - Green			
W - Red			
W - Amber			
W - Green			
X - Red			
X - Amber			
X - Green			

Works Order :
EM Number : 62334
Engineer : P M ROUSE
Intersection : Bridge Street / Cherwell Street Banbury

I/O - DFM Group Timings

I/O - DFM Group Timings

Input Group	State	SET A	SET B	SET C	SET D
Group 0	Active (Mins)	30	30	30	30
	InActive (Hrs)	18	18	18	18
Group 1	Active (Mins)	10	10	10	10
	InActive (Hrs)	254	254	254	254
Group 2	Active (Mins)				
	InActive (Hrs)				
Group 3	Active (Mins)				
	InActive (Hrs)				
Group 4	Active (Mins)				
	InActive (Hrs)				
Group 5	Active (Mins)				
	InActive (Hrs)				
Group 6	Active (Mins)				
	InActive (Hrs)				
Group 7	Active (Mins)				
	InActive (Hrs)				

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

Handset Limiting Values

State	Min	Max
Active (Mins)	0	254
InActive (Hrs)	0	254

Index

APPENDIX N
Junctions 9 Outputs

Junctions 9

ARCADY 9 - Roundabout Module

Version: 9.5.1.7462

Filename: J2-Horse Fair High Street.j9
Path: T:\2022 Projects\22-312 - Calthorpe Street, Banbury\02 - Transport Planning\Calculations\Capacity Modelling\Arcady
Report generation date: 26/05/2023 15:31:37

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023 Base													
1 - Horse Fair	D1	1.5	6.16	0.59	A	6.61	38 % [4 - West Bar Street]	D2	1.2	5.16	0.55	A	6.79	27 % [2 - High Street]
2 - High Street		0.7	7.11	0.41	A				1.6	10.23	0.61	B		
3 - South Bar Street		0.9	5.41	0.48	A				0.9	5.64	0.46	A		
4 - West Bar Street		1.2	8.68	0.54	A				0.8	7.42	0.44	A		
	2028 Base													
1 - Horse Fair	D3	1.8	6.89	0.63	A	7.34	30 % [4 - West Bar Street]	D4	1.4	5.62	0.58	A	7.60	20 % [2 - High Street]
2 - High Street		0.8	7.79	0.45	A				1.9	12.06	0.67	B		
3 - South Bar Street		1.1	5.83	0.51	A				1.0	6.12	0.49	A		
4 - West Bar Street		1.4	9.85	0.59	A				0.9	8.15	0.48	A		
	2028 Base+Dev													
1 - Horse Fair	D5	1.8	6.89	0.63	A	7.20	31 % [4 - West Bar Street]	D6	1.4	5.69	0.59	A	7.28	24 % [2 - High Street]
2 - High Street		0.7	7.38	0.42	A				1.7	11.07	0.63	B		
3 - South Bar Street		1.1	5.70	0.50	A				1.0	5.93	0.49	A		
4 - West Bar Street		1.4	9.60	0.58	A				0.9	8.02	0.48	A		

There are warnings associated with one or more model runs - see the 'Data Errors and Warnings' tables for each Analysis or Demand Set.

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	03/04/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCAD\TP.Modelling
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2028 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2028 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2028 Base+Dev	AM	DIRECT	08:00	09:00	60	15	✓
D6	2028 Base+Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2023 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - West Bar Street - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Horse Fair / High Street	Standard Roundabout		1, 2, 3, 4	6.61	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	38	4 - West Bar Street

Arms

Arms

Arm	Name	Description
1	Horse Fair	
2	High Street	
3	South Bar Street	
4	West Bar Street	

Roundabout Geometry

Arm	V - Approach road half-width (m)	E - Entry width (m)	l' - Effective flare length (m)	R - Entry radius (m)	D - Inscribed circle diameter (m)	PHI - Conflict (entry) angle (deg)	Exit only
1 - Horse Fair	4.70	9.00	10.4	6.8	32.1	38.0	
2 - High Street	3.40	5.30	5.4	57.1	30.2	29.0	
3 - South Bar Street	3.70	7.30	17.9	9.5	32.0	44.0	
4 - West Bar Street	2.60	4.60	64.5	19.8	27.3	36.0	

Slope / Intercept / Capacity

Roundabout Slope and Intercept used in model

Arm	Final slope	Final intercept (PCU/TS)
1 - Horse Fair	0.626	435.358
2 - High Street	0.596	336.712
3 - South Bar Street	0.604	400.402
4 - West Bar Street	0.574	327.639

The slope and intercept shown above include any corrections and adjustments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horse Fair		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - South Bar Street		DIRECT	✓	100.000
4 - West Bar Street		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	33.00	141.00	33.22
	2 - High Street	48.77	0.00	16.26	25.40
	3 - South Bar Street	132.53	7.97	0.00	11.96
	4 - West Bar Street	26.06	44.10	25.06	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	42.00	129.00	41.27
	2 - High Street	33.53	0.00	13.21	32.51
	3 - South Bar Street	120.58	19.93	0.00	18.93
	4 - West Bar Street	27.06	57.13	31.07	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	49.00	125.00	48.32
	2 - High Street	37.59	0.00	9.14	30.48
	3 - South Bar Street	119.58	10.96	0.00	22.92
	4 - West Bar Street	41.09	61.14	23.05	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	46.00	128.00	40.27
	2 - High Street	36.58	0.00	7.11	37.59
	3 - South Bar Street	105.63	4.98	0.00	21.92
	4 - West Bar Street	47.11	59.13	16.04	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	3	3	10
	2 - High Street	0	0	14	0
	3 - South Bar Street	5	0	0	0
	4 - West Bar Street	0	7	4	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	8	5	8
	2 - High Street	6	0	0	3
	3 - South Bar Street	4	18	0	6
	4 - West Bar Street	0	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	4	5	7
	2 - High Street	0	0	29	0
	3 - South Bar Street	4	10	0	0
	4 - West Bar Street	0	3	5	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	12	11	8
	2 - High Street	6	0	0	3
	3 - South Bar Street	8	0	0	5
	4 - West Bar Street	2	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Horse Fair	0.59	6.16	1.5	A	214.02	856.08
2 - High Street	0.41	7.11	0.7	A	82.04	328.16
3 - South Bar Street	0.48	5.41	0.9	A	149.47	597.89
4 - West Bar Street	0.54	8.68	1.2	A	114.51	458.02

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	207.22	207.22	76.51	387.45	0.535	206.04	206.02	0.0	1.2	5.129	A
2 - High Street	90.42	90.42	198.08	218.59	0.414	89.71	84.47	0.0	0.7	7.107	A
3 - South Bar Street	152.46	152.46	106.61	336.02	0.454	151.61	181.17	0.0	0.9	5.056	A
4 - West Bar Street	95.21	95.21	188.10	219.73	0.433	94.43	70.12	0.0	0.8	7.453	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	212.27	212.27	107.84	367.84	0.577	212.03	181.29	1.2	1.4	6.113	A
2 - High Street	79.25	79.25	201.12	216.77	0.366	79.35	118.75	0.7	0.6	6.816	A
3 - South Bar Street	159.44	159.44	107.30	335.60	0.475	159.35	173.17	0.9	0.9	5.407	A
4 - West Bar Street	115.26	115.26	174.11	227.75	0.506	115.02	92.54	0.8	1.0	8.106	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	222.32	222.32	95.19	375.76	0.592	222.24	198.10	1.4	1.5	6.164	A
2 - High Street	77.21	77.21	196.40	219.59	0.352	77.26	121.03	0.6	0.6	6.500	A
3 - South Bar Street	153.46	153.46	116.35	330.14	0.465	153.50	157.31	0.9	0.9	5.304	A
4 - West Bar Street	125.28	125.28	168.17	231.16	0.542	125.12	101.67	1.0	1.2	8.681	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	214.27	214.27	80.35	385.05	0.556	214.36	189.45	1.5	1.4	5.852	A
2 - High Street	81.28	81.28	184.45	226.71	0.359	81.26	110.26	0.6	0.6	6.427	A
3 - South Bar Street	132.53	132.53	114.47	331.27	0.400	132.72	151.25	0.9	0.7	4.865	A
4 - West Bar Street	122.27	122.27	147.37	243.09	0.503	122.42	99.82	1.2	1.0	7.594	A

2023 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - West Bar Street - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Horse Fair / High Street	Standard Roundabout		1, 2, 3, 4	6.79	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	27	2 - High Street

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horse Fair		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - South Bar Street		DIRECT	✓	100.000
4 - West Bar Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	39.00	123.00	32.47
	2 - High Street	55.88	0.00	11.38	56.91
	3 - South Bar Street	117.88	11.58	0.00	6.32
	4 - West Bar Street	32.54	50.29	15.78	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	48.00	136.00	32.47
	2 - High Street	67.26	0.00	15.52	55.88
	3 - South Bar Street	126.30	2.11	0.00	11.58
	4 - West Bar Street	28.60	45.36	17.75	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	28.00	142.00	43.64
	2 - High Street	51.74	0.00	8.28	45.53
	3 - South Bar Street	121.04	10.53	0.00	12.63
	4 - West Bar Street	33.53	28.60	28.60	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	35.00	126.00	36.53
	2 - High Street	71.40	0.00	12.42	55.88
	3 - South Bar Street	108.41	9.47	0.00	17.89
	4 - West Bar Street	27.61	34.51	19.72	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	5	2	7
	2 - High Street	0	0	0	0
	3 - South Bar Street	2	0	0	0
	4 - West Bar Street	3	4	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	7	0	7
	2 - High Street	0	0	0	0
	3 - South Bar Street	4	0	0	0
	4 - West Bar Street	0	0	6	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	0	1	5
	2 - High Street	0	0	0	0
	3 - South Bar Street	2	0	0	0
	4 - West Bar Street	0	7	4	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	6	0	6
	2 - High Street	3	0	0	0
	3 - South Bar Street	3	13	0	6
	4 - West Bar Street	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Horse Fair	0.55	5.16	1.2	A	205.53	822.12
2 - High Street	0.61	10.23	1.6	B	127.02	508.07
3 - South Bar Street	0.46	5.64	0.9	A	138.93	555.74
4 - West Bar Street	0.44	7.42	0.8	A	90.72	362.89

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	194.47	194.47	77.04	387.12	0.502	193.44	204.87	0.0	1.0	4.771	A
2 - High Street	124.17	124.17	170.30	235.15	0.528	123.07	100.18	0.0	1.1	7.955	A
3 - South Bar Street	135.78	135.78	144.09	313.38	0.433	135.01	149.28	0.0	0.8	5.104	A
4 - West Bar Street	98.61	98.61	184.11	222.02	0.444	97.80	94.99	0.0	0.8	7.423	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	216.47	216.47	65.29	394.48	0.549	216.27	221.82	1.0	1.2	5.164	A
2 - High Street	138.66	138.66	186.07	225.74	0.614	138.21	95.49	1.1	1.5	10.225	B
3 - South Bar Street	139.99	139.99	155.22	306.66	0.456	139.89	169.06	0.8	0.9	5.604	A
4 - West Bar Street	91.71	91.71	195.35	215.57	0.425	91.76	99.76	0.8	0.8	7.351	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	213.64	213.64	67.74	392.95	0.544	213.65	206.58	1.2	1.2	5.117	A
2 - High Street	105.55	105.55	214.05	209.06	0.505	106.06	67.33	1.5	1.0	8.782	A
3 - South Bar Street	144.20	144.20	141.26	315.09	0.458	144.21	178.85	0.9	0.9	5.345	A
4 - West Bar Street	90.72	90.72	183.56	222.33	0.408	90.76	101.91	0.8	0.7	7.076	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	197.53	197.53	63.76	395.44	0.500	197.73	207.22	1.2	1.0	4.651	A
2 - High Street	139.69	139.69	182.55	227.85	0.613	139.17	78.94	1.0	1.6	10.235	B
3 - South Bar Street	135.78	135.78	163.40	301.72	0.450	135.77	158.32	0.9	0.9	5.643	A
4 - West Bar Street	81.85	81.85	189.02	219.20	0.373	81.96	110.15	0.7	0.6	6.646	A

2028 Base, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - West Bar Street - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Horse Fair / High Street	Standard Roundabout		1, 2, 3, 4	7.34	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	30	4 - West Bar Street

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2028 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horse Fair		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - South Bar Street		DIRECT	✓	100.000
4 - West Bar Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	34.90	149.18	35.15
	2 - High Street	51.31	0.00	17.20	26.72
	3 - South Bar Street	140.22	8.43	0.00	12.65
	4 - West Bar Street	27.57	46.63	26.51	0.00

Demand (PCU/TS)

08:15 - 08:30

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	44.42	136.48	43.67
	2 - High Street	35.28	0.00	13.97	34.21
	3 - South Bar Street	127.57	21.09	0.00	20.03
	4 - West Bar Street	28.63	60.41	32.87	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	51.82	132.25	51.12
	2 - High Street	39.55	0.00	9.67	32.07
	3 - South Bar Street	126.51	11.60	0.00	24.25
	4 - West Bar Street	43.48	64.65	24.39	0.00

Demand (PCU/TS)

08:45 - 09:00

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	48.65	135.42	42.60
	2 - High Street	38.48	0.00	7.52	39.55
	3 - South Bar Street	111.75	5.27	0.00	23.19
	4 - West Bar Street	49.84	62.53	16.97	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	3	3	10
	2 - High Street	0	0	14	0
	3 - South Bar Street	5	0	0	0
	4 - West Bar Street	0	7	4	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	8	5	8
	2 - High Street	6	0	0	3
	3 - South Bar Street	4	18	0	6
	4 - West Bar Street	0	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	4	5	7
	2 - High Street	0	0	29	0
	3 - South Bar Street	4	10	0	0
	4 - West Bar Street	0	3	5	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	12	11	8
	2 - High Street	6	0	0	3
	3 - South Bar Street	8	0	0	5
	4 - West Bar Street	2	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Horse Fair	0.63	6.89	1.8	A	226.41	905.65
2 - High Street	0.45	7.79	0.8	A	86.39	345.55
3 - South Bar Street	0.51	5.83	1.1	A	158.14	632.57
4 - West Bar Street	0.59	9.85	1.4	A	121.12	484.48

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	219.22	219.22	80.86	384.73	0.570	217.86	217.57	0.0	1.4	5.567	A
2 - High Street	95.23	95.23	209.45	211.80	0.450	94.41	89.28	0.0	0.8	7.790	A
3 - South Bar Street	161.31	161.31	112.29	332.59	0.485	160.34	191.57	0.0	1.0	5.408	A
4 - West Bar Street	100.71	100.71	198.63	213.69	0.471	99.80	74.00	0.0	0.9	8.186	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	224.56	224.56	114.02	363.97	0.617	224.25	191.61	1.4	1.7	6.811	A
2 - High Street	83.46	83.46	212.73	209.85	0.398	83.58	125.54	0.8	0.7	7.420	A
3 - South Bar Street	168.69	168.69	113.14	332.08	0.508	168.57	183.18	1.0	1.1	5.827	A
4 - West Bar Street	121.91	121.91	184.02	222.07	0.549	121.62	97.69	0.9	1.2	9.090	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	235.19	235.19	100.67	372.33	0.632	235.09	209.35	1.7	1.8	6.891	A
2 - High Street	81.30	81.30	207.79	212.79	0.382	81.35	127.97	0.7	0.6	7.040	A
3 - South Bar Street	162.36	162.36	122.70	326.30	0.498	162.40	166.44	1.1	1.0	5.715	A
4 - West Bar Street	132.52	132.52	177.71	225.69	0.587	132.31	107.39	1.2	1.4	9.849	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	226.67	226.67	85.02	382.13	0.593	226.81	200.25	1.8	1.6	6.432	A
2 - High Street	85.56	85.56	195.19	220.31	0.388	85.55	116.63	0.6	0.7	6.937	A
3 - South Bar Street	140.22	140.22	120.68	327.52	0.428	140.45	160.05	1.0	0.8	5.167	A
4 - West Bar Street	129.34	129.34	155.74	238.30	0.543	129.53	105.40	1.4	1.2	8.431	A

2028 Base, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - West Bar Street - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Horse Fair / High Street	Standard Roundabout		1, 2, 3, 4	7.60	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	20	2 - High Street

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2028 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horse Fair		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - South Bar Street		DIRECT	✓	100.000
4 - West Bar Street		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	41.21	130.02	34.33
	2 - High Street	58.83	0.00	12.03	59.92
	3 - South Bar Street	124.61	12.24	0.00	6.68
	4 - West Bar Street	34.40	53.14	16.68	0.00

Demand (PCU/TS)

17:15 - 17:30

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	50.72	143.77	34.33
	2 - High Street	70.82	0.00	16.41	58.83
	3 - South Bar Street	133.52	2.23	0.00	12.24
	4 - West Bar Street	30.23	47.93	18.76	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	29.59	150.11	46.13
	2 - High Street	54.48	0.00	8.75	47.94
	3 - South Bar Street	127.95	11.13	0.00	13.35
	4 - West Bar Street	35.44	30.22	30.23	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	36.98	133.19	38.62
	2 - High Street	75.18	0.00	13.13	58.83
	3 - South Bar Street	114.60	10.01	0.00	18.91
	4 - West Bar Street	29.19	36.47	20.85	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	5	2	7
	2 - High Street	0	0	0	0
	3 - South Bar Street	2	0	0	0
	4 - West Bar Street	3	4	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	7	0	7
	2 - High Street	0	0	0	0
	3 - South Bar Street	4	0	0	0
	4 - West Bar Street	0	0	6	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	0	1	5
	2 - High Street	0	0	0	0
	3 - South Bar Street	2	0	0	0
	4 - West Bar Street	0	7	4	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	6	0	6
	2 - High Street	3	0	0	0
	3 - South Bar Street	3	13	0	6
	4 - West Bar Street	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Horse Fair	0.58	5.62	1.4	A	217.25	869.00
2 - High Street	0.67	12.06	1.9	B	133.79	535.16
3 - South Bar Street	0.49	6.12	1.0	A	146.87	587.47
4 - West Bar Street	0.48	8.15	0.9	A	95.89	383.54

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	205.56	205.56	81.35	384.42	0.535	204.39	216.20	0.0	1.2	5.127	A
2 - High Street	130.79	130.79	179.94	229.40	0.570	129.50	105.80	0.0	1.3	8.898	A
3 - South Bar Street	143.53	143.53	151.72	308.78	0.465	142.66	157.72	0.0	0.9	5.475	A
4 - West Bar Street	104.22	104.22	194.27	216.19	0.482	103.28	100.10	0.0	0.9	8.152	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	228.82	228.82	69.01	392.15	0.583	228.57	234.12	1.2	1.4	5.623	A
2 - High Street	146.06	146.06	196.67	219.42	0.666	145.44	100.90	1.3	1.9	12.056	B
3 - South Bar Street	147.98	147.98	163.44	301.70	0.490	147.86	178.67	0.9	1.0	6.074	A
4 - West Bar Street	96.93	96.93	206.14	209.38	0.463	96.99	105.17	0.9	0.9	8.100	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	225.82	225.82	71.60	390.53	0.578	225.83	218.23	1.4	1.4	5.569	A
2 - High Street	111.17	111.17	226.26	201.78	0.551	111.83	71.18	1.9	1.3	10.078	B
3 - South Bar Street	152.43	152.43	149.02	310.41	0.491	152.45	189.07	1.0	1.0	5.782	A
4 - West Bar Street	95.89	95.89	193.89	216.41	0.443	95.94	107.57	0.9	0.8	7.730	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	208.80	208.80	67.40	393.16	0.531	209.03	218.70	1.4	1.2	4.995	A
2 - High Street	147.14	147.14	193.01	221.60	0.664	146.46	83.42	1.3	1.9	12.044	B
3 - South Bar Street	143.53	143.53	172.10	296.47	0.484	143.52	167.38	1.0	1.0	6.123	A
4 - West Bar Street	86.51	86.51	199.45	213.21	0.406	86.64	116.16	0.8	0.7	7.208	A

2028 Base+Dev, AM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - West Bar Street - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Horse Fair / High Street	Standard Roundabout		1, 2, 3, 4	7.20	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	31	4 - West Bar Street

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2028 Base+Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horse Fair		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - South Bar Street		DIRECT	✓	100.000
4 - West Bar Street		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	34.62	149.76	35.15
	2 - High Street	46.41	0.00	17.20	24.17
	3 - South Bar Street	140.22	8.43	0.00	12.89
	4 - West Bar Street	27.57	46.28	26.76	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	44.08	137.00	43.67
	2 - High Street	32.11	0.00	13.97	31.04
	3 - South Bar Street	127.57	21.09	0.00	20.39
	4 - West Bar Street	28.63	59.94	33.20	0.00

Demand (PCU/TS)

08:30 - 08:45

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	51.41	132.75	51.12
	2 - High Street	35.78	0.00	9.67	29.01
	3 - South Bar Street	126.51	11.60	0.00	24.71
	4 - West Bar Street	43.48	64.14	24.62	0.00

Demand (PCU/TS)

08:45 - 09:00

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	48.29	135.91	42.60
	2 - High Street	35.01	0.00	7.52	35.88
	3 - South Bar Street	111.75	5.27	0.00	23.62
	4 - West Bar Street	49.84	62.02	17.12	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	3	3	10
	2 - High Street	0	0	14	0
	3 - South Bar Street	5	0	0	0
	4 - West Bar Street	0	7	4	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	8	5	8
	2 - High Street	7	0	0	4
	3 - South Bar Street	4	18	0	5
	4 - West Bar Street	0	4	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	4	5	7
	2 - High Street	0	0	29	0
	3 - South Bar Street	4	10	0	0
	4 - West Bar Street	0	3	5	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	12	11	8
	2 - High Street	7	0	0	3
	3 - South Bar Street	8	0	0	5
	4 - West Bar Street	2	0	7	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Horse Fair	0.63	6.89	1.8	A	226.59	906.37
2 - High Street	0.42	7.38	0.7	A	79.45	317.79
3 - South Bar Street	0.50	5.70	1.1	A	158.51	634.06
4 - West Bar Street	0.58	9.60	1.4	A	120.90	483.60

Main Results for each time segment

08:00 - 08:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	219.53	219.53	80.78	384.78	0.571	218.17	212.76	0.0	1.4	5.576	A
2 - High Street	87.78	87.78	210.28	211.31	0.415	87.07	88.66	0.0	0.7	7.383	A
3 - South Bar Street	161.55	161.55	104.94	337.03	0.479	160.60	192.41	0.0	0.9	5.280	A
4 - West Bar Street	100.61	100.61	193.82	216.45	0.465	99.72	71.72	0.0	0.9	7.990	A

08:15 - 08:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	224.75	224.75	113.88	364.06	0.617	224.43	188.42	1.4	1.7	6.815	A
2 - High Street	77.13	77.13	213.58	209.34	0.368	77.23	124.73	0.7	0.6	7.113	A
3 - South Bar Street	169.05	169.05	106.79	335.91	0.503	168.93	184.02	0.9	1.1	5.705	A
4 - West Bar Street	121.77	121.77	180.83	223.90	0.544	121.47	94.89	0.9	1.2	8.915	A

08:30 - 08:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	235.29	235.29	100.40	372.50	0.632	235.19	205.58	1.7	1.8	6.891	A
2 - High Street	74.46	74.46	208.53	212.35	0.351	74.51	127.07	0.6	0.6	6.730	A
3 - South Bar Street	162.82	162.82	115.86	330.43	0.493	162.86	167.17	1.1	1.0	5.589	A
4 - West Bar Street	132.24	132.24	173.94	227.85	0.580	132.04	104.78	1.2	1.4	9.602	A

08:45 - 09:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	226.81	226.81	84.66	382.35	0.593	226.94	196.77	1.8	1.6	6.430	A
2 - High Street	78.42	78.42	195.83	219.92	0.357	78.40	115.76	0.6	0.6	6.629	A
3 - South Bar Street	140.64	140.64	113.54	331.83	0.424	140.87	160.69	1.0	0.8	5.058	A
4 - West Bar Street	128.98	128.98	152.26	240.29	0.537	129.17	102.15	1.4	1.2	8.251	A

2028 Base+Dev, PM

Data Errors and Warnings

Severity	Area	Item	Description
Warning	Geometry	4 - West Bar Street - Roundabout Geometry	Effective flare length is over 30m, which is outside the normal range. Treat capacities with increasing caution.

Junction Network

Junctions

Junction	Name	Junction type	Use circulating lanes	Arm order	Junction Delay (s)	Junction LOS
1	Horse Fair / High Street	Standard Roundabout		1, 2, 3, 4	7.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	24	2 - High Street

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2028 Base+Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
1 - Horse Fair		DIRECT	✓	100.000
2 - High Street		DIRECT	✓	100.000
3 - South Bar Street		DIRECT	✓	100.000
4 - West Bar Street		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	40.94	131.75	34.33
	2 - High Street	54.98	0.00	12.03	56.00
	3 - South Bar Street	124.61	12.24	0.00	6.79
	4 - West Bar Street	34.40	52.80	17.36	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	50.40	145.70	34.33
	2 - High Street	66.18	0.00	16.41	54.98
	3 - South Bar Street	133.52	2.23	0.00	12.45
	4 - West Bar Street	30.23	47.61	19.49	0.00

Demand (PCU/TS)

17:30 - 17:45

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	29.39	152.10	46.13
	2 - High Street	50.91	0.00	8.75	44.80
	3 - South Bar Street	127.95	11.13	0.00	13.58
	4 - West Bar Street	35.44	30.03	31.42	0.00

Demand (PCU/TS)

17:45 - 18:00

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0.00	36.75	134.99	38.62
	2 - High Street	70.39	0.00	13.13	54.98
	3 - South Bar Street	114.60	10.01	0.00	19.22
	4 - West Bar Street	29.19	36.23	21.70	0.00

Vehicle Mix

Heavy Vehicle Percentages

17:00 - 17:15

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	5	2	7
	2 - High Street	0	0	0	0
	3 - South Bar Street	2	0	0	0
	4 - West Bar Street	3	4	0	0

Heavy Vehicle Percentages

17:15 - 17:30

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	7	0	7
	2 - High Street	0	0	0	0
	3 - South Bar Street	4	0	0	0
	4 - West Bar Street	0	0	6	0

Heavy Vehicle Percentages

17:30 - 17:45

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	0	1	5
	2 - High Street	0	0	0	0
	3 - South Bar Street	2	0	0	0
	4 - West Bar Street	0	7	3	0

Heavy Vehicle Percentages

17:45 - 18:00

		To			
		1 - Horse Fair	2 - High Street	3 - South Bar Street	4 - West Bar Street
From	1 - Horse Fair	0	6	0	6
	2 - High Street	3	0	0	0
	3 - South Bar Street	3	13	0	6
	4 - West Bar Street	0	3	0	0

Results

Results Summary for whole modelled period

Arm	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
1 - Horse Fair	0.59	5.69	1.4	A	218.86	875.42
2 - High Street	0.63	11.07	1.7	B	125.88	503.53
3 - South Bar Street	0.49	5.93	1.0	A	147.08	588.33
4 - West Bar Street	0.48	8.02	0.9	A	96.47	385.88

Main Results for each time segment

17:00 - 17:15

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	207.02	207.02	81.69	384.21	0.539	205.83	212.44	0.0	1.2	5.172	A
2 - High Street	123.01	123.01	182.32	227.98	0.540	121.86	105.20	0.0	1.1	8.394	A
3 - South Bar Street	143.64	143.64	144.07	313.39	0.458	142.79	160.11	0.0	0.9	5.332	A
4 - West Bar Street	104.55	104.55	190.51	218.35	0.479	103.62	96.36	0.0	0.9	8.023	A

17:15 - 17:30

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	230.43	230.43	69.40	391.90	0.588	230.18	229.55	1.2	1.4	5.687	A
2 - High Street	137.56	137.56	199.33	217.84	0.632	137.05	100.25	1.1	1.7	11.066	B
3 - South Bar Street	148.19	148.19	155.04	306.77	0.483	148.08	181.34	0.9	1.0	5.887	A
4 - West Bar Street	97.32	97.32	201.56	212.00	0.459	97.38	101.56	0.9	0.9	7.942	A

17:30 - 17:45

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	227.62	227.62	72.59	389.91	0.584	227.62	214.59	1.4	1.4	5.653	A
2 - High Street	104.45	104.45	229.43	199.89	0.523	105.00	70.78	1.7	1.1	9.538	A
3 - South Bar Street	152.66	152.66	142.20	314.53	0.485	152.67	192.23	1.0	0.9	5.643	A
4 - West Bar Street	96.89	96.89	190.25	218.49	0.443	96.92	104.61	0.9	0.8	7.657	A

17:45 - 18:00

Arm	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Circulating flow (PCU/TS)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Throughput (exit side) (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
1 - Horse Fair	210.36	210.36	68.01	392.77	0.536	210.60	213.98	1.4	1.2	5.048	A
2 - High Street	138.50	138.50	195.67	220.02	0.629	137.94	82.94	1.1	1.7	11.062	B
3 - South Bar Street	143.84	143.84	163.57	301.62	0.477	143.83	170.04	0.9	1.0	5.935	A
4 - West Bar Street	87.11	87.11	194.74	215.92	0.403	87.25	112.66	0.8	0.7	7.090	A

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: J3 - A361_Calthorpe Street.j9
Path: T:\2022 Projects\22-312 - Calthorpe Street, Banbury\02 - Transport Planning\Calculations\Capacity Modelling\Picady
Report generation date: 26/05/2023 15:38:19

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	A361 / Calthorpe St - 2023 Base													
Stream B-ACD	D1	0.2	9.52	0.16	A	1.06	70 % [Stream D-ABC]	D2	0.6	12.82	0.36	B	1.90	52 % [Stream B-ACD]
Stream A-BCD		0.1	6.82	0.08	A				0.0	6.17	0.03	A		
Stream D-ABC		0.1	11.50	0.09	B				0.1	10.07	0.07	B		
Stream C-ABD		0.2	7.51	0.19	A				0.2	7.60	0.13	A		
	A361 / Calthorpe St - 2028 Base													
Stream B-ACD	D3	0.2	9.86	0.17	A	1.09	61 % [Stream D-ABC]	D4	0.6	13.69	0.39	B	2.00	44 % [Stream B-ACD]
Stream A-BCD		0.1	6.98	0.09	A				0.0	6.27	0.04	A		
Stream D-ABC		0.1	12.11	0.10	B				0.1	10.47	0.08	B		
Stream C-ABD		0.3	7.74	0.20	A				0.2	7.83	0.14	A		
	A361 / Calthorpe St - 2028 Base+Dev													
Stream B-ACD	D5	0.2	11.54	0.18	B	1.14	63 % [Stream D-ABC]	D6	0.6	13.89	0.38	B	1.91	44 % [Stream B-ACD]
Stream A-BCD		0.1	6.96	0.09	A				0.0	6.29	0.04	A		
Stream D-ABC		0.1	11.87	0.09	B				0.1	10.37	0.07	B		
Stream C-ABD		0.2	7.63	0.19	A				0.2	7.97	0.15	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	13/03/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCAD\TP.Modelling
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2028 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2028 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2028 Base+Dev	AM	DIRECT	08:00	09:00	60	15	✓
D6	2028 Base+Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Name	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1-1	A361 / Calthorpe St	✓	100.000	100.000

A361 / Calthorpe St - 2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - A361-Calthrope Street	Crossroads	Two-way		1.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	70	Stream D-ABC

Arms

Arms

Arm	Name	Description	Arm type
A	A361 N		Major
B	Calthorpe St		Minor
C	A361 S		Major
D	Crouch St		Minor

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Width for right turn (m)	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
A - A361 N	9.60		✓	3.70	120.0	✓	2.00
C - A361 S	9.60		✓	3.60	120.0	✓	6.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Calthorpe St	One lane	4.00	35	23
D - Crouch St	One lane	3.66	32	18

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for A-D	Slope for B-A	Slope for B-C	Slope for B-D	Slope for C-A	Slope for C-B	Slope for C-D	Slope for D-A	Slope for D-B	Slope for D-C
A-D	187.125	-	-	-	-	-	-	0.245	0.349	0.245	-	-	-
B-A	137.576	0.085	0.214	0.214	-	-	-	0.134	0.305	-	0.214	0.214	0.107
B-C	175.583	0.091	0.230	-	-	-	-	-	-	-	-	-	-
B-D, nearside lane	137.576	0.085	0.214	0.214	-	-	-	0.134	0.305	0.134	-	-	-
B-D, offside lane	137.576	0.085	0.214	0.214	-	-	-	0.134	0.305	0.134	-	-	-
C-B	185.375	0.242	0.242	0.346	-	-	-	-	-	-	-	-	-
D-A	169.311	-	-	-	-	-	-	0.221	-	0.088	-	-	-
D-B, nearside lane	132.406	0.129	0.129	0.294	-	-	-	0.206	0.206	0.081	-	-	-
D-B, offside lane	132.406	0.129	0.129	0.294	-	-	-	0.206	0.206	0.081	-	-	-
D-C	132.406	-	0.129	0.294	0.103	0.206	0.206	0.206	0.206	0.081	-	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A361 N		DIRECT	✓	100.000
B - Calthorpe St		DIRECT	✓	100.000
C - A361 S		DIRECT	✓	100.000
D - Crouch St		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	14.00	157.00	11.45
	B - Calthorpe St	1.02	0.00	18.43	1.02
	C - A361 S	154.00	15.80	0.00	7.00
	D - Crouch St	2.90	2.90	1.93	0.00

08:15 - 08:30

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	7.00	170.00	2.86
	B - Calthorpe St	1.02	0.00	7.17	0.00
	C - A361 S	144.00	21.72	0.00	4.00
	D - Crouch St	2.90	0.97	3.86	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	18.00	132.00	3.82
	B - Calthorpe St	2.05	0.00	4.10	1.02
	C - A361 S	152.00	11.85	0.00	6.00
	D - Crouch St	1.93	0.00	2.90	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	13.00	130.00	2.86
	B - Calthorpe St	1.02	0.00	9.21	2.05
	C - A361 S	133.00	28.63	0.00	4.00
	D - Crouch St	3.86	1.93	1.93	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	5	0
	B - Calthorpe St	0	0	13	0
	C - A361 S	5	0	0	17
	D - Crouch St	0	0	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	4	0
	B - Calthorpe St	0	0	17	0
	C - A361 S	6	0	0	0
	D - Crouch St	0	0	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	7	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	4	0	0	0
	D - Crouch St	0	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	11	0
	B - Calthorpe St	0	0	29	0
	C - A361 S	8	0	0	0
	D - Crouch St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.16	9.52	0.2	A	12.03	48.12
A-BCD	0.08	6.82	0.1	A	5.27	21.09
A-B					13.00	51.99
A-C					147.23	588.91
D-ABC	0.09	11.50	0.1	B	7.00	28.00
C-ABD	0.19	7.51	0.2	A	19.50	78.00
C-D					5.25	21.00
C-A					145.75	583.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	20.48	20.48	127.13	0.161	20.27	0.0	0.2	9.343	A
A-BCD	11.54	11.54	143.34	0.081	11.46	0.0	0.1	6.822	A
A-B	13.99	13.99			13.99				
A-C	156.92	156.92			156.92				
D-ABC	7.72	7.72	85.83	0.090	7.63	0.0	0.1	11.495	B
C-ABD	15.80	15.80	139.98	0.113	15.67	0.0	0.1	7.232	A
C-D	7.00	7.00			7.00				
C-A	154.00	154.00			154.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8.19	8.19	122.68	0.067	8.32	0.2	0.1	8.813	A
A-BCD	2.87	2.87	143.40	0.020	2.93	0.1	0.0	6.411	A
A-B	7.00	7.00			7.00				
A-C	170.00	170.00			170.00				
D-ABC	7.72	7.72	89.11	0.087	7.73	0.1	0.1	11.061	B
C-ABD	21.72	21.72	141.47	0.154	21.67	0.1	0.2	7.509	A
C-D	4.00	4.00			4.00				
C-A	144.00	144.00			144.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7.17	7.17	108.98	0.066	7.17	0.1	0.1	9.518	A
A-BCD	3.82	3.82	144.38	0.026	3.81	0.0	0.0	6.402	A
A-B	18.00	18.00			18.00				
A-C	132.00	132.00			132.00				
D-ABC	4.83	4.83	94.46	0.051	4.87	0.1	0.1	10.049	B
C-ABD	11.85	11.85	147.70	0.080	11.94	0.2	0.1	6.632	A
C-D	6.00	6.00			6.00				
C-A	152.00	152.00			152.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	12.29	12.29	120.54	0.102	12.24	0.1	0.1	9.214	A
A-BCD	2.86	2.86	143.64	0.020	2.87	0.0	0.0	6.395	A
A-B	13.00	13.00			13.00				
A-C	130.00	130.00			130.00				
D-ABC	7.72	7.72	100.92	0.077	7.70	0.1	0.1	9.651	A
C-ABD	28.63	28.63	149.73	0.191	28.49	0.1	0.2	7.413	A
C-D	4.00	4.00			4.00				
C-A	133.00	133.00			133.00				

A361 / Calthorpe St - 2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - A361-Calthrope Street	Crossroads	Two-way		1.90	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	52	Stream B-ACD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A361 N		DIRECT	✓	100.000
B - Calthorpe St		DIRECT	✓	100.000
C - A361 S		DIRECT	✓	100.000
D - Crouch St		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	14.00	133.00	5.00
	B - Calthorpe St	5.00	0.00	28.00	4.00
	C - A361 S	120.00	14.00	0.00	5.00
	D - Crouch St	8.70	0.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	13.00	139.00	1.00
	B - Calthorpe St	5.00	0.00	19.00	5.00
	C - A361 S	123.00	16.00	0.00	6.00
	D - Crouch St	4.83	0.97	0.97	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	17.00	167.00	4.00
	B - Calthorpe St	7.00	0.00	20.00	5.00
	C - A361 S	122.00	18.00	0.00	5.00
	D - Crouch St	2.90	2.90	0.97	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	23.00	129.00	2.00
	B - Calthorpe St	11.00	0.00	24.00	6.00
	C - A361 S	118.00	15.00	0.00	2.00
	D - Crouch St	4.83	0.97	0.97	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	8	1	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	2	0	0	0
	D - Crouch St	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	1	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	4	0	0	0
	D - Crouch St	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	2	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	2	6	0	0
	D - Crouch St	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	0	0
	B - Calthorpe St	22	0	4	0
	C - A361 S	3	0	0	0
	D - Crouch St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.36	12.82	0.6	B	34.75	139.00
A-BCD	0.03	6.17	0.0	A	3.00	12.01
A-B					16.75	67.00
A-C					142.00	567.99
D-ABC	0.07	10.07	0.1	B	7.25	29.00
C-ABD	0.13	7.60	0.2	A	15.75	63.00
C-D					4.50	18.00
C-A					120.75	483.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	37.00	37.00	123.17	0.300	36.58	0.0	0.4	10.346	B
A-BCD	5.01	5.01	151.82	0.033	4.97	0.0	0.0	6.127	A
A-B	14.00	14.00			14.00				
A-C	133.00	133.00			133.00				
D-ABC	8.70	8.70	142.32	0.061	8.64	0.0	0.1	6.729	A
C-ABD	14.00	14.00	148.03	0.095	13.90	0.0	0.1	6.706	A
C-D	5.00	5.00			5.00				
C-A	120.00	120.00			120.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	29.00	29.00	115.02	0.252	29.08	0.4	0.3	10.482	B
A-BCD	1.00	1.00	149.96	0.007	1.03	0.0	0.0	6.043	A
A-B	13.00	13.00			13.00				
A-C	139.00	139.00			139.00				
D-ABC	6.77	6.77	117.06	0.058	6.77	0.1	0.1	8.160	A
C-ABD	16.00	16.00	148.19	0.108	15.98	0.1	0.1	6.807	A
C-D	6.00	6.00			6.00				
C-A	123.00	123.00			123.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	32.00	32.00	105.27	0.304	31.91	0.3	0.4	12.253	B
A-BCD	4.00	4.00	149.86	0.027	3.98	0.0	0.0	6.169	A
A-B	17.00	17.00			17.00				
A-C	167.00	167.00			167.00				
D-ABC	6.77	6.77	96.12	0.070	6.75	0.1	0.1	10.070	B
C-ABD	18.00	18.00	139.41	0.129	17.97	0.1	0.2	7.603	A
C-D	5.00	5.00			5.00				
C-A	122.00	122.00			122.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	41.00	41.00	112.64	0.364	40.85	0.4	0.6	12.816	B
A-BCD	2.00	2.00	152.51	0.013	2.01	0.0	0.0	5.980	A
A-B	23.00	23.00			23.00				
A-C	129.00	129.00			129.00				
D-ABC	6.77	6.77	117.94	0.057	6.78	0.1	0.1	8.099	A
C-ABD	15.00	15.00	147.84	0.101	15.03	0.2	0.1	7.015	A
C-D	2.00	2.00			2.00				
C-A	118.00	118.00			118.00				

A361 / Calthorpe St - 2028 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - A361-Calthrope Street	Crossroads	Two-way		1.09	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	61	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2028 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A361 N		DIRECT	✓	100.000
B - Calthorpe St		DIRECT	✓	100.000
C - A361 S		DIRECT	✓	100.000
D - Crouch St		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	14.81	166.11	12.12
	B - Calthorpe St	1.08	0.00	19.06	1.06
	C - A361 S	162.93	16.59	0.00	7.41
	D - Crouch St	3.06	3.04	2.04	0.00

Demand (PCU/TS)

08:15 - 08:30

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	7.41	179.86	3.03
	B - Calthorpe St	1.08	0.00	7.41	0.00
	C - A361 S	152.35	22.82	0.00	4.23
	D - Crouch St	3.06	1.01	4.09	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	19.04	139.66	4.04
	B - Calthorpe St	2.17	0.00	4.24	1.06
	C - A361 S	160.82	12.45	0.00	6.35
	D - Crouch St	2.04	0.00	3.06	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	13.75	137.54	3.03
	B - Calthorpe St	1.08	0.00	9.53	2.12
	C - A361 S	140.71	30.08	0.00	4.23
	D - Crouch St	4.09	2.03	2.04	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	5	0
	B - Calthorpe St	0	0	13	0
	C - A361 S	5	0	0	17
	D - Crouch St	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	4	0
	B - Calthorpe St	0	0	17	0
	C - A361 S	6	0	0	0
	D - Crouch St	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	7	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	4	0	0	0
	D - Crouch St	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	11	0
	B - Calthorpe St	0	0	29	0
	C - A361 S	8	0	0	0
	D - Crouch St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.17	9.86	0.2	A	12.47	49.89
A-BCD	0.09	6.98	0.1	A	5.59	22.34
A-B					13.75	55.01
A-C					155.76	623.05
D-ABC	0.10	12.11	0.1	B	7.40	29.58
C-ABD	0.20	7.74	0.3	A	20.48	81.94
C-D					5.55	22.22
C-A					154.20	616.81

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	21.20	21.20	124.26	0.171	20.98	0.0	0.2	9.658	A
A-BCD	12.24	12.24	141.03	0.087	12.14	0.0	0.1	6.981	A
A-B	14.80	14.80			14.80				
A-C	166.00	166.00			166.00				
D-ABC	8.15	8.15	82.28	0.099	8.04	0.0	0.1	12.107	B
C-ABD	16.59	16.59	137.34	0.121	16.46	0.0	0.1	7.437	A
C-D	7.41	7.41			7.41				
C-A	162.93	162.93			162.93				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	8.50	8.50	119.46	0.071	8.63	0.2	0.1	9.092	A
A-BCD	3.03	3.03	140.94	0.022	3.10	0.1	0.0	6.537	A
A-B	7.41	7.41			7.41				
A-C	179.86	179.86			179.86				
D-ABC	8.16	8.16	85.75	0.095	8.17	0.1	0.1	11.601	B
C-ABD	22.82	22.82	138.92	0.164	22.76	0.1	0.2	7.743	A
C-D	4.23	4.23			4.23				
C-A	152.35	152.35			152.35				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	7.46	7.46	105.74	0.071	7.47	0.1	0.1	9.861	A
A-BCD	4.04	4.04	141.95	0.028	4.04	0.0	0.0	6.525	A
A-B	19.04	19.04			19.04				
A-C	139.65	139.65			139.65				
D-ABC	5.11	5.11	91.41	0.056	5.15	0.1	0.1	10.439	B
C-ABD	12.45	12.45	145.52	0.086	12.55	0.2	0.1	6.772	A
C-D	6.35	6.35			6.35				
C-A	160.82	160.82			160.82				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	12.73	12.73	117.64	0.108	12.68	0.1	0.1	9.499	A
A-BCD	3.03	3.03	141.20	0.021	3.04	0.0	0.0	6.516	A
A-B	13.75	13.75			13.75				
A-C	137.54	137.54			137.54				
D-ABC	8.16	8.16	98.04	0.083	8.13	0.1	0.1	10.007	B
C-ABD	30.08	30.08	147.67	0.204	29.92	0.1	0.3	7.634	A
C-D	4.23	4.23			4.23				
C-A	140.71	140.71			140.71				

A361 / Calthorpe St - 2028 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - A361-Calthrope Street	Crossroads	Two-way		2.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	44	Stream B-ACD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2028 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A361 N		DIRECT	✓	100.000
B - Calthorpe St		DIRECT	✓	100.000
C - A361 S		DIRECT	✓	100.000
D - Crouch St		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	14.80	140.59	5.29
	B - Calthorpe St	5.29	0.00	29.22	4.17
	C - A361 S	126.85	14.72	0.00	5.29
	D - Crouch St	9.20	0.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	13.74	146.94	1.06
	B - Calthorpe St	5.29	0.00	19.83	5.22
	C - A361 S	130.02	16.83	0.00	6.34
	D - Crouch St	5.11	1.02	1.02	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	17.97	176.54	4.23
	B - Calthorpe St	7.40	0.00	20.87	5.22
	C - A361 S	128.97	18.93	0.00	5.29
	D - Crouch St	3.07	3.05	1.02	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	24.31	136.37	2.11
	B - Calthorpe St	11.63	0.00	25.04	6.26
	C - A361 S	124.74	15.78	0.00	2.11
	D - Crouch St	5.11	1.02	1.02	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	8	1	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	2	0	0	0
	D - Crouch St	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	1	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	4	0	0	0
	D - Crouch St	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	2	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	2	6	0	0
	D - Crouch St	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	0	0
	B - Calthorpe St	22	0	4	0
	C - A361 S	3	0	0	0
	D - Crouch St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.39	13.69	0.6	B	36.36	145.42
A-BCD	0.04	6.27	0.0	A	3.17	12.70
A-B					17.71	70.82
A-C					150.11	600.42
D-ABC	0.08	10.47	0.1	B	7.66	30.63
C-ABD	0.14	7.83	0.2	A	16.56	66.26
C-D					4.76	19.03
C-A					127.64	510.58

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	38.68	38.68	120.53	0.321	38.21	0.0	0.5	10.874	B
A-BCD	5.29	5.29	149.86	0.035	5.26	0.0	0.0	6.222	A
A-B	14.80	14.80			14.80				
A-C	140.59	140.59			140.59				
D-ABC	9.20	9.20	140.78	0.065	9.13	0.0	0.1	6.833	A
C-ABD	14.72	14.72	145.89	0.101	14.61	0.0	0.1	6.849	A
C-D	5.29	5.29			5.29				
C-A	126.85	126.85			126.85				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30.33	30.33	112.15	0.270	30.42	0.5	0.4	11.025	B
A-BCD	1.06	1.06	147.86	0.007	1.09	0.0	0.0	6.134	A
A-B	13.74	13.74			13.74				
A-C	146.94	146.94			146.94				
D-ABC	7.15	7.15	114.63	0.062	7.15	0.1	0.1	8.375	A
C-ABD	16.83	16.83	146.06	0.115	16.81	0.1	0.1	6.963	A
C-D	6.34	6.34			6.34				
C-A	130.02	130.02			130.02				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	33.49	33.49	101.84	0.329	33.38	0.4	0.5	13.125	B
A-BCD	4.23	4.23	147.79	0.029	4.21	0.0	0.0	6.268	A
A-B	17.97	17.97			17.97				
A-C	176.53	176.53			176.53				
D-ABC	7.14	7.14	93.09	0.077	7.12	0.1	0.1	10.467	B
C-ABD	18.93	18.93	136.78	0.138	18.90	0.1	0.2	7.830	A
C-D	5.29	5.29			5.29				
C-A	128.97	128.97			128.97				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	42.93	42.93	109.79	0.391	42.77	0.5	0.6	13.694	B
A-BCD	2.11	2.11	150.56	0.014	2.13	0.0	0.0	6.065	A
A-B	24.31	24.31			24.31				
A-C	136.37	136.37			136.37				
D-ABC	7.15	7.15	115.56	0.062	7.16	0.1	0.1	8.303	A
C-ABD	15.78	15.78	145.70	0.108	15.81	0.2	0.1	7.175	A
C-D	2.11	2.11			2.11				
C-A	124.74	124.74			124.74				

A361 / Calthorpe St - 2028 Base+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - A361-Calthrope Street	Crossroads	Two-way		1.14	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	63	Stream D-ABC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2028 Base+Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A361 N		DIRECT	✓	100.000
B - Calthorpe St		DIRECT	✓	100.000
C - A361 S		DIRECT	✓	100.000
D - Crouch St		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	15.77	166.11	12.12
	B - Calthorpe St	3.28	0.00	17.31	0.64
	C - A361 S	162.93	15.21	0.00	7.41
	D - Crouch St	3.06	2.67	2.04	0.00

Demand (PCU/TS)

08:15 - 08:30

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	7.88	179.86	3.03
	B - Calthorpe St	3.28	0.00	6.75	0.00
	C - A361 S	152.35	20.92	0.00	4.23
	D - Crouch St	3.06	0.89	4.09	0.00

08:30 - 08:45

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	20.27	139.66	4.04
	B - Calthorpe St	6.56	0.00	3.80	0.64
	C - A361 S	160.82	11.41	0.00	6.35
	D - Crouch St	2.04	0.00	3.06	0.00

08:45 - 09:00

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	14.64	137.54	3.03
	B - Calthorpe St	3.28	0.00	8.76	1.28
	C - A361 S	140.71	27.57	0.00	4.23
	D - Crouch St	4.09	1.78	2.04	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	5	0
	B - Calthorpe St	0	0	14	0
	C - A361 S	5	0	0	17
	D - Crouch St	0	0	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	4	0
	B - Calthorpe St	0	0	19	0
	C - A361 S	6	0	0	0
	D - Crouch St	0	0	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	7	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	4	0	0	0
	D - Crouch St	0	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	11	0
	B - Calthorpe St	0	0	32	0
	C - A361 S	8	0	0	0
	D - Crouch St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.18	11.54	0.2	B	13.89	55.57
A-BCD	0.09	6.96	0.1	A	5.59	22.34
A-B					14.64	58.55
A-C					155.76	623.05
D-ABC	0.09	11.87	0.1	B	7.21	28.83
C-ABD	0.19	7.63	0.2	A	18.78	75.11
C-D					5.55	22.22
C-A					154.20	616.81

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	21.22	21.22	115.98	0.183	20.98	0.0	0.2	10.495	B
A-BCD	12.24	12.24	141.51	0.086	12.14	0.0	0.1	6.955	A
A-B	15.75	15.75			15.75				
A-C	166.00	166.00			166.00				
D-ABC	7.77	7.77	83.42	0.093	7.67	0.0	0.1	11.866	B
C-ABD	15.21	15.21	137.11	0.111	15.09	0.0	0.1	7.367	A
C-D	7.41	7.41			7.41				
C-A	162.93	162.93			162.93				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10.03	10.03	102.98	0.097	10.16	0.2	0.1	10.803	B
A-BCD	3.03	3.03	141.60	0.021	3.10	0.1	0.0	6.502	A
A-B	7.88	7.88			7.88				
A-C	179.86	179.86			179.86				
D-ABC	8.04	8.04	86.32	0.093	8.04	0.1	0.1	11.496	B
C-ABD	20.92	20.92	138.81	0.151	20.86	0.1	0.2	7.627	A
C-D	4.23	4.23			4.23				
C-A	152.35	152.35			152.35				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	10.99	10.99	93.62	0.117	10.98	0.1	0.1	11.541	B
A-BCD	4.04	4.04	142.32	0.028	4.04	0.0	0.0	6.508	A
A-B	20.27	20.27			20.27				
A-C	139.65	139.65			139.65				
D-ABC	5.11	5.11	91.36	0.056	5.15	0.1	0.1	10.444	B
C-ABD	11.41	11.41	145.22	0.079	11.50	0.2	0.1	6.734	A
C-D	6.35	6.35			6.35				
C-A	160.82	160.82			160.82				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	13.32	13.32	110.71	0.120	13.31	0.1	0.1	10.017	B
A-BCD	3.03	3.03	142.08	0.021	3.04	0.0	0.0	6.472	A
A-B	14.64	14.64			14.64				
A-C	137.54	137.54			137.54				
D-ABC	7.91	7.91	99.34	0.080	7.88	0.1	0.1	9.838	A
C-ABD	27.57	27.57	147.45	0.187	27.43	0.1	0.2	7.487	A
C-D	4.23	4.23			4.23				
C-A	140.71	140.71			140.71				

A361 / Calthorpe St - 2028 Base+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J3 - A361-Calthrope Street	Crossroads	Two-way		1.91	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	44	Stream B-ACD

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2028 Base+Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - A361 N		DIRECT	✓	100.000
B - Calthorpe St		DIRECT	✓	100.000
C - A361 S		DIRECT	✓	100.000
D - Crouch St		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	17.28	140.59	5.29
	B - Calthorpe St	6.52	0.00	24.38	3.22
	C - A361 S	126.85	16.04	0.00	5.29
	D - Crouch St	9.20	0.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	16.22	146.94	1.06
	B - Calthorpe St	6.52	0.00	16.54	4.02
	C - A361 S	130.02	18.33	0.00	6.34
	D - Crouch St	5.11	0.92	1.02	0.00

17:30 - 17:45

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	21.21	176.54	4.23
	B - Calthorpe St	9.12	0.00	17.42	4.02
	C - A361 S	128.97	20.53	0.00	5.29
	D - Crouch St	3.07	2.77	1.02	0.00

17:45 - 18:00

Demand (PCU/TS)

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0.00	28.70	136.37	2.11
	B - Calthorpe St	13.84	0.00	21.07	4.83
	C - A361 S	124.74	17.19	0.00	2.11
	D - Crouch St	5.11	0.92	1.02	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	7	1	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	2	0	0	0
	D - Crouch St	0	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	1	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	4	0	0	0
	D - Crouch St	0	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	2	0
	B - Calthorpe St	0	0	0	0
	C - A361 S	2	5	0	0
	D - Crouch St	0	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To			
		A - A361 N	B - Calthorpe St	C - A361 S	D - Crouch St
From	A - A361 N	0	0	0	0
	B - Calthorpe St	18	0	5	0
	C - A361 S	3	0	0	0
	D - Crouch St	0	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-ACD	0.38	13.89	0.6	B	32.88	131.50
A-BCD	0.04	6.29	0.0	A	3.17	12.70
A-B					20.85	83.42
A-C					150.11	600.42
D-ABC	0.07	10.37	0.1	B	7.54	30.17
C-ABD	0.15	7.97	0.2	A	18.02	72.09
C-D					4.76	19.03
C-A					127.64	510.58

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	34.12	34.12	117.02	0.292	33.71	0.0	0.4	10.753	B
A-BCD	5.29	5.29	149.40	0.035	5.26	0.0	0.0	6.242	A
A-B	17.28	17.28			17.28				
A-C	140.59	140.59			140.59				
D-ABC	9.20	9.20	140.78	0.065	9.13	0.0	0.1	6.833	A
C-ABD	16.04	16.04	145.29	0.110	15.92	0.0	0.1	6.951	A
C-D	5.29	5.29			5.29				
C-A	126.85	126.85			126.85				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	27.08	27.08	108.80	0.249	27.15	0.4	0.3	11.034	B
A-BCD	1.06	1.06	147.33	0.007	1.09	0.0	0.0	6.154	A
A-B	16.22	16.22			16.22				
A-C	146.94	146.94			146.94				
D-ABC	7.06	7.06	115.25	0.061	7.06	0.1	0.1	8.320	A
C-ABD	18.33	18.33	145.46	0.126	18.31	0.1	0.1	7.078	A
C-D	6.34	6.34			6.34				
C-A	130.02	130.02			130.02				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	30.56	30.56	97.82	0.312	30.45	0.3	0.4	13.336	B
A-BCD	4.23	4.23	147.23	0.029	4.21	0.0	0.0	6.293	A
A-B	21.21	21.21			21.21				
A-C	176.53	176.53			176.53				
D-ABC	6.86	6.86	93.63	0.073	6.85	0.1	0.1	10.369	B
C-ABD	20.53	20.53	136.00	0.151	20.49	0.1	0.2	7.972	A
C-D	5.29	5.29			5.29				
C-A	128.97	128.97			128.97				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-ACD	39.74	39.74	105.89	0.375	39.59	0.4	0.6	13.893	B
A-BCD	2.11	2.11	150.07	0.014	2.13	0.0	0.0	6.086	A
A-B	28.70	28.70			28.70				
A-C	136.37	136.37			136.37				
D-ABC	7.06	7.06	116.16	0.061	7.07	0.1	0.1	8.252	A
C-ABD	17.19	17.19	144.64	0.119	17.23	0.2	0.1	7.297	A
C-D	2.11	2.11			2.11				
C-A	124.74	124.74			124.74				

Junctions 9

PICADY 9 - Priority Intersection Module

Filename: J6 - Marlborough Street LT.j9
Path: T:\2022 Projects\22-312 - Calthorpe Street, Banbury\02 - Transport Planning\Calculations\Capacity Modelling\Picady
Report generation date: 26/05/2023 15:42:46

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023 Base													
Stream B-C	D1	0.2	11.83	0.15	B	8.29	20 % [Stream B-A]	D2	0.6	85.03	0.41	F	32.55	-11 % [Stream B-A]
Stream B-A		1.7	20.04	0.64	C				7.7	62.78	0.95	F		
Stream C-B		0.2	8.64	0.17	A				0.2	7.63	0.13	A		
	2028 Base													
Stream B-C	D3	0.2	13.01	0.17	B	9.28	14 % [Stream B-A]	D4	2.4	283.60	1.01	F	52.18	-15 % [Stream B-A]
Stream B-A		2.1	22.70	0.68	C				12.0	88.15	1.01	F		
Stream C-B		0.2	8.87	0.19	A				0.2	7.78	0.14	A		
	2028 Base+Dev													
Stream B-C	D5	0.4	12.20	0.26	B	9.01	15 % [Stream B-A]	D6	1.4	137.86	0.65	F	38.82	-12 % [Stream B-A]
Stream B-A		1.8	22.00	0.65	C				8.4	68.78	0.96	F		
Stream C-B		0.3	9.19	0.23	A				0.2	7.96	0.16	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	03/04/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCAD\TP.Modelling
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2028 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2028 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2028 Base+Dev	AM	DIRECT	08:00	09:00	60	15	✓
D6	2028 Base+Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough St / Calthorpe St / High St	T-Junction	Two-way		8.29	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	20	Stream B-A

Arms

Arms

Arm	Name	Description	Arm type
A	High Street West		Major
B	Marlb. Rd Entry / High St E Exit		Minor
C	Calthorpe Stret		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Calthorpe Stret	6.95			100.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Width at give-way (m)	Width at 5m (m)	Width at 10m (m)	Width at 15m (m)	Width at 20m (m)	Estimate flare length	Flare length (PCU)	Visibility to left (m)	Visibility to right (m)
B - Marlb. Rd Entry / High St E Exit	One lane plus flare	10.00	6.00	4.30	3.60	3.20		1.00	22	57

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	143.820	0.100	0.254	0.160	0.363
B-C	164.955	0.097	0.245	-	-
C-B	157.969	0.235	0.235	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street West		DIRECT	✓	100.000
B - Marlb. Rd Entry / High St E Exit		DIRECT	✓	100.000
C - Calthorpe Stret		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	77.00	7.00
	B - Marlb. Rd Entry / High St E Exit	81.28	0.00	6.00
	C - Calthorpe Stret	8.09	17.18	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	109.00	9.00
	B - Marlb. Rd Entry / High St E Exit	76.26	0.00	12.00
	C - Calthorpe Stret	2.02	20.22	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	114.00	4.00
	B - Marlb. Rd Entry / High St E Exit	71.24	0.00	12.00
	C - Calthorpe Stret	5.05	13.14	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	100.00	5.00
	B - Marlb. Rd Entry / High St E Exit	71.24	0.00	16.00
	C - Calthorpe Stret	8.09	23.25	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	5	0
	B - Marlb. Rd Entry / High St E Exit	3	0	0
	C - Calthorpe Stret	0	6	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	8	0
	B - Marlb. Rd Entry / High St E Exit	4	0	9
	C - Calthorpe Stret	0	5	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	4	33
	B - Marlb. Rd Entry / High St E Exit	3	0	20
	C - Calthorpe Stret	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	5	0
	B - Marlb. Rd Entry / High St E Exit	3	0	14
	C - Calthorpe Stret	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.15	11.83	0.2	B	11.50	46.00
B-A	0.64	20.04	1.7	C	75.01	300.03
C-A					5.81	23.25
C-B	0.17	8.64	0.2	A	18.45	73.78
A-B					100.00	400.00
A-C					6.25	25.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	98.34	0.061	5.94	0.0	0.1	9.733	A
B-A	81.28	81.28	126.62	0.642	79.55	0.0	1.7	18.974	C
C-A	8.09	8.09			8.09				
C-B	17.18	17.18	138.25	0.124	17.03	0.0	0.1	7.879	A
A-B	77.00	77.00			77.00				
A-C	7.00	7.00			7.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	97.49	0.123	11.92	0.1	0.1	11.083	B
B-A	76.26	76.26	122.16	0.624	76.26	1.7	1.7	20.043	C
C-A	2.02	2.02			2.02				
C-B	20.22	20.22	130.27	0.155	20.17	0.1	0.2	8.644	A
A-B	109.00	109.00			109.00				
A-C	9.00	9.00			9.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.00	12.00	105.71	0.114	12.00	0.1	0.1	10.912	B
B-A	71.24	71.24	124.94	0.570	71.54	1.7	1.4	17.695	C
C-A	5.05	5.05			5.05				
C-B	13.14	13.14	130.27	0.101	13.21	0.2	0.1	7.961	A
A-B	114.00	114.00			114.00				
A-C	4.00	4.00			4.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16.00	16.00	104.85	0.153	15.94	0.1	0.2	11.835	B
B-A	71.24	71.24	121.20	0.588	71.24	1.4	1.4	18.516	C
C-A	8.09	8.09			8.09				
C-B	23.25	23.25	133.32	0.174	23.16	0.1	0.2	8.162	A
A-B	100.00	100.00			100.00				
A-C	5.00	5.00			5.00				

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough St / Calthorpe St / High St	T-Junction	Two-way		32.55	D

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-11	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street West		DIRECT	✓	100.000
B - Marlb. Rd Entry / High St E Exit		DIRECT	✓	100.000
C - Calthorpe Stret		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	96.00	4.00
	B - Marlb. Rd Entry / High St E Exit	106.00	0.00	14.00
	C - Calthorpe Stret	14.89	16.87	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	88.00	6.00
	B - Marlb. Rd Entry / High St E Exit	115.09	0.00	6.00
	C - Calthorpe Stret	19.85	17.87	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	64.00	2.00
	B - Marlb. Rd Entry / High St E Exit	83.79	0.00	10.00
	C - Calthorpe Stret	17.87	17.87	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	74.00	5.00
	B - Marlb. Rd Entry / High St E Exit	120.14	0.00	8.00
	C - Calthorpe Stret	11.91	15.88	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	4	0
	B - Marlb. Rd Entry / High St E Exit	0	0	0
	C - Calthorpe Stret	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	4	0
	B - Marlb. Rd Entry / High St E Exit	0	0	0
	C - Calthorpe Stret	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	3	0
	B - Marlb. Rd Entry / High St E Exit	0	0	0
	C - Calthorpe Stret	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	6	0
	B - Marlb. Rd Entry / High St E Exit	2	0	14
	C - Calthorpe Stret	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.41	85.03	0.6	F	9.50	38.00
B-A	0.95	62.78	7.7	F	106.25	425.02
C-A					16.13	64.52
C-B	0.13	7.63	0.2	A	17.12	68.49
A-B					80.50	322.00
A-C					4.25	17.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.00	14.00	53.69	0.261	13.66	0.0	0.3	22.305	C
B-A	106.00	106.00	123.39	0.859	101.39	0.0	4.6	35.734	E
C-A	14.89	14.89			14.89				
C-B	16.87	16.87	134.50	0.125	16.73	0.0	0.1	7.632	A
A-B	96.00	96.00			96.00				
A-C	4.00	4.00			4.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.00	6.00	16.20	0.370	5.82	0.3	0.5	85.030	F
B-A	115.09	115.09	123.42	0.932	111.96	4.6	7.7	62.782	F
C-A	19.85	19.85			19.85				
C-B	17.87	17.87	135.91	0.131	17.86	0.1	0.2	7.623	A
A-B	88.00	88.00			88.00				
A-C	6.00	6.00			6.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.00	10.00	85.68	0.117	10.39	0.5	0.1	12.010	B
B-A	83.79	83.79	126.94	0.660	89.45	7.7	2.1	27.028	D
C-A	17.87	17.87			17.87				
C-B	17.87	17.87	142.48	0.125	17.87	0.2	0.1	7.225	A
A-B	64.00	64.00			64.00				
A-C	2.00	2.00			2.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.00	8.00	19.59	0.408	7.52	0.1	0.6	73.471	F
B-A	120.14	120.14	126.78	0.948	114.47	2.1	7.7	54.605	F
C-A	11.91	11.91			11.91				
C-B	15.88	15.88	139.43	0.114	15.90	0.1	0.1	7.288	A
A-B	74.00	74.00			74.00				
A-C	5.00	5.00			5.00				

2028 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough St / Calthorpe St / High St	T-Junction	Two-way		9.28	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	14	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2028 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street West		DIRECT	✓	100.000
B - Marlb. Rd Entry / High St E Exit		DIRECT	✓	100.000
C - Calthorpe Stret		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	81.47	7.35
	B - Marlb. Rd Entry / High St E Exit	85.69	0.00	6.35
	C - Calthorpe Stret	8.36	18.18	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	115.32	9.45
	B - Marlb. Rd Entry / High St E Exit	80.40	0.00	12.70
	C - Calthorpe Stret	2.09	21.39	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	120.61	4.20
	B - Marlb. Rd Entry / High St E Exit	75.11	0.00	12.70
	C - Calthorpe Stret	5.23	13.90	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	105.80	5.25
	B - Marlb. Rd Entry / High St E Exit	75.11	0.00	16.93
	C - Calthorpe Stret	8.36	24.60	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	5	0
	B - Marlb. Rd Entry / High St E Exit	3	0	0
	C - Calthorpe Stret	0	6	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	8	0
	B - Marlb. Rd Entry / High St E Exit	4	0	9
	C - Calthorpe Stret	0	5	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	4	33
	B - Marlb. Rd Entry / High St E Exit	3	0	20
	C - Calthorpe Stret	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	5	0
	B - Marlb. Rd Entry / High St E Exit	3	0	14
	C - Calthorpe Stret	14	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.17	13.01	0.2	B	12.17	48.67
B-A	0.68	22.70	2.1	C	79.08	316.32
C-A					6.01	24.04
C-B	0.19	8.87	0.2	A	19.52	78.06
A-B					105.80	423.20
A-C					6.56	26.26

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.35	6.35	90.52	0.070	6.27	0.0	0.1	10.674	B
B-A	85.69	85.69	125.65	0.682	83.65	0.0	2.0	21.074	C
C-A	8.36	8.36			8.36				
C-B	18.18	18.18	137.12	0.133	18.02	0.0	0.2	8.018	A
A-B	81.47	81.47			81.47				
A-C	7.35	7.35			7.35				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.70	12.70	89.46	0.142	12.60	0.1	0.2	12.327	B
B-A	80.40	80.40	120.81	0.666	80.38	2.0	2.1	22.699	C
C-A	2.09	2.09			2.09				
C-B	21.39	21.39	128.68	0.166	21.34	0.2	0.2	8.867	A
A-B	115.32	115.32			115.32				
A-C	9.45	9.45			9.45				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.70	12.70	99.08	0.128	12.70	0.2	0.2	11.831	B
B-A	75.11	75.11	123.75	0.607	75.49	2.1	1.7	19.649	C
C-A	5.23	5.23			5.23				
C-B	13.90	13.90	128.67	0.108	13.98	0.2	0.1	8.127	A
A-B	120.61	120.61			120.61				
A-C	4.20	4.20			4.20				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16.93	16.93	97.82	0.173	16.86	0.2	0.2	13.010	B
B-A	75.11	75.11	119.74	0.627	75.10	1.7	1.7	20.715	C
C-A	8.36	8.36			8.36				
C-B	24.60	24.60	131.90	0.186	24.50	0.1	0.2	8.371	A
A-B	105.80	105.80			105.80				
A-C	5.25	5.25			5.25				

2028 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough St / Calthorpe St / High St	T-Junction	Two-way		52.18	F

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-15	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2028 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street West		DIRECT	✓	100.000
B - Marlb. Rd Entry / High St E Exit		DIRECT	✓	100.000
C - Calthorpe Stret		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	101.48	4.20
	B - Marlb. Rd Entry / High St E Exit	111.80	0.00	14.80
	C - Calthorpe Stret	15.54	17.84	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	93.02	6.30
	B - Marlb. Rd Entry / High St E Exit	121.38	0.00	6.34
	C - Calthorpe Stret	20.71	18.89	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	67.65	2.10
	B - Marlb. Rd Entry / High St E Exit	88.37	0.00	10.57
	C - Calthorpe Stret	18.64	18.89	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	78.23	5.25
	B - Marlb. Rd Entry / High St E Exit	126.70	0.00	8.46
	C - Calthorpe Stret	12.43	16.79	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	4	0
	B - Marlb. Rd Entry / High St E Exit	0	0	0
	C - Calthorpe Stret	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	4	0
	B - Marlb. Rd Entry / High St E Exit	0	0	0
	C - Calthorpe Stret	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	3	0
	B - Marlb. Rd Entry / High St E Exit	0	0	0
	C - Calthorpe Stret	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	6	0
	B - Marlb. Rd Entry / High St E Exit	2	0	14
	C - Calthorpe Stret	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	1.01	283.60	2.4	F	10.04	40.17
B-A	1.01	88.15	12.0	F	112.06	448.25
C-A					16.83	67.32
C-B	0.14	7.78	0.2	A	18.10	72.40
A-B					85.10	340.39
A-C					4.46	17.85

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	14.80	14.80	39.08	0.379	14.23	0.0	0.6	35.487	E
B-A	111.80	111.80	122.04	0.916	105.44	0.0	6.4	44.373	E
C-A	15.54	15.54			15.54				
C-B	17.84	17.84	133.16	0.134	17.68	0.0	0.2	7.783	A
A-B	101.48	101.48			101.48				
A-C	4.20	4.20			4.20				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	6.34	6.34	6.62	0.958	4.80	0.6	2.1	282.071	F
B-A	121.38	121.38	122.28	0.993	115.76	6.4	12.0	88.150	F
C-A	20.71	20.71			20.71				
C-B	18.89	18.89	134.66	0.140	18.88	0.2	0.2	7.773	A
A-B	93.02	93.02			93.02				
A-C	6.30	6.30			6.30				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	10.57	10.57	69.05	0.153	12.50	2.1	0.2	16.433	C
B-A	88.37	88.37	125.68	0.703	97.73	12.0	2.6	39.946	E
C-A	18.64	18.64			18.64				
C-B	18.89	18.89	141.60	0.133	18.89	0.2	0.2	7.334	A
A-B	67.65	67.65			67.65				
A-C	2.10	2.10			2.10				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	8.46	8.46	8.41	1.006	6.25	0.2	2.4	283.596	F
B-A	126.70	126.70	125.79	1.007	118.02	2.6	11.3	71.603	F
C-A	12.43	12.43			12.43				
C-B	16.79	16.79	138.38	0.121	16.80	0.2	0.1	7.406	A
A-B	78.23	78.23			78.23				
A-C	5.25	5.25			5.25				

2028 Base+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough St / Calthorpe St / High St	T-Junction	Two-way		9.01	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	15	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2028 Base+Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street West		DIRECT	✓	100.000
B - Marlb. Rd Entry / High St E Exit		DIRECT	✓	100.000
C - Calthorpe Stret		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	81.47	6.41
	B - Marlb. Rd Entry / High St E Exit	80.61	0.00	11.53
	C - Calthorpe Stret	5.05	22.56	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	115.32	8.25
	B - Marlb. Rd Entry / High St E Exit	75.71	0.00	22.19
	C - Calthorpe Stret	1.26	26.59	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	120.61	3.80
	B - Marlb. Rd Entry / High St E Exit	70.67	0.00	21.33
	C - Calthorpe Stret	3.16	17.46	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	105.80	4.58
	B - Marlb. Rd Entry / High St E Exit	70.67	0.00	29.01
	C - Calthorpe Stret	5.47	30.89	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	5	0
	B - Marlb. Rd Entry / High St E Exit	3	0	0
	C - Calthorpe Stret	0	5	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	8	0
	B - Marlb. Rd Entry / High St E Exit	4	0	5
	C - Calthorpe Stret	0	4	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	4	38
	B - Marlb. Rd Entry / High St E Exit	3	0	11
	C - Calthorpe Stret	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	5	0
	B - Marlb. Rd Entry / High St E Exit	3	0	8
	C - Calthorpe Stret	24	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.26	12.20	0.4	B	21.01	84.06
B-A	0.65	22.00	1.8	C	74.42	297.67
C-A					3.73	14.94
C-B	0.23	9.19	0.3	A	24.38	97.51
A-B					105.80	423.20
A-C					5.76	23.04

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	11.53	11.53	98.65	0.117	11.40	0.0	0.1	10.299	B
B-A	80.61	80.61	124.45	0.648	78.84	0.0	1.8	19.582	C
C-A	5.05	5.05			5.05				
C-B	22.56	22.56	137.34	0.164	22.36	0.0	0.2	8.204	A
A-B	81.47	81.47			81.47				
A-C	6.41	6.41			6.41				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	22.19	22.19	97.65	0.227	22.02	0.1	0.3	12.201	B
B-A	75.71	75.71	117.33	0.645	75.66	1.8	1.8	21.999	C
C-A	1.26	1.26			1.26				
C-B	26.59	26.59	128.97	0.206	26.53	0.2	0.3	9.188	A
A-B	115.32	115.32			115.32				
A-C	8.25	8.25			8.25				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	21.33	21.33	107.15	0.199	21.35	0.3	0.3	11.245	B
B-A	70.67	70.67	121.00	0.584	70.96	1.8	1.5	18.952	C
C-A	3.16	3.16			3.16				
C-B	17.46	17.46	128.77	0.136	17.57	0.3	0.2	8.333	A
A-B	120.61	120.61			120.61				
A-C	3.80	3.80			3.80				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	29.01	29.01	110.85	0.262	28.90	0.3	0.4	12.023	B
B-A	70.67	70.67	120.88	0.585	70.72	1.5	1.5	18.532	C
C-A	5.47	5.47			5.47				
C-B	30.89	30.89	132.06	0.234	30.76	0.2	0.3	8.870	A
A-B	105.80	105.80			105.80				
A-C	4.58	4.58			4.58				

2028 Base+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough St / Calthorpe St / High St	T-Junction	Two-way		38.82	E

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	-12	Stream B-A

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2028 Base+Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street West		DIRECT	✓	100.000
B - Marlb. Rd Entry / High St E Exit		DIRECT	✓	100.000
C - Calthorpe Stret		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	101.48	3.70
	B - Marlb. Rd Entry / High St E Exit	105.16	0.00	23.24
	C - Calthorpe Stret	14.34	20.63	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	93.02	5.55
	B - Marlb. Rd Entry / High St E Exit	114.18	0.00	9.96
	C - Calthorpe Stret	19.12	21.84	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	67.65	1.85
	B - Marlb. Rd Entry / High St E Exit	83.13	0.00	16.60
	C - Calthorpe Stret	17.21	21.84	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0.00	78.23	4.62
	B - Marlb. Rd Entry / High St E Exit	119.31	0.00	12.68
	C - Calthorpe Stret	11.47	19.42	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	4	0
	B - Marlb. Rd Entry / High St E Exit	0	0	0
	C - Calthorpe Stret	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	4	0
	B - Marlb. Rd Entry / High St E Exit	0	0	0
	C - Calthorpe Stret	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	3	0
	B - Marlb. Rd Entry / High St E Exit	0	0	0
	C - Calthorpe Stret	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - High Street West	B - Marlb. Rd Entry / High St E Exit	C - Calthorpe Stret
From	A - High Street West	0	6	0
	B - Marlb. Rd Entry / High St E Exit	2	0	9
	C - Calthorpe Stret	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-C	0.65	137.86	1.4	F	15.62	62.48
B-A	0.96	68.78	8.4	F	105.45	421.78
C-A					15.54	62.16
C-B	0.16	7.96	0.2	A	20.93	83.74
A-B					85.10	340.39
A-C					3.93	15.71

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	23.24	23.24	53.89	0.431	22.52	0.0	0.7	28.111	D
B-A	105.16	105.16	119.33	0.881	99.99	0.0	5.2	39.673	E
C-A	14.34	14.34			14.34				
C-B	20.63	20.63	133.28	0.155	20.45	0.0	0.2	7.963	A
A-B	101.48	101.48			101.48				
A-C	3.70	3.70			3.70				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	9.96	9.96	15.25	0.653	9.31	0.7	1.4	137.864	F
B-A	114.18	114.18	121.10	0.943	110.95	5.2	8.4	68.778	F
C-A	19.12	19.12			19.12				
C-B	21.84	21.84	134.83	0.162	21.83	0.2	0.2	7.963	A
A-B	93.02	93.02			93.02				
A-C	5.55	5.55			5.55				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	16.60	16.60	84.85	0.196	17.72	1.4	0.2	13.619	B
B-A	83.13	83.13	124.23	0.669	89.35	8.4	2.2	29.539	D
C-A	17.21	17.21			17.21				
C-B	21.84	21.84	141.66	0.154	21.85	0.2	0.2	7.514	A
A-B	67.65	67.65			67.65				
A-C	1.85	1.85			1.85				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-C	12.68	12.68	20.14	0.630	11.64	0.2	1.3	95.581	F
B-A	119.31	119.31	124.41	0.959	113.23	2.2	8.3	58.170	F
C-A	11.47	11.47			11.47				
C-B	19.42	19.42	138.52	0.140	19.44	0.2	0.2	7.557	A
A-B	78.23	78.23			78.23				
A-C	4.62	4.62			4.62				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

Filename: J6 - Marlborough Street RT.j9
Path: T:\2022 Projects\22-312 - Calthorpe Street, Banbury\02 - Transport Planning\Calculations\Capacity Modelling\Picady
Report generation date: 26/05/2023 15:40:07

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023 Base													
Stream B-AC	D1	0.2	8.36	0.18	A	1.04	257 % [Stream B-AC]	D2	0.3	7.79	0.20	A	1.73	249 % [Stream B-AC]
Stream C-B		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2028 Base													
Stream B-AC	D3	0.3	8.50	0.19	A	1.06	239 % [Stream B-AC]	D4	0.3	7.93	0.21	A	1.76	231 % [Stream B-AC]
Stream C-B		0.0	0.00	0.00	A				0.0	0.00	0.00	A		
	2028 Base+Dev													
Stream B-AC	D5	0.2	8.43	0.18	A	1.00	252 % [Stream B-AC]	D6	0.3	7.81	0.20	A	1.65	247 % [Stream B-AC]
Stream C-B		0.0	0.00	0.00	A				0.0	0.00	0.00	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	03/04/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCAD\TP.Modelling
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2028 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2028 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2028 Base+Dev	AM	DIRECT	08:00	09:00	60	15	✓
D6	2028 Base+Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough Stret RT	T-Junction	One-way from C to A		1.04	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	257	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	High Street East		Major
B	Marlborough Road		Minor
C	High Street West		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - High Street West	7.55			100.0		-

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Marlborough Road	One lane	4.14	64	100

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	152.710	0.067	0.170	0.107	0.243
B-C	191.322	0.071	0.179	-	-
C-B	157.969	0.148	0.148	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Marlborough Road		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

08:00 - 08:15

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	3.12	0.00	0.00
	C - High Street West	77.00	0.00	0.00

08:15 - 08:30

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	12.46	0.00	0.00
	C - High Street West	109.00	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	15.58	0.00	0.00
	C - High Street West	114.00	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	25.96	0.00	0.00
	C - High Street West	100.00	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	5	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	8	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	7	0	0
	C - High Street West	4	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	9	0	0
	C - High Street West	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.18	8.36	0.2	A	14.28	57.12
C-A					100.00	400.00
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					0.00	0.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	3.12	3.12	144.48	0.022	3.09	0.0	0.0	6.365	A
C-A	77.00	77.00			77.00				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12.46	12.46	141.06	0.088	12.39	0.0	0.1	6.992	A
C-A	109.00	109.00			109.00				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15.58	15.58	140.53	0.111	15.55	0.1	0.1	7.447	A
C-A	114.00	114.00			114.00				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25.96	25.96	142.02	0.183	25.85	0.1	0.2	8.358	A
C-A	100.00	100.00			100.00				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough Stret RT	T-Junction	One-way from C to A		1.73	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	249	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Marlborough Road		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	21.53	0.00	0.00
	C - High Street West	96.00	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	13.70	0.00	0.00
	C - High Street West	88.00	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	27.40	0.00	0.00
	C - High Street West	64.00	0.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	29.36	0.00	0.00
	C - High Street West	74.00	0.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	4	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	4	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	3	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.20	7.79	0.3	A	23.00	92.00
C-A					80.50	322.00
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					0.00	0.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21.53	21.53	142.45	0.151	21.36	0.0	0.2	7.421	A
C-A	96.00	96.00			96.00				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13.70	13.70	143.30	0.096	13.77	0.2	0.1	6.953	A
C-A	88.00	88.00			88.00				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27.40	27.40	145.87	0.188	27.28	0.1	0.2	7.581	A
C-A	64.00	64.00			64.00				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29.36	29.36	144.80	0.203	29.34	0.2	0.3	7.792	A
C-A	74.00	74.00			74.00				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

2028 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough Stret RT	T-Junction	One-way from C to A		1.06	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	239	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2028 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Marlborough Road		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	3.28	0.00	0.00
	C - High Street West	81.47	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	13.14	0.00	0.00
	C - High Street West	115.32	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	16.42	0.00	0.00
	C - High Street West	120.61	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	27.37	0.00	0.00
	C - High Street West	105.80	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	5	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	8	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	7	0	0
	C - High Street West	4	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	9	0	0
	C - High Street West	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.19	8.50	0.3	A	15.05	60.22
C-A					105.80	423.20
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					0.00	0.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	3.28	3.28	144.00	0.023	3.26	0.0	0.0	6.394	A
C-A	81.47	81.47			81.47				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13.14	13.14	140.38	0.094	13.06	0.0	0.1	7.063	A
C-A	115.32	115.32			115.32				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	16.42	16.42	139.82	0.117	16.39	0.1	0.1	7.539	A
C-A	120.61	120.61			120.61				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27.37	27.37	141.40	0.194	27.25	0.1	0.3	8.504	A
C-A	105.80	105.80			105.80				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

2028 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough Stret RT	T-Junction	One-way from C to A		1.76	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	231	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2028 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Marlborough Road		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	22.71	0.00	0.00
	C - High Street West	101.48	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	14.45	0.00	0.00
	C - High Street West	93.02	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	28.90	0.00	0.00
	C - High Street West	67.65	0.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	30.97	0.00	0.00
	C - High Street West	78.23	0.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	4	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	4	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	3	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.21	7.93	0.3	A	24.26	97.03
C-A					85.10	340.39
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					0.00	0.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	22.71	22.71	141.86	0.160	22.52	0.0	0.2	7.518	A
C-A	101.48	101.48			101.48				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14.45	14.45	142.77	0.101	14.53	0.2	0.1	7.021	A
C-A	93.02	93.02			93.02				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	28.90	28.90	145.48	0.199	28.77	0.1	0.2	7.703	A
C-A	67.65	67.65			67.65				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	30.97	30.97	144.35	0.215	30.94	0.2	0.3	7.934	A
C-A	78.23	78.23			78.23				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

2028 Base+Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough Stret RT	T-Junction	One-way from C to A		1.00	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	252	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2028 Base+Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Marlborough Road		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	3.08	0.00	0.00
	C - High Street West	81.47	0.00	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	12.34	0.00	0.00
	C - High Street West	115.32	0.00	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	15.49	0.00	0.00
	C - High Street West	120.61	0.00	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	25.84	0.00	0.00
	C - High Street West	105.80	0.00	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	5	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	8	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	8	0	0
	C - High Street West	4	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	9	0	0
	C - High Street West	5	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.18	8.43	0.2	A	14.19	56.75
C-A					105.80	423.20
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					0.00	0.00

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	3.08	3.08	144.00	0.021	3.06	0.0	0.0	6.385	A
C-A	81.47	81.47			81.47				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12.34	12.34	140.38	0.088	12.27	0.0	0.1	7.022	A
C-A	115.32	115.32			115.32				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15.49	15.49	139.82	0.111	15.46	0.1	0.1	7.500	A
C-A	120.61	120.61			120.61				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	25.84	25.84	141.40	0.183	25.73	0.1	0.2	8.434	A
C-A	105.80	105.80			105.80				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

2028 Base+Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	J6 - Marlborough Stret RT	T-Junction	One-way from C to A		1.65	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	247	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2028 Base+Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - High Street East		DIRECT	✓	100.000
B - Marlborough Road		DIRECT	✓	100.000
C - High Street West		DIRECT	✓	100.000

Origin-Destination Data

17:00 - 17:15

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	21.36	0.00	0.00
	C - High Street West	101.48	0.00	0.00

17:15 - 17:30

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	13.59	0.00	0.00
	C - High Street West	93.02	0.00	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	27.19	0.00	0.00
	C - High Street West	67.65	0.00	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0.00	0.00	0.00
	B - Marlborough Road	29.13	0.00	0.00
	C - High Street West	78.23	0.00	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	4	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	4	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	3	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - High Street East	B - Marlborough Road	C - High Street West
From	A - High Street East	0	0	0
	B - Marlborough Road	0	0	0
	C - High Street West	6	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.20	7.81	0.3	A	22.82	91.27
C-A					85.10	340.39
C-B	0.00	0.00	0.0	A	0.00	0.00
A-B					0.00	0.00
A-C					0.00	0.00

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	21.36	21.36	141.86	0.151	21.19	0.0	0.2	7.447	A
C-A	101.48	101.48			101.48				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	13.59	13.59	142.77	0.095	13.66	0.2	0.1	6.976	A
C-A	93.02	93.02			93.02				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	27.19	27.19	145.48	0.187	27.07	0.1	0.2	7.592	A
C-A	67.65	67.65			67.65				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	29.13	29.13	144.35	0.202	29.11	0.2	0.3	7.807	A
C-A	78.23	78.23			78.23				
C-B	0.00	0.00	157.97	0.000	0.00	0.0	0.0	0.000	A
A-B	0.00	0.00			0.00				
A-C	0.00	0.00			0.00				

Junctions 9

PICADY 9 - Priority Intersection Module

Version: 9.5.1.7462

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Filename: JX-Site Access.j9
Path: T:\2022 Projects\22-312 - Calthorpe Street, Banbury\02 - Transport Planning\Calculations\Capacity Modelling\Picady
Report generation date: 26/05/2023 15:34:56

Summary of junction performance

	AM							PM						
	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity	Set ID	Queue (PCU)	Delay (s)	RFC	LOS	Junction Delay (s)	Network Residual Capacity
	2023 Base													
Stream B-AC	D1	0.1	7.20	0.06	A	1.49	669 % [Stream B-AC]	D2	0.2	7.93	0.13	A	2.03	376 % [Stream B-AC]
Stream C-AB		0.1	5.64	0.04	A				0.0	5.27	0.01	A		
	2028 Base													
Stream B-AC	D3	0.1	7.23	0.06	A	1.44	647 % [Stream B-AC]	D4	0.2	7.98	0.13	A	1.98	362 % [Stream B-AC]
Stream C-AB		0.1	5.63	0.04	A				0.0	5.25	0.01	A		
	2028 Base + Dev													
Stream B-AC	D5	0.1	7.75	0.10	A	1.67	473 % [Stream B-AC]	D6	0.1	8.44	0.09	A	1.58	368 % [Stream B-AC]
Stream C-AB		0.0	5.52	0.02	A				0.1	5.45	0.05	A		

Values shown are the highest values encountered over all time segments. Delay is the maximum value of average delay per arriving vehicle. Junction LOS and Junction Delay are demand-weighted averages. Network Residual Capacity indicates the amount by which network flow could be increased before a user-definable threshold (see Analysis Options) is met.

File summary

File Description

Title	
Location	
Site number	
Date	26/04/2023
Version	
Status	(new file)
Identifier	
Client	
Jobnumber	
Enumerator	CCAD\TP.Modelling
Description	

Units

Distance units	Speed units	Traffic units input	Traffic units results	Flow units	Average delay units	Total delay units	Rate of delay units
m	kph	PCU	PCU	perTimeSegment	s	-Min	perMin

Analysis Options

Vehicle length (m)	Calculate Queue Percentiles	Calculate detailed queueing delay	Calculate residual capacity	Residual capacity criteria type	RFC Threshold	Average Delay threshold (s)	Queue threshold (PCU)
5.75			✓	Delay	0.85	36.00	20.00

Demand Set Summary

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓
D3	2028 Base	AM	DIRECT	08:00	09:00	60	15	✓
D4	2028 Base	PM	DIRECT	17:00	18:00	60	15	✓
D5	2028 Base + Dev	AM	DIRECT	08:00	09:00	60	15	✓
D6	2028 Base + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Analysis Set Details

ID	Include in report	Network flow scaling factor (%)	Network capacity scaling factor (%)
A1	✓	100.000	100.000

2023 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Calthorpe Street	T-Junction	Two-way		1.49	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	669	Stream B-AC

Arms

Arms

Arm	Name	Description	Arm type
A	Calthorpe Street North		Major
B	Site Access		Minor
C	Calthrorpe Street South		Major

Major Arm Geometry

Arm	Width of carriageway (m)	Has kerbed central reserve	Has right turn bay	Visibility for right turn (m)	Blocks?	Blocking queue (PCU)
C - Calthrorpe Street South	7.15			100.0	✓	0.00

Geometries for Arm C are measured opposite Arm B. Geometries for Arm A (if relevant) are measured opposite Arm D.

Minor Arm Geometry

Arm	Minor arm type	Lane width (m)	Visibility to left (m)	Visibility to right (m)
B - Site Access	One lane	2.90	15	13

Slope / Intercept / Capacity

Priority Intersection Slopes and Intercepts

Stream	Intercept (PCU/TS)	Slope for A-B	Slope for A-C	Slope for C-A	Slope for C-B
B-A	121.003	0.084	0.212	0.133	0.302
B-C	156.448	0.091	0.230	-	-
C-B	157.969	0.233	0.233	-	-

The slopes and intercepts shown above do NOT include any corrections or adjustments.

Streams may be combined, in which case capacity will be adjusted.

Values are shown for the first time segment only; they may differ for subsequent time segments.

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D1	2023 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Calthorpe Street North		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - Calthrorpe Street South		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	0.99	12.01
	B - Site Access	1.79	0.00	4.00
	C - Calthrorpe Street South	20.62	4.38	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	1.60	20.40
	B - Site Access	2.90	0.00	3.50
	C - Calthrorpe Street South	18.17	3.83	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	0.99	15.01
	B - Site Access	1.79	0.00	3.00
	C - Calthrorpe Street South	14.71	3.29	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	1.44	19.56
	B - Site Access	2.62	0.00	5.00
	C - Calthrorpe Street South	25.52	5.48	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	5	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	5
	B - Site Access	0	0	0
	C - Calthrorpe Street South	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	25
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	11
	B - Site Access	0	0	0
	C - Calthrorpe Street South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.06	7.20	0.1	A	6.15	24.62
C-AB	0.04	5.64	0.1	A	4.84	19.37
C-A					19.16	76.63
A-B					1.25	5.01
A-C					16.75	66.99

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5.80	5.80	138.83	0.042	5.75	0.0	0.0	6.761	A
C-AB	4.99	4.99	168.46	0.030	4.95	0.0	0.0	5.537	A
C-A	20.01	20.01			20.01				
A-B	0.99	0.99			0.99				
A-C	12.01	12.01			12.01				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6.40	6.40	131.31	0.049	6.39	0.0	0.1	7.204	A
C-AB	4.31	4.31	164.85	0.026	4.32	0.0	0.0	5.640	A
C-A	17.69	17.69			17.69				
A-B	1.60	1.60			1.60				
A-C	20.40	20.40			20.40				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.80	4.80	135.97	0.035	4.81	0.1	0.0	6.864	A
C-AB	3.61	3.61	163.92	0.022	3.62	0.0	0.0	5.635	A
C-A	14.39	14.39			14.39				
A-B	0.99	0.99			0.99				
A-C	15.01	15.01			15.01				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7.63	7.63	135.11	0.056	7.60	0.0	0.1	7.058	A
C-AB	6.45	6.45	169.93	0.038	6.43	0.0	0.1	5.525	A
C-A	24.55	24.55			24.55				
A-B	1.44	1.44			1.44				
A-C	19.56	19.56			19.56				

2023 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Calthorpe Street	T-Junction	Two-way		2.03	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	376	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D2	2023 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Calthorpe Street North		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - Calthrorpe Street South		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	0.76	20.24
	B - Site Access	7.91	0.00	9.26
	C - Calthrorpe Street South	31.45	1.55	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	0.43	11.57
	B - Site Access	4.52	0.00	10.66
	C - Calthrorpe Street South	36.21	1.79	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	0.47	12.53
	B - Site Access	4.89	0.00	10.10
	C - Calthrorpe Street South	34.31	1.69	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	0.47	13.53
	B - Site Access	4.89	0.00	7.85
	C - Calthrorpe Street South	26.68	1.32	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	8
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.13	7.93	0.2	A	15.02	60.08
C-AB	0.01	5.27	0.0	A	1.95	7.80
C-A					31.80	127.20
A-B					0.53	2.14
A-C					14.47	57.86

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17.16	17.16	130.41	0.132	17.01	0.0	0.2	7.926	A
C-AB	1.90	1.90	173.83	0.011	1.88	0.0	0.0	5.233	A
C-A	31.10	31.10			31.10				
A-B	0.76	0.76			0.76				
A-C	20.24	20.24			20.24				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15.18	15.18	138.84	0.109	15.20	0.2	0.1	7.280	A
C-AB	2.24	2.24	178.90	0.013	2.24	0.0	0.0	5.094	A
C-A	35.76	35.76			35.76				
A-B	0.43	0.43			0.43				
A-C	11.57	11.57			11.57				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	14.99	14.99	137.55	0.109	14.99	0.1	0.1	7.342	A
C-AB	2.10	2.10	177.44	0.012	2.10	0.0	0.0	5.134	A
C-A	33.90	33.90			33.90				
A-B	0.47	0.47			0.47				
A-C	12.53	12.53			12.53				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12.75	12.75	135.48	0.094	12.77	0.1	0.1	7.337	A
C-AB	1.56	1.56	172.22	0.009	1.56	0.0	0.0	5.275	A
C-A	26.44	26.44			26.44				
A-B	0.47	0.47			0.47				
A-C	13.53	13.53			13.53				

2028 Base, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Calthorpe Street	T-Junction	Two-way		1.44	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	647	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D3	2028 Base	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Calthorpe Street North		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - Calthrorpe Street South		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	1.01	12.71
	B - Site Access	1.79	0.00	4.00
	C - Calthrorpe Street South	21.81	4.47	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	1.63	21.59
	B - Site Access	2.90	0.00	3.50
	C - Calthrorpe Street South	19.22	3.91	0.00

Demand (PCU/TS)

08:30 - 08:45

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	1.01	15.88
	B - Site Access	1.79	0.00	3.00
	C - Calthrorpe Street South	15.57	3.35	0.00

Demand (PCU/TS)

08:45 - 09:00

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	1.47	20.69
	B - Site Access	2.62	0.00	5.00
	C - Calthrorpe Street South	27.00	5.59	0.00

Vehicle Mix

Heavy Vehicle Percentages

08:00 - 08:15

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	5	0	0

Heavy Vehicle Percentages

08:15 - 08:30

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	5
	B - Site Access	0	0	0
	C - Calthrorpe Street South	6	0	0

Heavy Vehicle Percentages

08:30 - 08:45

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	25
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

Heavy Vehicle Percentages

08:45 - 09:00

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	11
	B - Site Access	0	0	0
	C - Calthrorpe Street South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.06	7.23	0.1	A	6.15	24.62
C-AB	0.04	5.63	0.1	A	4.98	19.92
C-A					20.25	81.01
A-B					1.28	5.12
A-C					17.72	70.87

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	5.80	5.80	138.58	0.042	5.75	0.0	0.0	6.774	A
C-AB	5.13	5.13	169.09	0.030	5.10	0.0	0.0	5.523	A
C-A	21.15	21.15			21.15				
A-B	1.01	1.01			1.01				
A-C	12.71	12.71			12.71				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	6.40	6.40	130.94	0.049	6.39	0.0	0.1	7.225	A
C-AB	4.43	4.43	165.28	0.027	4.44	0.0	0.0	5.633	A
C-A	18.70	18.70			18.70				
A-B	1.63	1.63			1.63				
A-C	21.59	21.59			21.59				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	4.80	4.80	135.71	0.035	4.81	0.1	0.0	6.878	A
C-AB	3.71	3.71	164.28	0.023	3.72	0.0	0.0	5.625	A
C-A	15.21	15.21			15.21				
A-B	1.01	1.01			1.01				
A-C	15.88	15.88			15.88				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7.63	7.63	134.74	0.057	7.60	0.0	0.1	7.079	A
C-AB	6.65	6.65	170.65	0.039	6.62	0.0	0.1	5.508	A
C-A	25.95	25.95			25.95				
A-B	1.47	1.47			1.47				
A-C	20.69	20.69			20.69				

2028 Base, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Calthorpe Street	T-Junction	Two-way		1.98	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	362	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D4	2028 Base	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Calthorpe Street North		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - Calthrorpe Street South		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	0.76	21.40
	B - Site Access	8.04	0.00	9.42
	C - Calthrorpe Street South	33.24	1.55	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	0.43	12.23
	B - Site Access	4.60	0.00	10.84
	C - Calthrorpe Street South	38.28	1.79	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	0.47	13.24
	B - Site Access	4.98	0.00	10.27
	C - Calthrorpe Street South	36.27	1.69	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	0.47	14.30
	B - Site Access	4.98	0.00	7.99
	C - Calthrorpe Street South	28.21	1.32	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	8
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.13	7.98	0.2	A	15.28	61.13
C-AB	0.01	5.25	0.0	A	1.97	7.89
C-A					33.61	134.45
A-B					0.53	2.14
A-C					15.29	61.17

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	17.46	17.46	130.00	0.134	17.31	0.0	0.2	7.976	A
C-AB	1.92	1.92	174.77	0.011	1.90	0.0	0.0	5.206	A
C-A	32.88	32.88			32.88				
A-B	0.76	0.76			0.76				
A-C	21.40	21.40			21.40				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15.44	15.44	138.56	0.111	15.47	0.2	0.1	7.312	A
C-AB	2.27	2.27	180.12	0.013	2.27	0.0	0.0	5.060	A
C-A	37.80	37.80			37.80				
A-B	0.43	0.43			0.43				
A-C	12.23	12.23			12.23				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	15.25	15.25	137.26	0.111	15.25	0.1	0.1	7.378	A
C-AB	2.13	2.13	178.57	0.012	2.13	0.0	0.0	5.102	A
C-A	35.83	35.83			35.83				
A-B	0.47	0.47			0.47				
A-C	13.24	13.24			13.24				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12.97	12.97	135.19	0.096	12.99	0.1	0.1	7.367	A
C-AB	1.58	1.58	173.05	0.009	1.58	0.0	0.0	5.248	A
C-A	27.95	27.95			27.95				
A-B	0.47	0.47			0.47				
A-C	14.30	14.30			14.30				

2028 Base + Dev, AM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Calthorpe Street	T-Junction	Two-way		1.67	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	473	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D5	2028 Base + Dev	AM	DIRECT	08:00	09:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Calthorpe Street North		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - Calthrorpe Street South		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

08:00 - 08:15

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	1.24	12.71
	B - Site Access	3.83	0.00	5.47
	C - Calthrorpe Street South	23.48	1.76	0.00

Demand (PCU/TS)

08:15 - 08:30

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	2.00	21.59
	B - Site Access	6.19	0.00	4.79
	C - Calthrorpe Street South	20.68	1.54	0.00

08:30 - 08:45

Demand (PCU/TS)

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	1.24	15.88
	B - Site Access	3.83	0.00	4.10
	C - Calthrorpe Street South	16.82	1.32	0.00

08:45 - 09:00

Demand (PCU/TS)

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	1.81	20.69
	B - Site Access	5.60	0.00	6.84
	C - Calthrorpe Street South	29.09	2.21	0.00

Vehicle Mix

08:00 - 08:15

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	5	0	0

08:15 - 08:30

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	5
	B - Site Access	0	0	0
	C - Calthrorpe Street South	5	0	0

08:30 - 08:45

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	25
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

08:45 - 09:00

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	11
	B - Site Access	0	0	0
	C - Calthrorpe Street South	4	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.10	7.75	0.1	A	10.16	40.64
C-AB	0.02	5.52	0.0	A	1.99	7.94
C-A					22.24	88.95
A-B					1.57	6.27
A-C					17.72	70.87

Main Results for each time segment

08:00 - 08:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	9.30	9.30	134.60	0.069	9.23	0.0	0.1	7.176	A
C-AB	2.05	2.05	170.13	0.012	2.03	0.0	0.0	5.387	A
C-A	23.20	23.20			23.20				
A-B	1.24	1.24			1.24				
A-C	12.71	12.71			12.71				

08:15 - 08:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	10.97	10.97	127.09	0.086	10.95	0.1	0.1	7.749	A
C-AB	1.76	1.76	166.16	0.011	1.77	0.0	0.0	5.509	A
C-A	20.46	20.46			20.46				
A-B	2.00	2.00			2.00				
A-C	21.59	21.59			21.59				

08:30 - 08:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7.93	7.93	131.72	0.060	7.96	0.1	0.1	7.272	A
C-AB	1.47	1.47	165.05	0.009	1.48	0.0	0.0	5.523	A
C-A	16.67	16.67			16.67				
A-B	1.24	1.24			1.24				
A-C	15.88	15.88			15.88				

08:45 - 09:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	12.43	12.43	130.70	0.095	12.40	0.1	0.1	7.606	A
C-AB	2.66	2.66	171.95	0.015	2.65	0.0	0.0	5.336	A
C-A	28.63	28.63			28.63				
A-B	1.81	1.81			1.81				
A-C	20.69	20.69			20.69				

2028 Base + Dev, PM

Data Errors and Warnings

No errors or warnings

Junction Network

Junctions

Junction	Name	Junction type	Major road direction	Use circulating lanes	Junction Delay (s)	Junction LOS
1	Site Access / Calthorpe Street	T-Junction	Two-way		1.58	A

Junction Network Options

Driving side	Lighting	Network residual capacity (%)	First arm reaching threshold
Left	Normal/unknown	368	Stream B-AC

Traffic Demand

Demand Set Details

ID	Scenario name	Time Period name	Traffic profile type	Start time (HH:mm)	Finish time (HH:mm)	Time period length (min)	Time segment length (min)	Run automatically
D6	2028 Base + Dev	PM	DIRECT	17:00	18:00	60	15	✓

Vehicle mix varies over time	Vehicle mix varies over turn	Vehicle mix varies over entry	Vehicle mix source	PCU Factor for a HV (PCU)	O-D data varies over time
✓	✓	✓	HV Percentages	2.00	✓

Demand overview (Traffic)

Arm	Linked arm	Profile type	Use O-D data	Scaling Factor (%)
A - Calthorpe Street North		DIRECT	✓	100.000
B - Site Access		DIRECT	✓	100.000
C - Calthrorpe Street South		DIRECT	✓	100.000

Origin-Destination Data

Demand (PCU/TS)

17:00 - 17:15

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	7.94	25.76
	B - Site Access	8.04	0.00	3.02
	C - Calthrorpe Street South	33.24	5.94	0.00

Demand (PCU/TS)

17:15 - 17:30

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	4.54	14.72
	B - Site Access	4.60	0.00	3.48
	C - Calthrorpe Street South	38.28	6.84	0.00

17:30 - 17:45

Demand (PCU/TS)

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	4.92	15.94
	B - Site Access	4.98	0.00	3.30
	C - Calthrorpe Street South	36.27	6.48	0.00

17:45 - 18:00

Demand (PCU/TS)

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0.00	4.92	17.00
	B - Site Access	4.98	0.00	2.56
	C - Calthrorpe Street South	28.21	5.04	0.00

Vehicle Mix

17:00 - 17:15

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

17:15 - 17:30

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

17:30 - 17:45

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	0
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

17:45 - 18:00

Heavy Vehicle Percentages

		To		
		A - Calthorpe Street North	B - Site Access	C - Calthrorpe Street South
From	A - Calthorpe Street North	0	0	7
	B - Site Access	0	0	0
	C - Calthrorpe Street South	0	0	0

Results

Results Summary for whole modelled period

Stream	Max RFC	Max Delay (s)	Max Queue (PCU)	Max LOS	Average Demand (PCU/TS)	Total Junction Arrivals (PCU)
B-AC	0.09	8.44	0.1	A	8.74	34.96
C-AB	0.05	5.45	0.1	A	7.58	30.31
C-A					32.50	130.01
A-B					5.58	22.31
A-C					18.35	73.42

Main Results for each time segment

17:00 - 17:15

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	11.06	11.06	117.47	0.094	10.96	0.0	0.1	8.443	A
C-AB	7.37	7.37	172.28	0.043	7.30	0.0	0.1	5.454	A
C-A	31.82	31.82			31.82				
A-B	7.94	7.94			7.94				
A-C	25.76	25.76			25.76				

17:15 - 17:30

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.08	8.08	125.21	0.064	8.11	0.1	0.1	7.687	A
C-AB	8.72	8.72	178.72	0.049	8.71	0.1	0.1	5.296	A
C-A	36.40	36.40			36.40				
A-B	4.54	4.54			4.54				
A-C	14.72	14.72			14.72				

17:30 - 17:45

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	8.28	8.28	124.01	0.067	8.27	0.1	0.1	7.776	A
C-AB	8.17	8.17	177.05	0.046	8.17	0.1	0.1	5.332	A
C-A	34.58	34.58			34.58				
A-B	4.92	4.92			4.92				
A-C	15.94	15.94			15.94				

17:45 - 18:00

Stream	Total Demand (PCU/TS)	Junction Arrivals (PCU)	Capacity (PCU/TS)	RFC	Throughput (PCU/TS)	Start queue (PCU)	End queue (PCU)	Delay (s)	Unsignalised level of service
B-AC	7.54	7.54	122.79	0.061	7.55	0.1	0.1	7.810	A
C-AB	6.05	6.05	171.51	0.035	6.07	0.1	0.0	5.443	A
C-A	27.20	27.20			27.20				
A-B	4.92	4.92			4.92				
A-C	17.00	17.00			17.00				

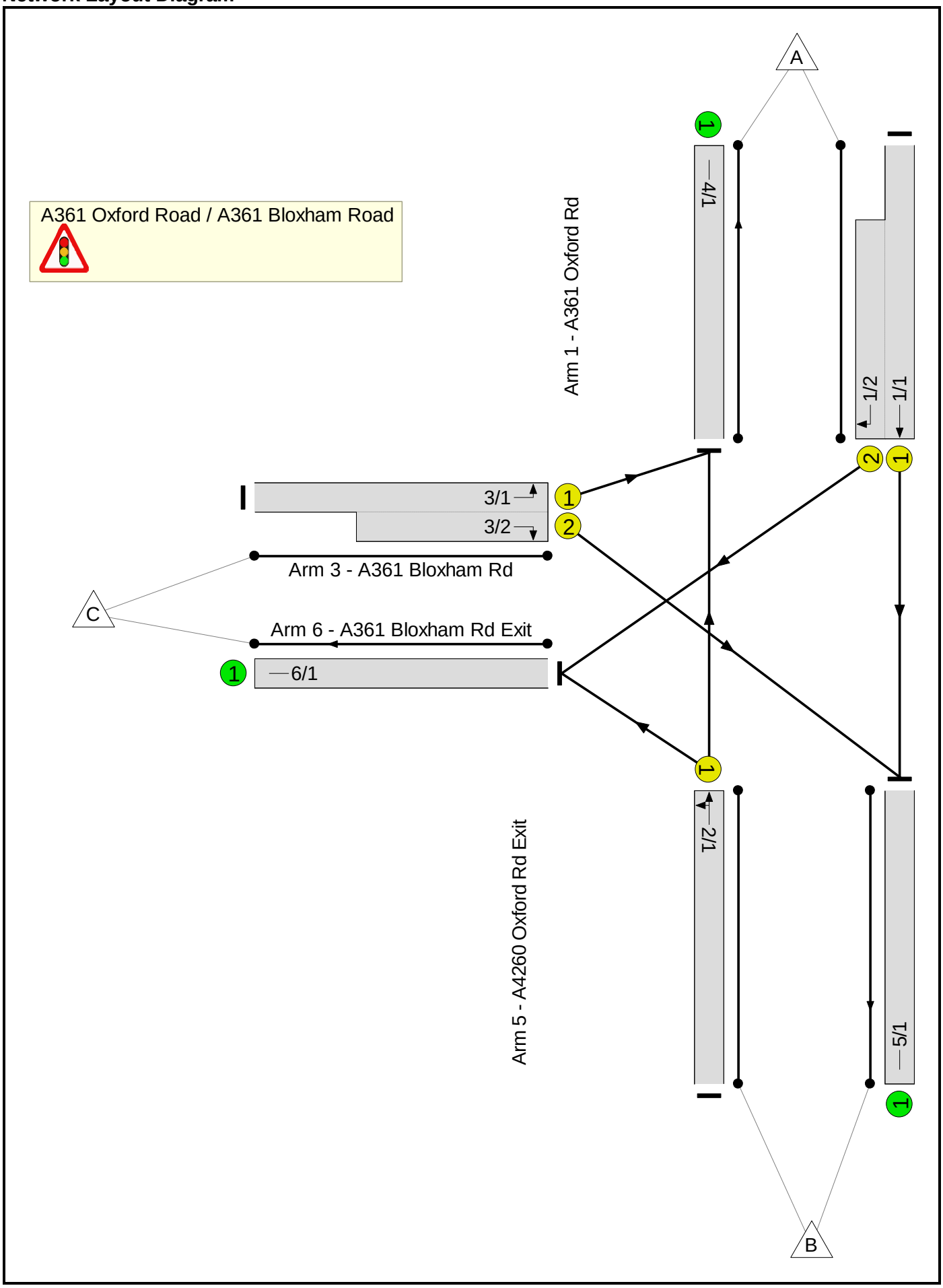
APPENDIX O
LinSig Outputs

Full Input Data And Results

User and Project Details

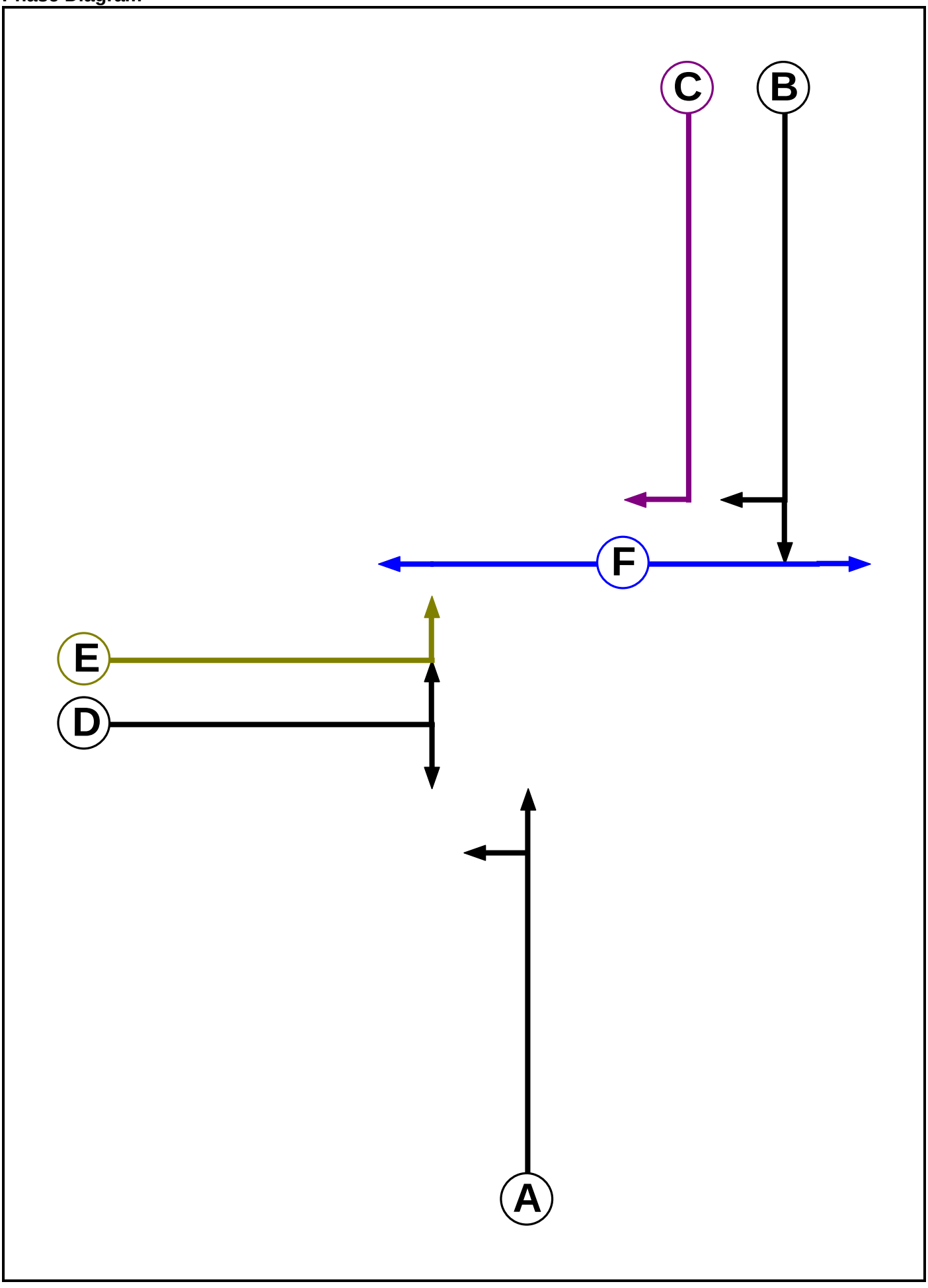
Project:	
Title:	
Location:	
Additional detail:	
File name:	Junction 4 - A361 Oxford Rd - A361 Bloxham Rd.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min
A	Traffic		7	7
B	Traffic		7	7
C	Ind. Arrow	B	4	4
D	Traffic		7	7
E	Filter	D	4	0
F	Pedestrian		6	6

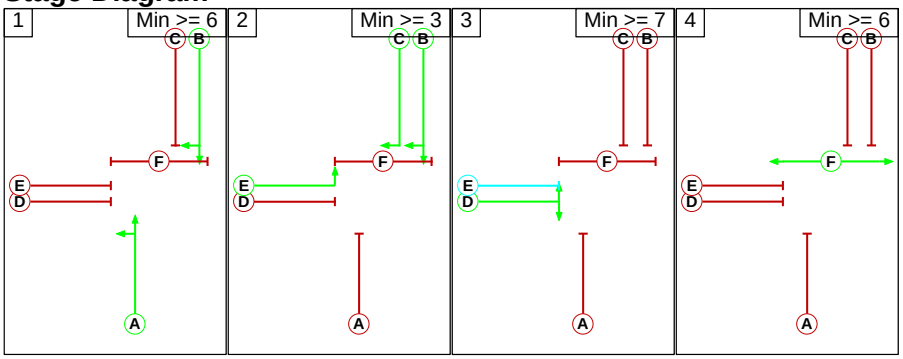
Phase Intergreens Matrix

		Starting Phase					
		A	B	C	D	E	F
Terminating Phase	A		-	5	7	6	8
	B	-		-	5	-	5
	C	5	-		5	-	5
	D	5	6	5		-	6
	E	5	-	-	-		6
	F	11	11	11	11	11	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Full Input Data And Results

Prohibited Stage Change

From Stage	To Stage				
		1	2	3	4
	1		6	7	8
	2	X		5	X
	3	6	X		6
	4	11	X	11	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A361 Oxford Road / A361 Bloxham Road
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A361 Oxford Road / A361 Bloxham Road												
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 (A361 Oxford Rd)	U	B	2	3	50.1	Geom	-	3.50	0.00	Y	Arm 5 Ahead	Inf
1/2 (A361 Oxford Rd)	U	B C	2	3	11.2	Geom	-	3.50	0.00	Y	Arm 6 Right	20.00
2/1 (A4260 Oxford Rd)	U	A	2	3	41.0	Geom	-	2.90	0.00	Y	Arm 4 Ahead	Inf
											Arm 6 Left	16.90
3/1 (A361 Bloxham Rd)	U	D E	2	3	60.0	Geom	-	3.20	0.00	Y	Arm 4 Left	25.90
3/2 (A361 Bloxham Rd)	U	D	2	3	9.8	Geom	-	3.20	0.00	Y	Arm 5 Right	14.40
4/1 (A361 Oxford Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A4260 Oxford Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (A361 Bloxham Rd Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: 'Flow Group 1 (2023 AM)'	08:00	09:00	01:00	
2: 'Flow Group 2 (2023 PM)'	17:00	18:00	01:00	
3: 'Flow Group 3 (2028 AM)'	08:00	09:00	01:00	
4: 'Flow Group 4 (2028 PM)'	17:00	18:00	01:00	
5: 'Flow Group 5 (2028 + DEV AM)'	08:00	09:00	01:00	
6: 'Flow Group 6 (2028 + DEV PM)'	17:00	18:00	01:00	

Scenario 1: '2023 Baseline AM ' (FG1: 'Flow Group 1 (2023 AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	423	221	644
	B	421	0	259	680
	C	288	225	0	513
	Tot.	709	648	480	1837

Traffic Lane Flows

Lane	Scenario 1: 2023 Baseline AM
Junction: A361 Oxford Road / A361 Bloxham Road	
1/1 (with short)	644(In) 423(Out)
1/2 (short)	221
2/1	680
3/1 (with short)	513(In) 288(Out)
3/2 (short)	225
4/1	709
5/1	648
6/1	480

Full Input Data And Results

Lane Saturation Flows

Junction: A361 Oxford Road / A361 Bloxham Road								
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 (A361 Oxford Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (A361 Oxford Rd)	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (A4260 Oxford Rd)	2.90	0.00	Y	Arm 4 Ahead	Inf	61.9 %	1843	1843
				Arm 6 Left	16.90	38.1 %		
3/1 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 4 Left	25.90	100.0 %	1829	1829
3/2 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 5 Right	14.40	100.0 %	1752	1752
4/1 (A361 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 Bloxham Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Baseline PM' (FG2: 'Flow Group 2 (2023 PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	393	274	667
	B	387	0	355	742
	C	187	215	0	402
	Tot.	574	608	629	1811

Traffic Lane Flows

Lane	Scenario 2: 2023 Baseline PM
Junction: A361 Oxford Road / A361 Bloxham Road	
1/1 (with short)	667(In) 393(Out)
1/2 (short)	274
2/1	742
3/1 (with short)	402(In) 187(Out)
3/2 (short)	215
4/1	574
5/1	608
6/1	629

Full Input Data And Results

Lane Saturation Flows

Junction: A361 Oxford Road / A361 Bloxham Road								
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 (A361 Oxford Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (A361 Oxford Rd)	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (A4260 Oxford Rd)	2.90	0.00	Y	Arm 4 Ahead	Inf	52.2 %	1827	1827
				Arm 6 Left	16.90	47.8 %		
3/1 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 4 Left	25.90	100.0 %	1829	1829
3/2 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 5 Right	14.40	100.0 %	1752	1752
4/1 (A361 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 Bloxham Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 3: '2028 Baseline AM' (FG3: 'Flow Group 3 (2028 AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	447	234	681
	B	445	0	274	719
	C	304	238	0	542
	Tot.	749	685	508	1942

Traffic Lane Flows

Lane	Scenario 3: 2028 Baseline AM
Junction: A361 Oxford Road / A361 Bloxham Road	
1/1 (with short)	681(In) 447(Out)
1/2 (short)	234
2/1	719
3/1 (with short)	542(In) 304(Out)
3/2 (short)	238
4/1	749
5/1	685
6/1	508

Full Input Data And Results

Lane Saturation Flows

Junction: A361 Oxford Road / A361 Bloxham Road								
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 (A361 Oxford Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (A361 Oxford Rd)	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (A4260 Oxford Rd)	2.90	0.00	Y	Arm 4 Ahead	Inf	61.9 %	1843	1843
				Arm 6 Left	16.90	38.1 %		
3/1 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 4 Left	25.90	100.0 %	1829	1829
3/2 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 5 Right	14.40	100.0 %	1752	1752
4/1 (A361 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 Bloxham Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 4: '2028 Baseline PM' (FG4: 'Flow Group 4 (2028 PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	415	289	704
	B	409	0	375	784
	C	198	227	0	425
	Tot.	607	642	664	1913

Traffic Lane Flows

Lane	Scenario 4: 2028 Baseline PM
Junction: A361 Oxford Road / A361 Bloxham Road	
1/1 (with short)	704(In) 415(Out)
1/2 (short)	289
2/1	784
3/1 (with short)	425(In) 198(Out)
3/2 (short)	227
4/1	607
5/1	642
6/1	664

Full Input Data And Results

Lane Saturation Flows

Junction: A361 Oxford Road / A361 Bloxham Road								
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 (A361 Oxford Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (A361 Oxford Rd)	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (A4260 Oxford Rd)	2.90	0.00	Y	Arm 4 Ahead	Inf	52.2 %	1827	1827
				Arm 6 Left	16.90	47.8 %		
3/1 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 4 Left	25.90	100.0 %	1829	1829
3/2 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 5 Right	14.40	100.0 %	1752	1752
4/1 (A361 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 Bloxham Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 5: '2028 Baseline + Dev AM' (FG5: 'Flow Group 5 (2028 + DEV AM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	443	234	677
	B	440	0	274	714
	C	302	238	0	540
	Tot.	742	681	508	1931

Traffic Lane Flows

Lane	Scenario 5: 2028 Baseline + Dev AM
Junction: A361 Oxford Road / A361 Bloxham Road	
1/1 (with short)	677(In) 443(Out)
1/2 (short)	234
2/1	714
3/1 (with short)	540(In) 302(Out)
3/2 (short)	238
4/1	742
5/1	681
6/1	508

Full Input Data And Results

Lane Saturation Flows

Junction: A361 Oxford Road / A361 Bloxham Road								
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 (A361 Oxford Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (A361 Oxford Rd)	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (A4260 Oxford Rd)	2.90	0.00	Y	Arm 4 Ahead	Inf	61.6 %	1842	1842
				Arm 6 Left	16.90	38.4 %		
3/1 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 4 Left	25.90	100.0 %	1829	1829
3/2 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 5 Right	14.40	100.0 %	1752	1752
4/1 (A361 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 Bloxham Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Baseline + Dev PM' (FG6: 'Flow Group 6 (2028 + DEV PM)', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	0	405	283	688
	B	412	0	375	787
	C	201	227	0	428
	Tot.	613	632	658	1903

Traffic Lane Flows

Lane	Scenario 6: 2028 Baseline + Dev PM
Junction: A361 Oxford Road / A361 Bloxham Road	
1/1 (with short)	688(In) 405(Out)
1/2 (short)	283
2/1	787
3/1 (with short)	428(In) 201(Out)
3/2 (short)	227
4/1	613
5/1	632
6/1	658

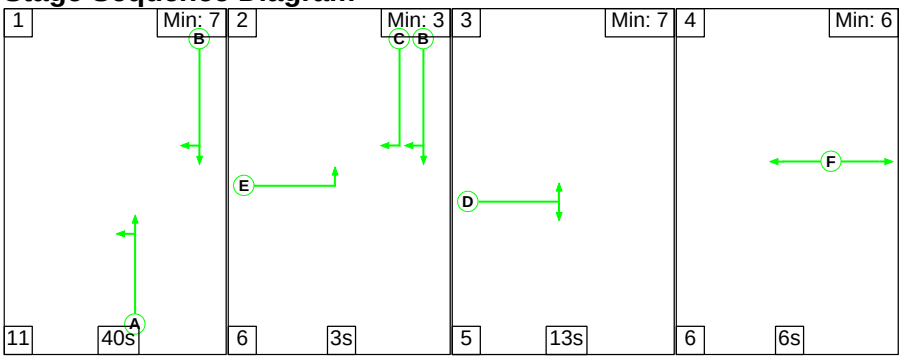
Full Input Data And Results

Lane Saturation Flows

Junction: A361 Oxford Road / A361 Bloxham Road								
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 (A361 Oxford Rd)	3.50	0.00	Y	Arm 5 Ahead	Inf	100.0 %	1965	1965
1/2 (A361 Oxford Rd)	3.50	0.00	Y	Arm 6 Right	20.00	100.0 %	1828	1828
2/1 (A4260 Oxford Rd)	2.90	0.00	Y	Arm 4 Ahead	Inf	52.4 %	1828	1828
				Arm 6 Left	16.90	47.6 %		
3/1 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 4 Left	25.90	100.0 %	1829	1829
3/2 (A361 Bloxham Rd)	3.20	0.00	Y	Arm 5 Right	14.40	100.0 %	1752	1752
4/1 (A361 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 Oxford Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (A361 Bloxham Rd Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 1: '2023 Baseline AM ' (FG1: 'Flow Group 1 (2023 AM)', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

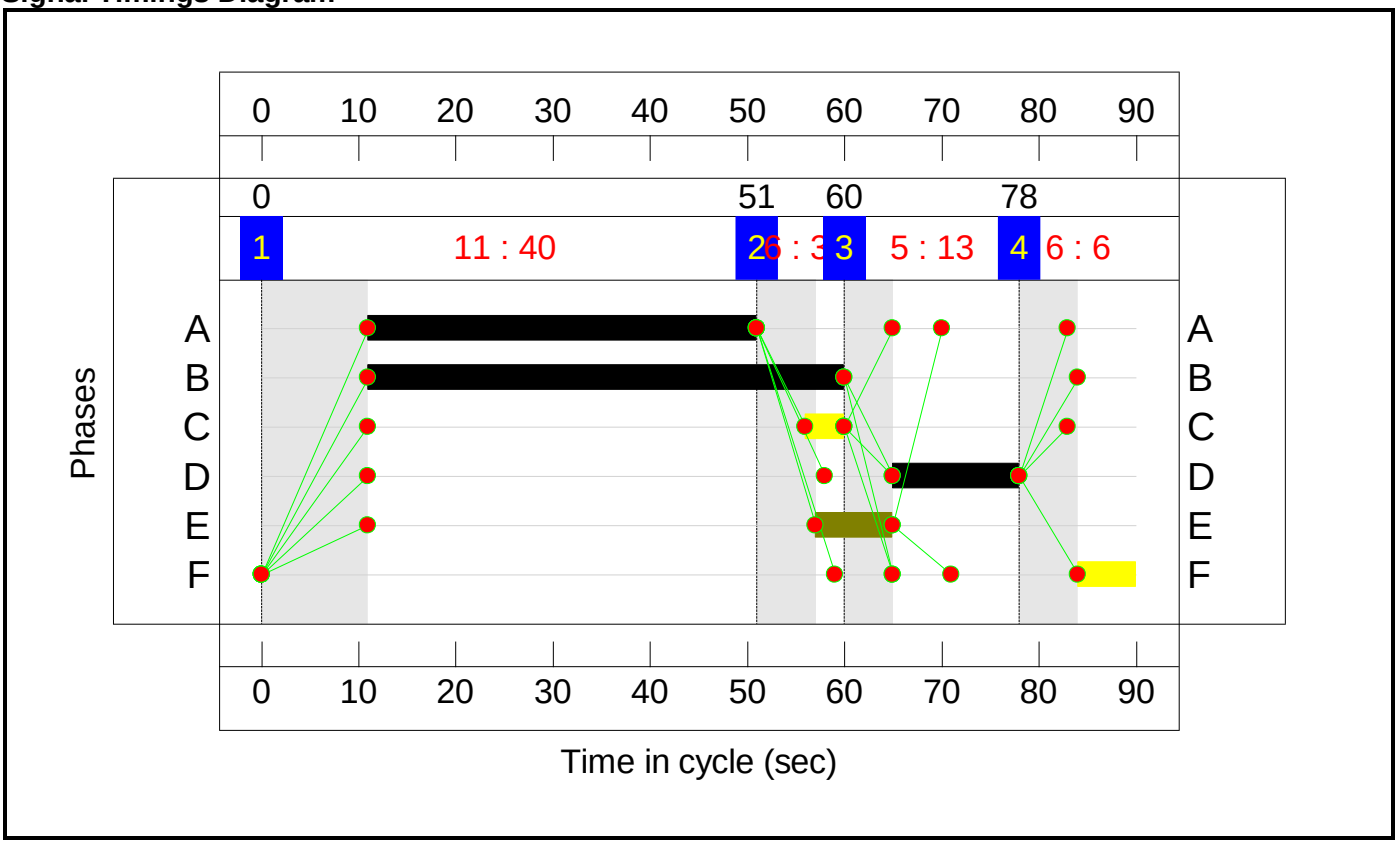


Stage Timings

Stage	1	2	3	4
Duration	40	3	13	6
Change Point	0	51	60	78

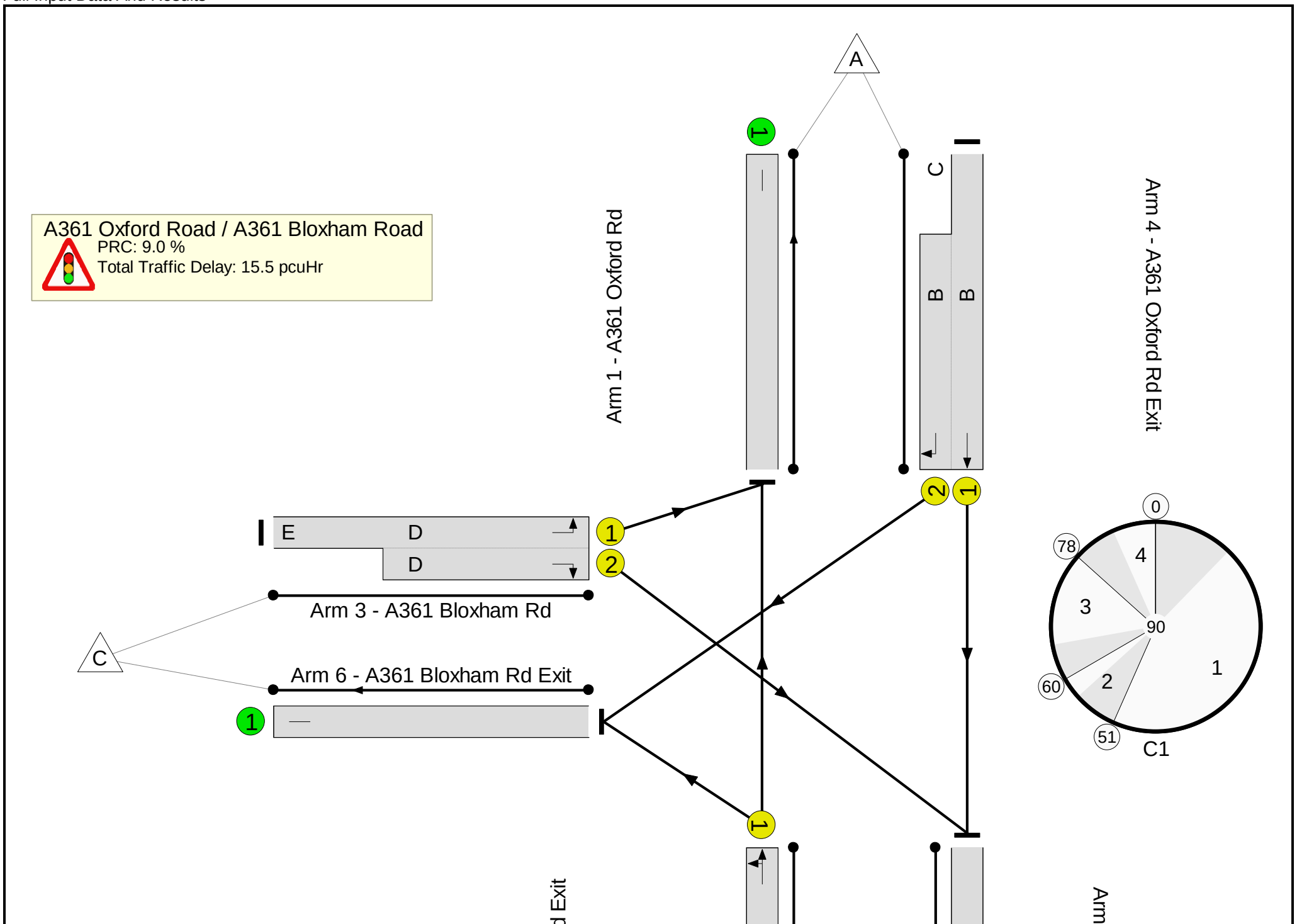
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A361 Oxford Road / A361 Bloxham Road
PRC: 9.0 %
Total Traffic Delay: 15.5 pcuHr
A
B
C
D
E
1
2
Arm 1 - A361 Oxford Rd
Arm 3 - A361 Bloxham Rd
Arm 4 - A361 Oxford Rd Exit
Arm 6 - A361 Bloxham Rd Exit
0
78
4
3
90
1
60
2
51
C1

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.6%**
1/1+1/2	A361 Oxford Rd Ahead Right	U	N/A	N/A	B	C	1	49	4	644	1965:1828	866+452	48.9 : 48.9%
2/1	A4260 Oxford Rd Ahead Left	U	N/A	N/A	A		1	40	-	680	1843	840	81.0%
3/1+3/2	A361 Bloxham Rd Left Right	U	N/A	N/A	D	E	1	21:13	8	513	1829:1752	350+273	82.2 : 82.6%
4/1	A361 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	709	Inf	Inf	0.0%
5/1	A4260 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	648	Inf	Inf	0.0%
6/1	A361 Bloxham Rd Exit	U	N/A	N/A	-		-	-	-	480	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.7**	**4.8**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**0**	**0**	**0**	**10.7**	**4.8**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
1/1+1/2	644	644	-	-	-	2.0	0.5	-	2.4	13.6	5.9	0.5	6.4
2/1	680	680	-	-	-	4.0	2.1	-	6.1	32.1	14.5	2.1	16.6
3/1+3/2	513	513	-	-	-	4.7	2.2	-	7.0	49.0	6.4	2.2	8.6
4/1	709	709	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	648	648	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	480	480	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

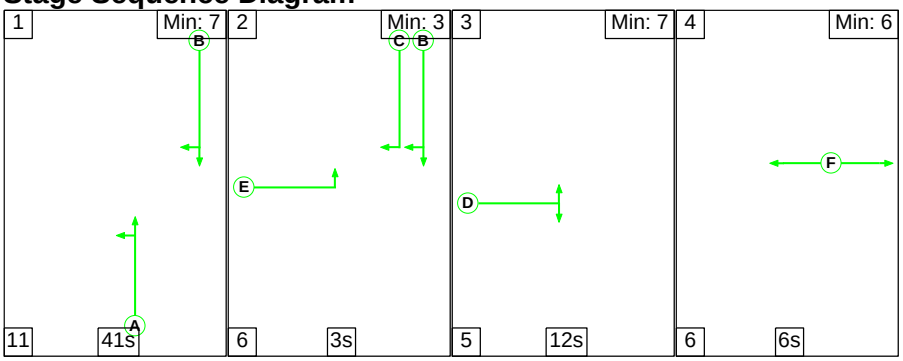
C1 PRC for Signalled Lanes (%): 9.0 Total Delay for Signalled Lanes (pcuHr): 15.48 Cycle Time (s): 90
PRC Over All Lanes (%): 9.0 Total Delay Over All Lanes(pcuHr): 15.48

Full Input Data And Results

Full Input Data And Results

Scenario 2: '2023 Baseline PM' (FG2: 'Flow Group 2 (2023 PM)', Plan 1: 'Network Control Plan 1')

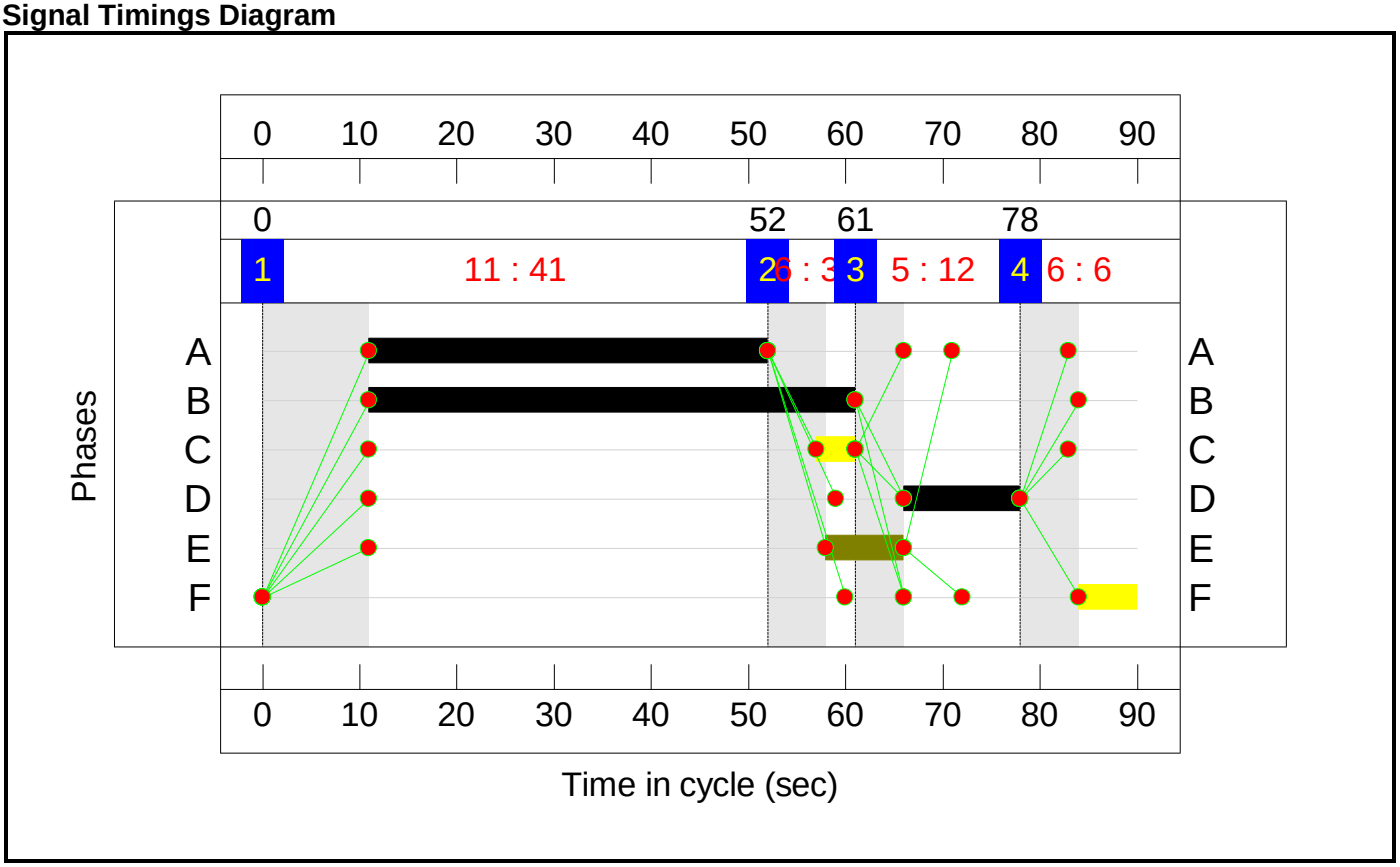
Stage Sequence Diagram



Stage Timings

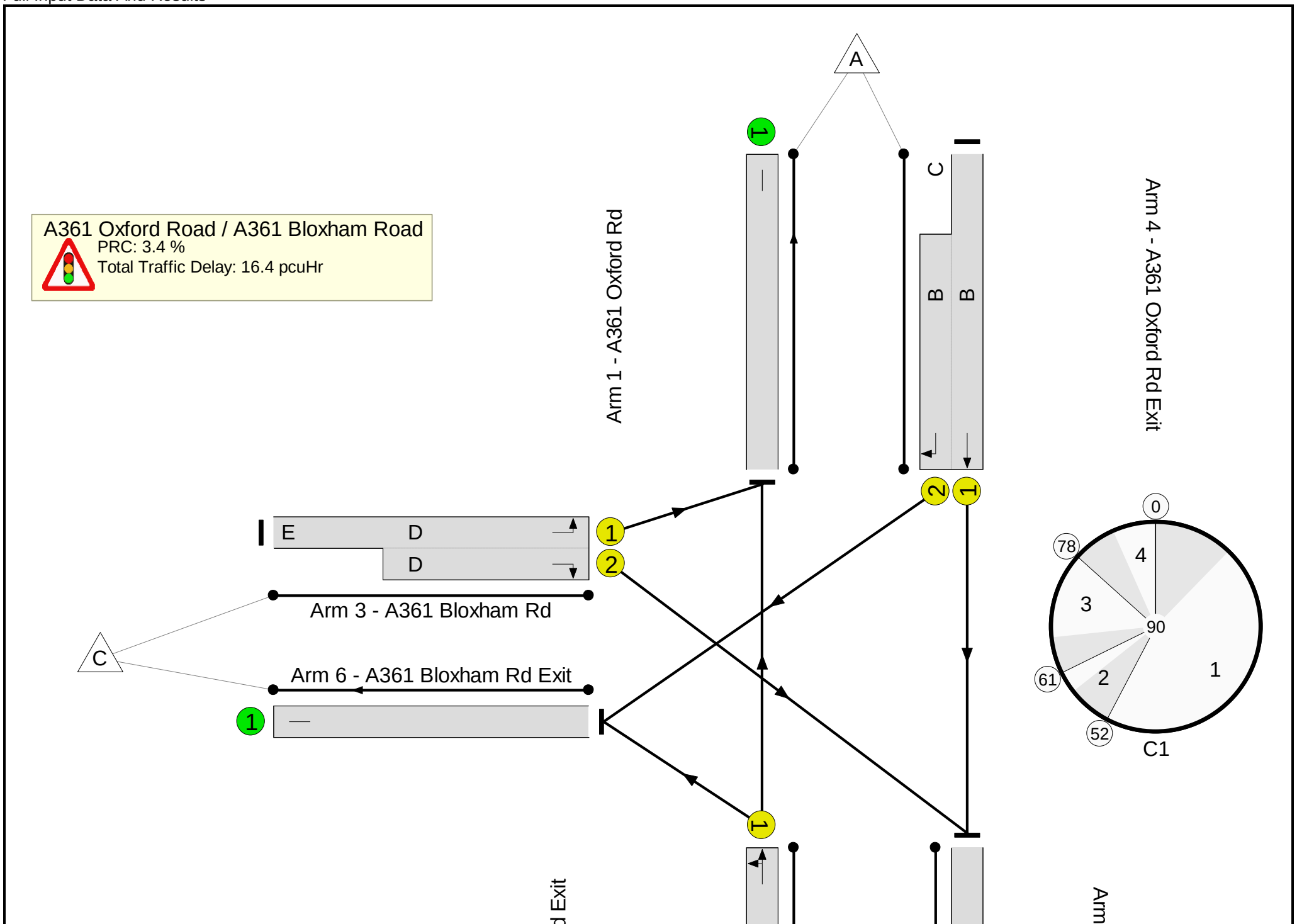
Stage	1	2	3	4
Duration	41	3	12	6
Change Point	0	52	61	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A361 Oxford Road / A361 Bloxham Road
PRC: 3.4 %
Total Traffic Delay: 16.4 pcuHr
A
C
Arm 1 - A361 Oxford Rd
Arm 4 - A361 Oxford Rd Exit
Arm 3 - A361 Bloxham Rd
Arm 6 - A361 Bloxham Rd Exit
E
D
D
B
B
C
0
4
90
1
2
61
3
78
52
C1

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.0%**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.0%**
1/1+1/2	A361 Oxford Rd Ahead Right	U	N/A	N/A	B	C	1	50	4	667	1965:1828	833+581	47.2 : 47.2%
2/1	A4260 Oxford Rd Ahead Left	U	N/A	N/A	A		1	41	-	742	1827	853	87.0%
3/1+3/2	A361 Bloxham Rd Left Right	U	N/A	N/A	D	E	1	20:12	8	402	1829:1752	220+253	85.0 : 85.0%
4/1	A361 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	574	Inf	Inf	0.0%
5/1	A4260 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	608	Inf	Inf	0.0%
6/1	A361 Bloxham Rd Exit	U	N/A	N/A	-		-	-	-	629	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.1**	**6.2**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**0**	**0**	**0**	**10.1**	**6.2**	**0.0**	**16.4**	**-**	**-**	**-**	**-**
1/1+1/2	667	667	-	-	-	1.9	0.4	-	2.4	12.7	5.2	0.4	5.7
2/1	742	742	-	-	-	4.4	3.2	-	7.6	36.9	16.5	3.2	19.7
3/1+3/2	402	402	-	-	-	3.8	2.6	-	6.4	57.3	5.2	2.6	7.8
4/1	574	574	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	608	608	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	629	629	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

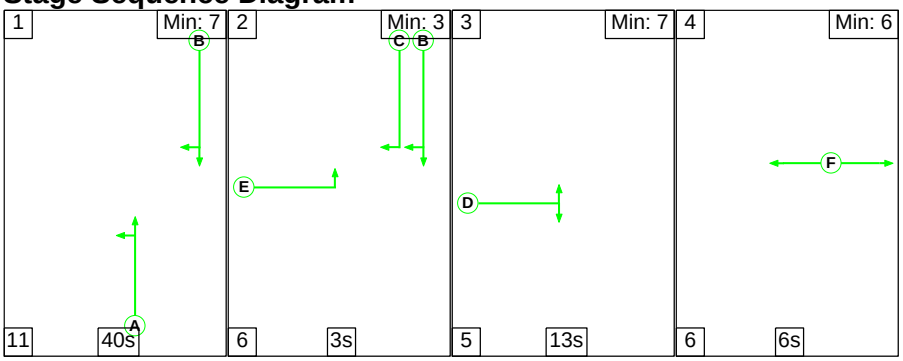
C1 PRC for Signalled Lanes (%): 3.4 Total Delay for Signalled Lanes (pcuHr): 16.37 Cycle Time (s): 90
PRC Over All Lanes (%): 3.4 Total Delay Over All Lanes(pcuHr): 16.37

Full Input Data And Results

Full Input Data And Results

Scenario 3: '2028 Baseline AM' (FG3: 'Flow Group 3 (2028 AM)', Plan 1: 'Network Control Plan 1')

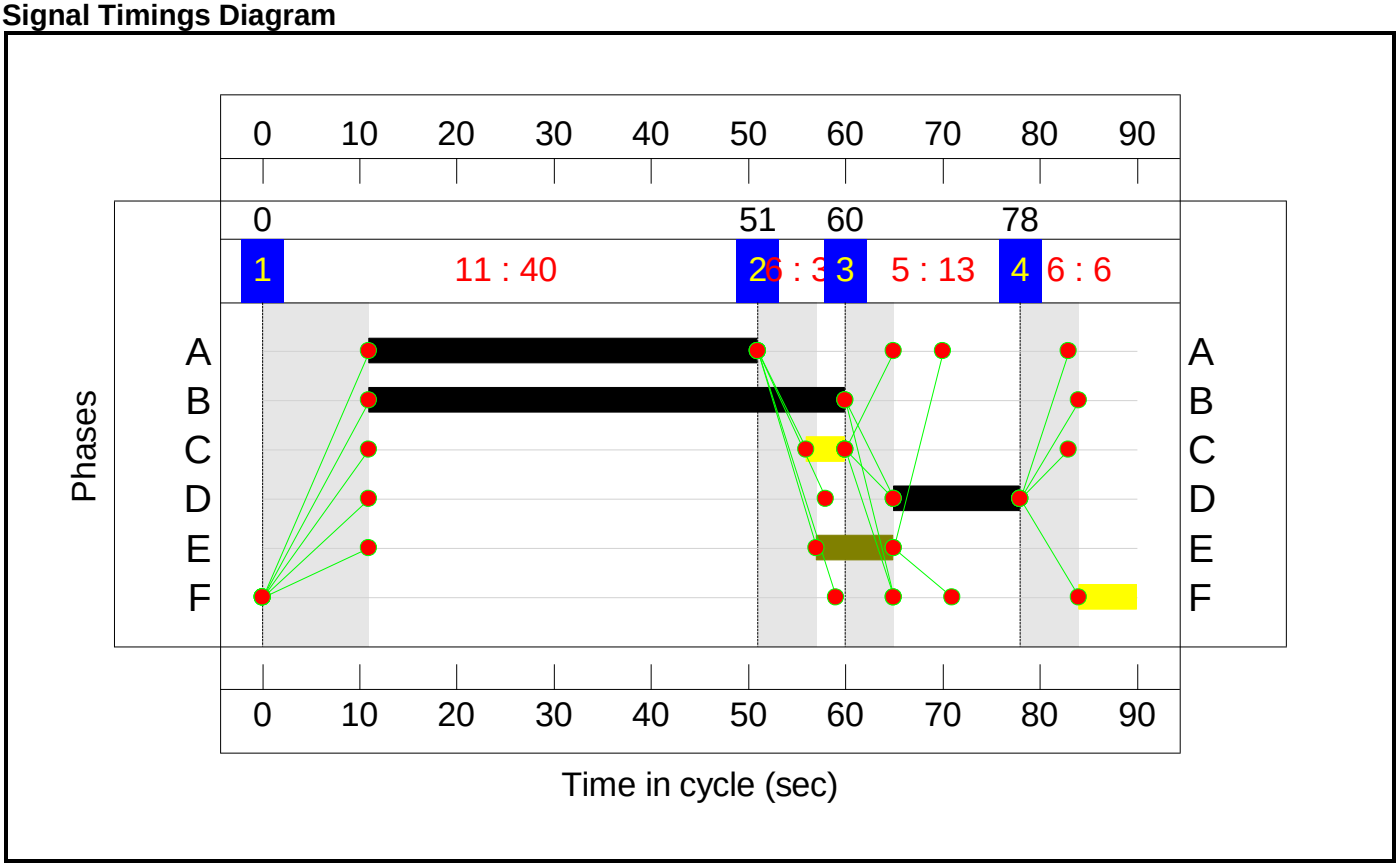
Stage Sequence Diagram



Stage Timings

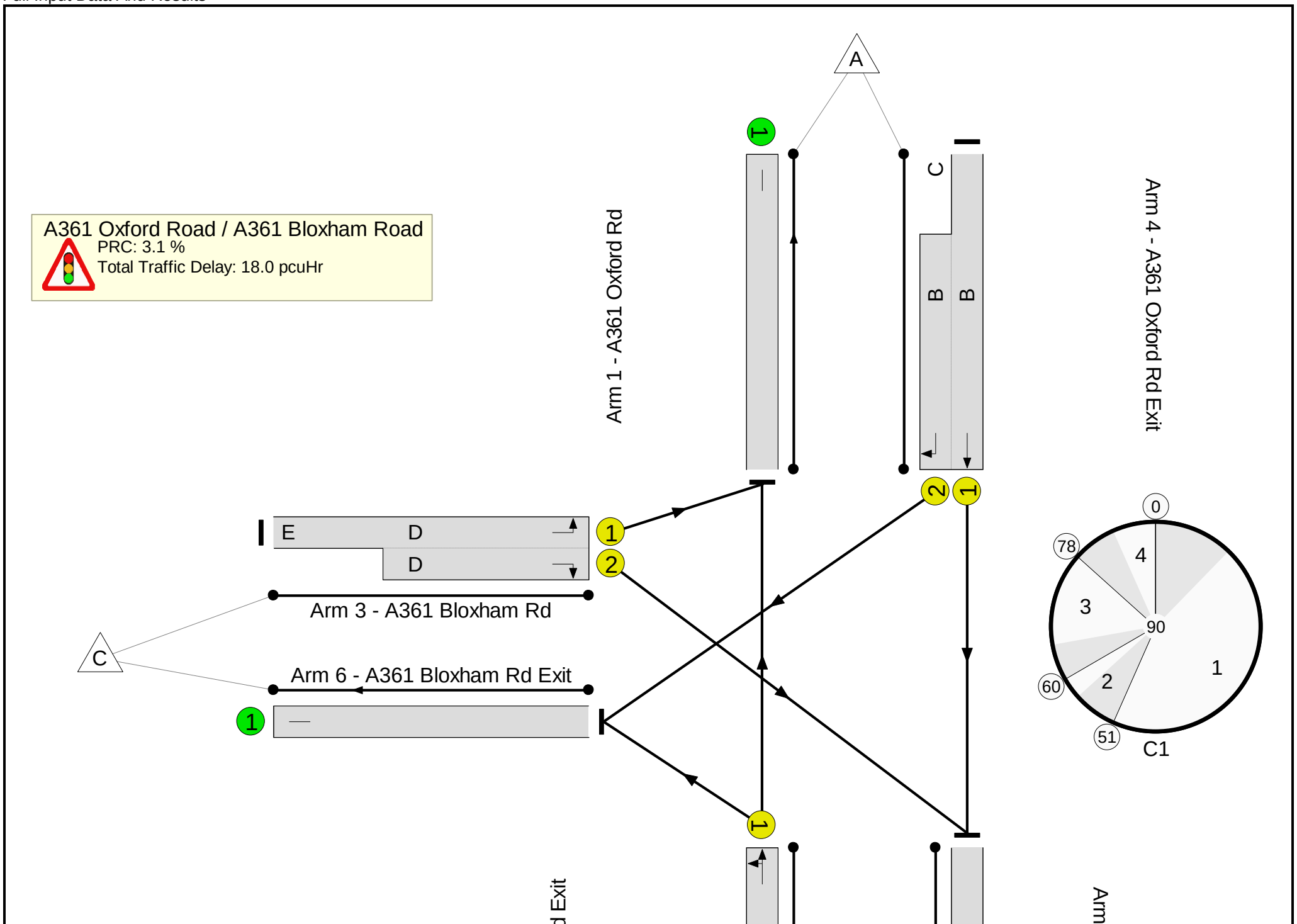
Stage	1	2	3	4
Duration	40	3	13	6
Change Point	0	51	60	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A361 Oxford Road / A361 Bloxham Road
PRC: 3.1 %
Total Traffic Delay: 18.0 pcuHr
A
C
Arm 1 - A361 Oxford Rd
Arm 4 - A361 Oxford Rd Exit
Arm 3 - A361 Bloxham Rd
Arm 6 - A361 Bloxham Rd Exit
E
D
D
B
B
C
0
4
90
1
2
60
51
3
78
C1

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.3%**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.3%**
1/1+1/2	A361 Oxford Rd Ahead Right	U	N/A	N/A	B	C	1	49	4	681	1965:1828	865+453	51.7 : 51.7%
2/1	A4260 Oxford Rd Ahead Left	U	N/A	N/A	A		1	40	-	719	1843	840	85.6%
3/1+3/2	A361 Bloxham Rd Left Right	U	N/A	N/A	D	E	1	21:13	8	542	1829:1752	349+273	87.1 : 87.3%
4/1	A361 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%
5/1	A4260 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	685	Inf	Inf	0.0%
6/1	A361 Bloxham Rd Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.5**	**6.5**	**0.0**	**18.0**	**-**	**-**	**-**	**-**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**0**	**0**	**0**	**11.5**	**6.5**	**0.0**	**18.0**	**-**	**-**	**-**	**-**
1/1+1/2	681	681	-	-	-	2.1	0.5	-	2.6	13.9	6.3	0.5	6.9
2/1	719	719	-	-	-	4.4	2.8	-	7.2	36.1	16.0	2.8	18.8
3/1+3/2	542	542	-	-	-	5.1	3.2	-	8.2	54.5	6.8	3.2	10.0
4/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	685	685	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

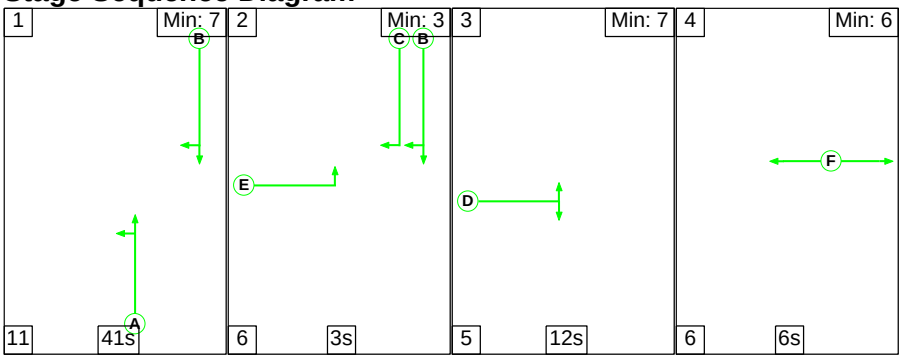
C1 PRC for Signalled Lanes (%): 3.1 Total Delay for Signalled Lanes (pcuHr): 18.05 Cycle Time (s): 90
PRC Over All Lanes (%): 3.1 Total Delay Over All Lanes(pcuHr): 18.05

Full Input Data And Results

Full Input Data And Results

Scenario 4: '2028 Baseline PM' (FG4: 'Flow Group 4 (2028 PM)', Plan 1: 'Network Control Plan 1')

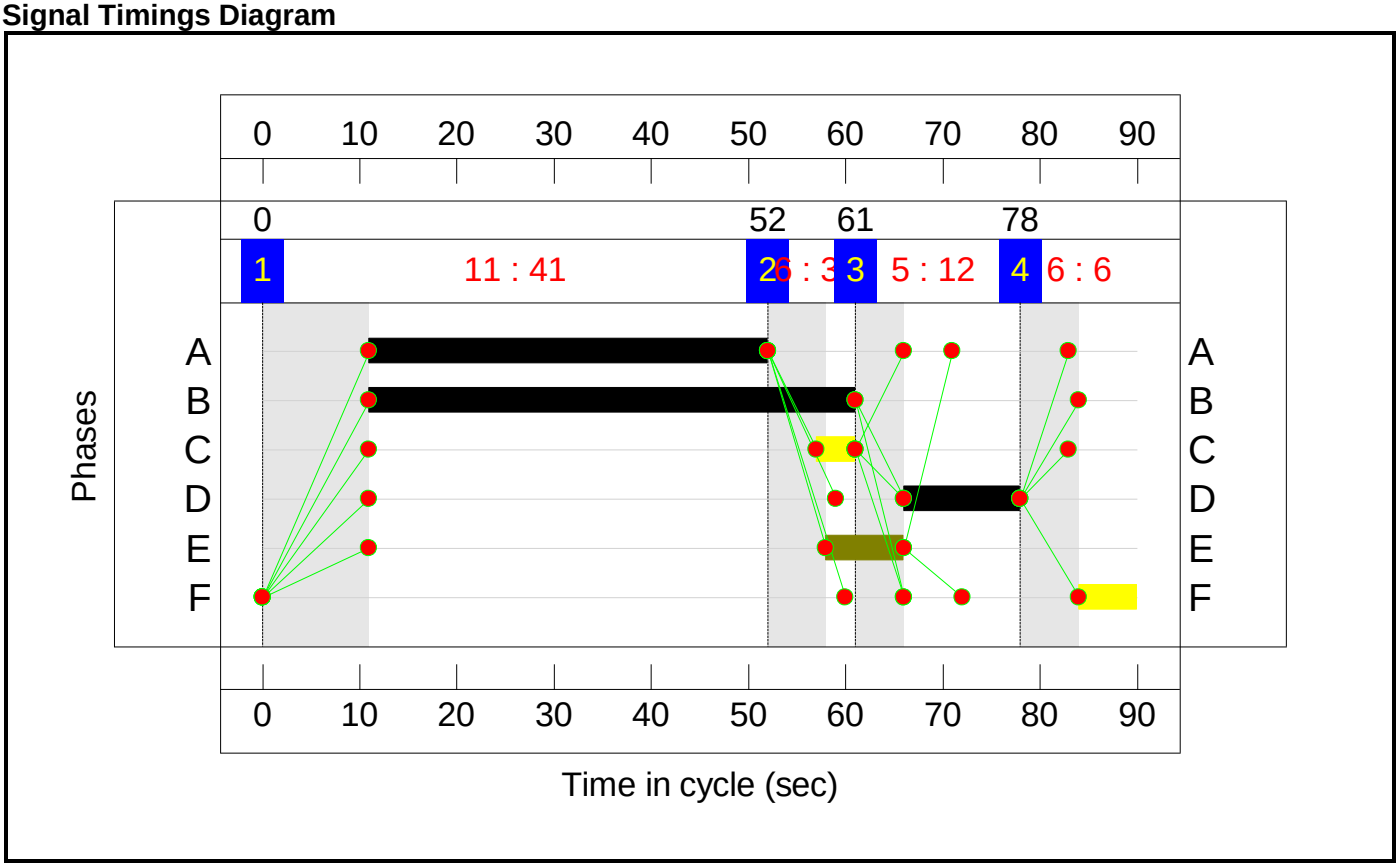
Stage Sequence Diagram



Stage Timings

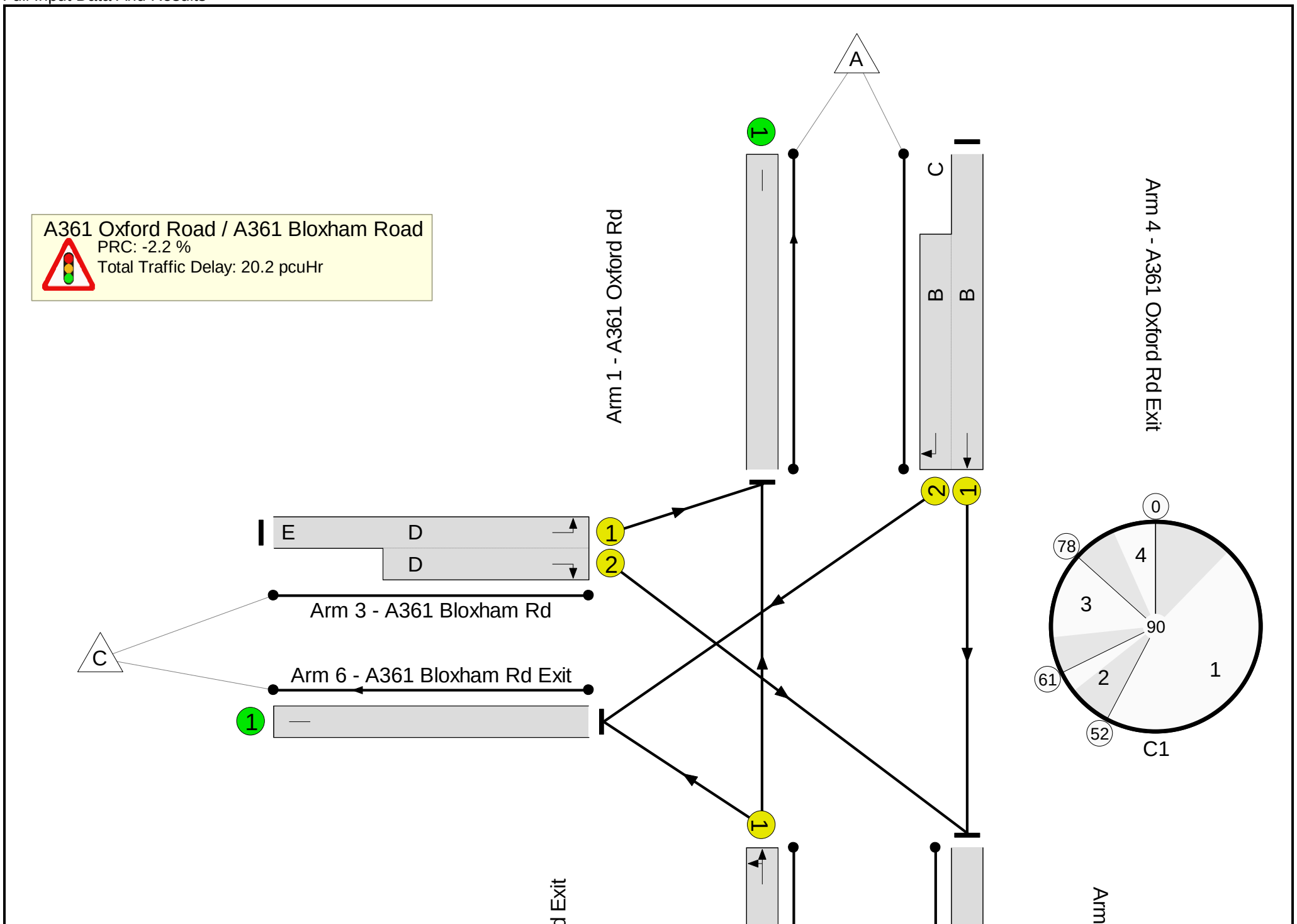
Stage	1	2	3	4
Duration	41	3	12	6
Change Point	0	52	61	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A361 Oxford Road / A361 Bloxham Road
PRC: -2.2 %
Total Traffic Delay: 20.2 pcuHr
A
C
Arm 1 - A361 Oxford Rd
Arm 4 - A361 Oxford Rd Exit
Arm 3 - A361 Bloxham Rd
Arm 6 - A361 Bloxham Rd Exit
E
D
D
B
B
C
0
4
90
1
2
61
3
78
52
C1

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.0%**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.0%**
1/1+1/2	A361 Oxford Rd Ahead Right	U	N/A	N/A	B	C	1	50	4	704	1965:1828	834+580	49.8 : 49.8%
2/1	A4260 Oxford Rd Ahead Left	U	N/A	N/A	A		1	41	-	784	1827	853	92.0%
3/1+3/2	A361 Bloxham Rd Left Right	U	N/A	N/A	D	E	1	20:12	8	425	1829:1752	221+253	89.7 : 89.7%
4/1	A361 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	607	Inf	Inf	0.0%
5/1	A4260 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	642	Inf	Inf	0.0%
6/1	A361 Bloxham Rd Exit	U	N/A	N/A	-		-	-	-	664	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.9**	**9.3**	**0.0**	**20.2**	**-**	**-**	**-**	**-**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**0**	**0**	**0**	**10.9**	**9.3**	**0.0**	**20.2**	**-**	**-**	**-**	**-**
1/1+1/2	704	704	-	-	-	2.0	0.5	-	2.5	13.0	5.6	0.5	6.1
2/1	784	784	-	-	-	4.9	5.0	-	9.9	45.3	18.3	5.0	23.3
3/1+3/2	425	425	-	-	-	4.0	3.8	-	7.8	66.0	5.5	3.8	9.3
4/1	607	607	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	642	642	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	664	664	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

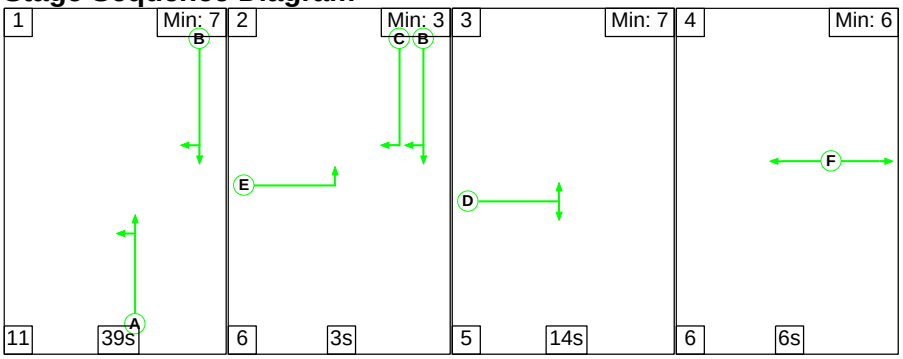
C1 PRC for Signalled Lanes (%): -2.2 Total Delay for Signalled Lanes (pcuHr): 20.20 Cycle Time (s): 90
PRC Over All Lanes (%): -2.2 Total Delay Over All Lanes(pcuHr): 20.20

Full Input Data And Results

Full Input Data And Results

Scenario 5: '2028 Baseline + Dev AM' (FG5: 'Flow Group 5 (2028 + DEV AM)', Plan 1: 'Network Control Plan 1')

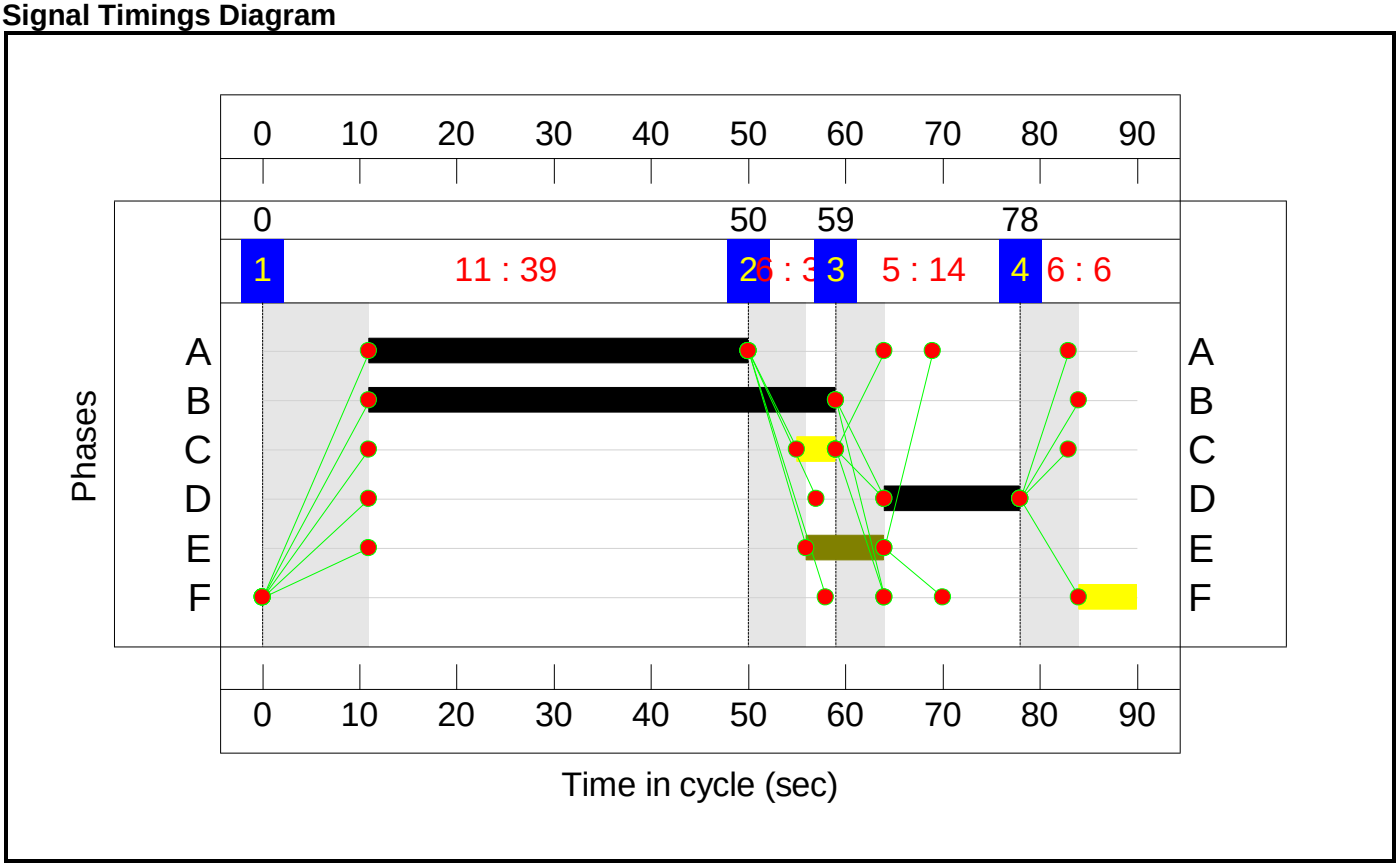
Stage Sequence Diagram



Stage Timings

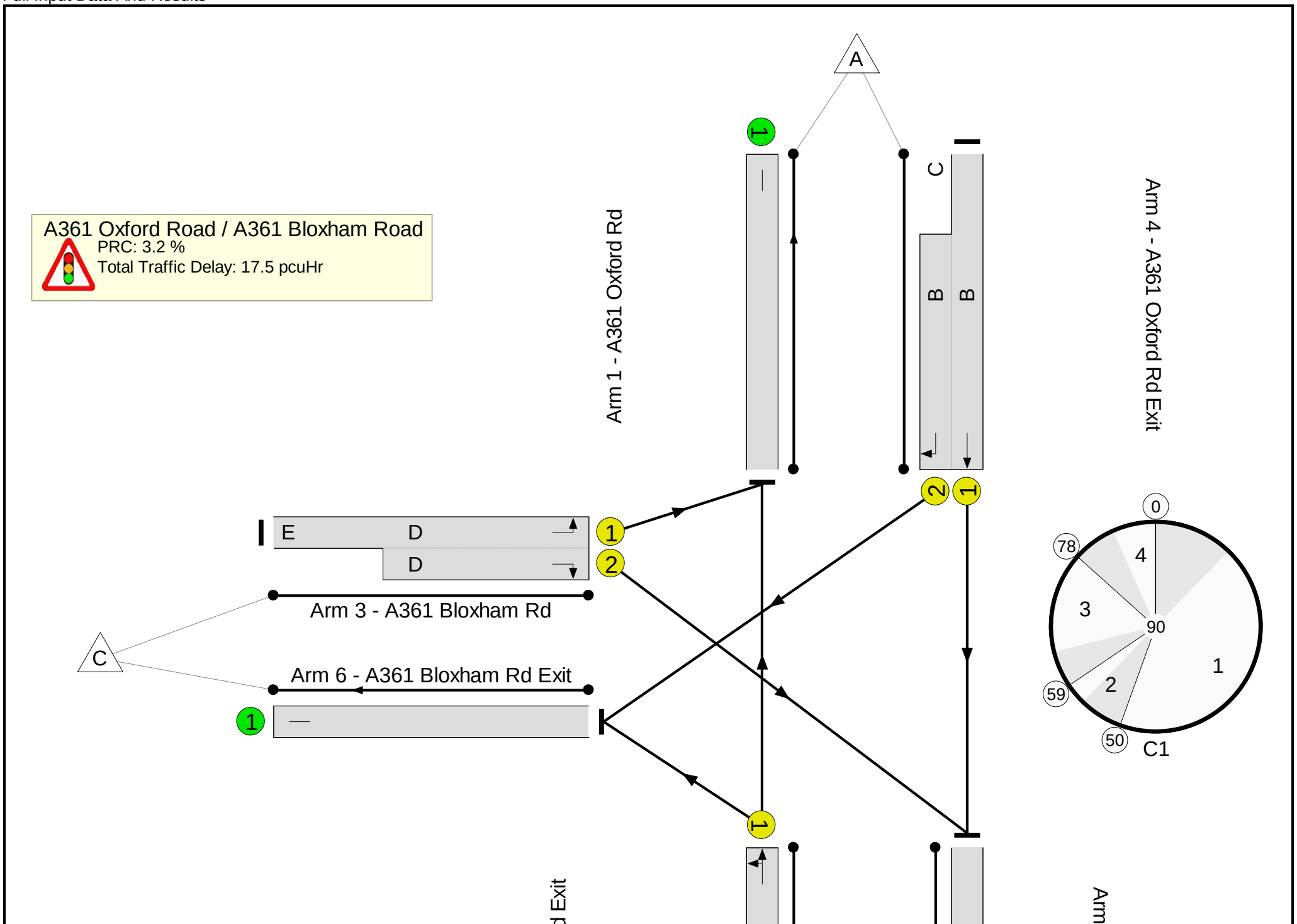
Stage	1	2	3	4
Duration	39	3	14	6
Change Point	0	50	59	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A361 Oxford Road / A361 Bloxham Road
PRC: 3.2 %
Total Traffic Delay: 17.5 pcuHr
A
C
Arm 1 - A361 Oxford Rd
Arm 4 - A361 Oxford Rd Exit
Arm 3 - A361 Bloxham Rd
Arm 6 - A361 Bloxham Rd Exit
E
D
D
B
B
C
0
4
90
1
2
59
50
78
3
C1

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**87.2%**
1/1+1/2	A361 Oxford Rd Ahead Right	U	N/A	N/A	B	C	1	48	4	677	1965:1828	850+449	52.1 : 52.1%
2/1	A4260 Oxford Rd Ahead Left	U	N/A	N/A	A		1	39	-	714	1842	819	87.2%
3/1+3/2	A361 Bloxham Rd Left Right	U	N/A	N/A	D	E	1	22:14	8	540	1829:1752	371+292	81.4 : 81.5%
4/1	A361 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	742	Inf	Inf	0.0%
5/1	A4260 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	681	Inf	Inf	0.0%
6/1	A361 Bloxham Rd Exit	U	N/A	N/A	-		-	-	-	508	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.6**	**5.9**	**0.0**	**17.5**	**-**	**-**	**-**	**-**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**0**	**0**	**0**	**11.6**	**5.9**	**0.0**	**17.5**	**-**	**-**	**-**	**-**
1/1+1/2	677	677	-	-	-	2.2	0.5	-	2.7	14.5	6.4	0.5	6.9
2/1	714	714	-	-	-	4.5	3.2	-	7.7	38.9	16.1	3.2	19.3
3/1+3/2	540	540	-	-	-	4.9	2.1	-	7.0	46.8	6.7	2.1	8.8
4/1	742	742	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	681	681	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	508	508	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

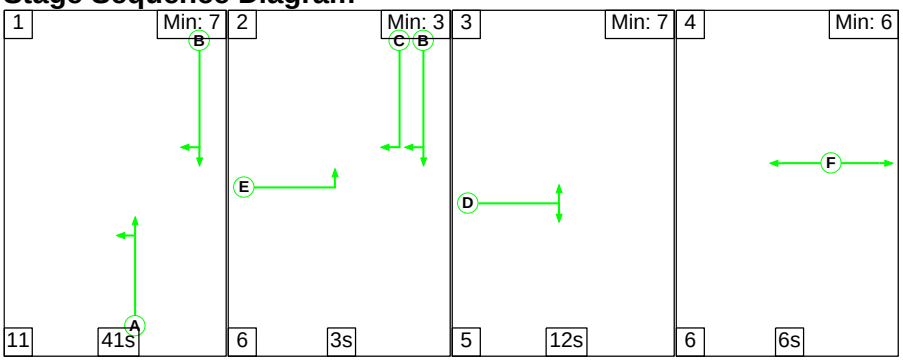
C1 PRC for Signalled Lanes (%): 3.2 Total Delay for Signalled Lanes (pcuHr): 17.45 Cycle Time (s): 90
PRC Over All Lanes (%): 3.2 Total Delay Over All Lanes(pcuHr): 17.45

Full Input Data And Results

Full Input Data And Results

Scenario 6: '2028 Baseline + Dev PM' (FG6: 'Flow Group 6 (2028 + DEV PM)', Plan 1: 'Network Control Plan 1')

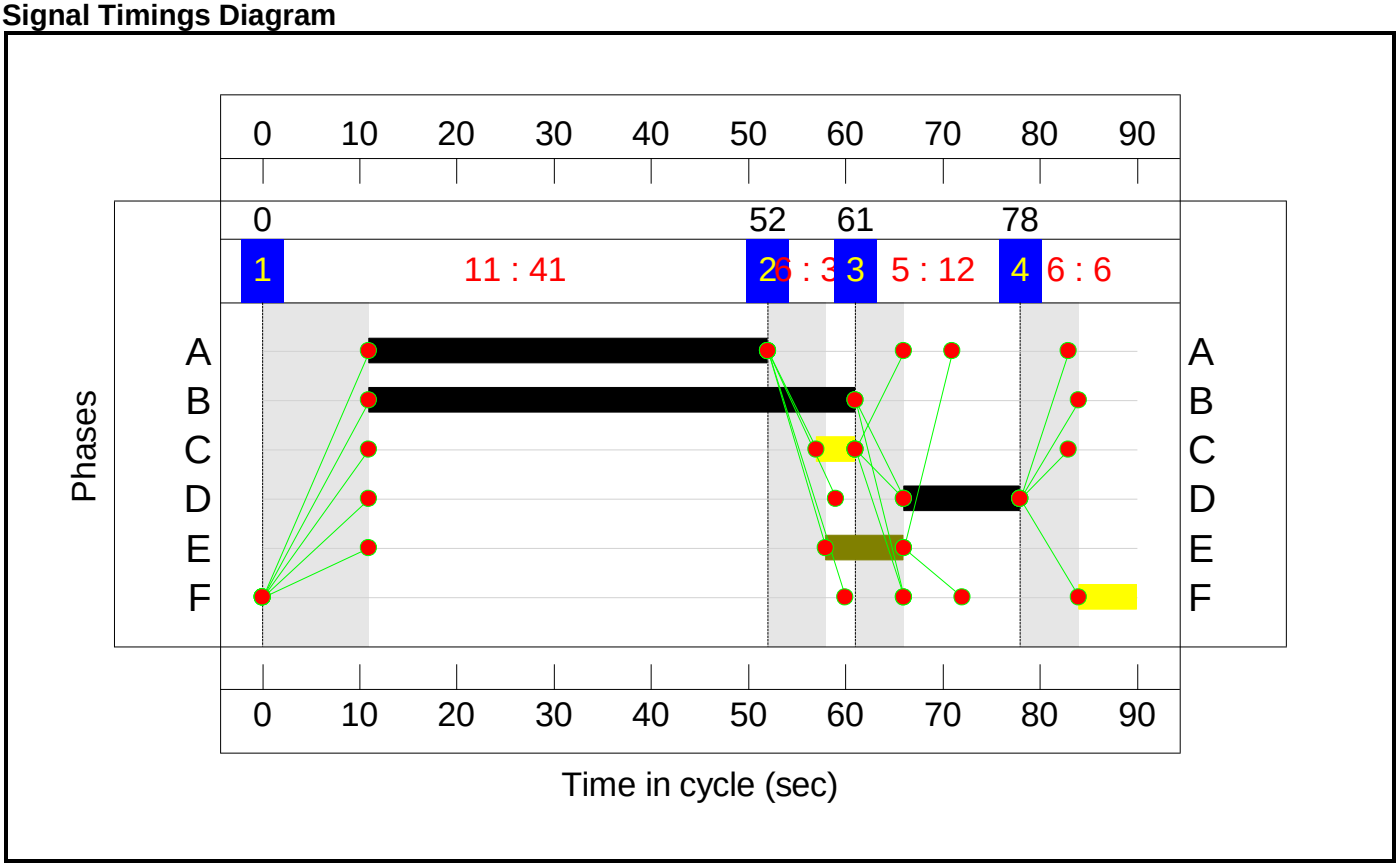
Stage Sequence Diagram



Stage Timings

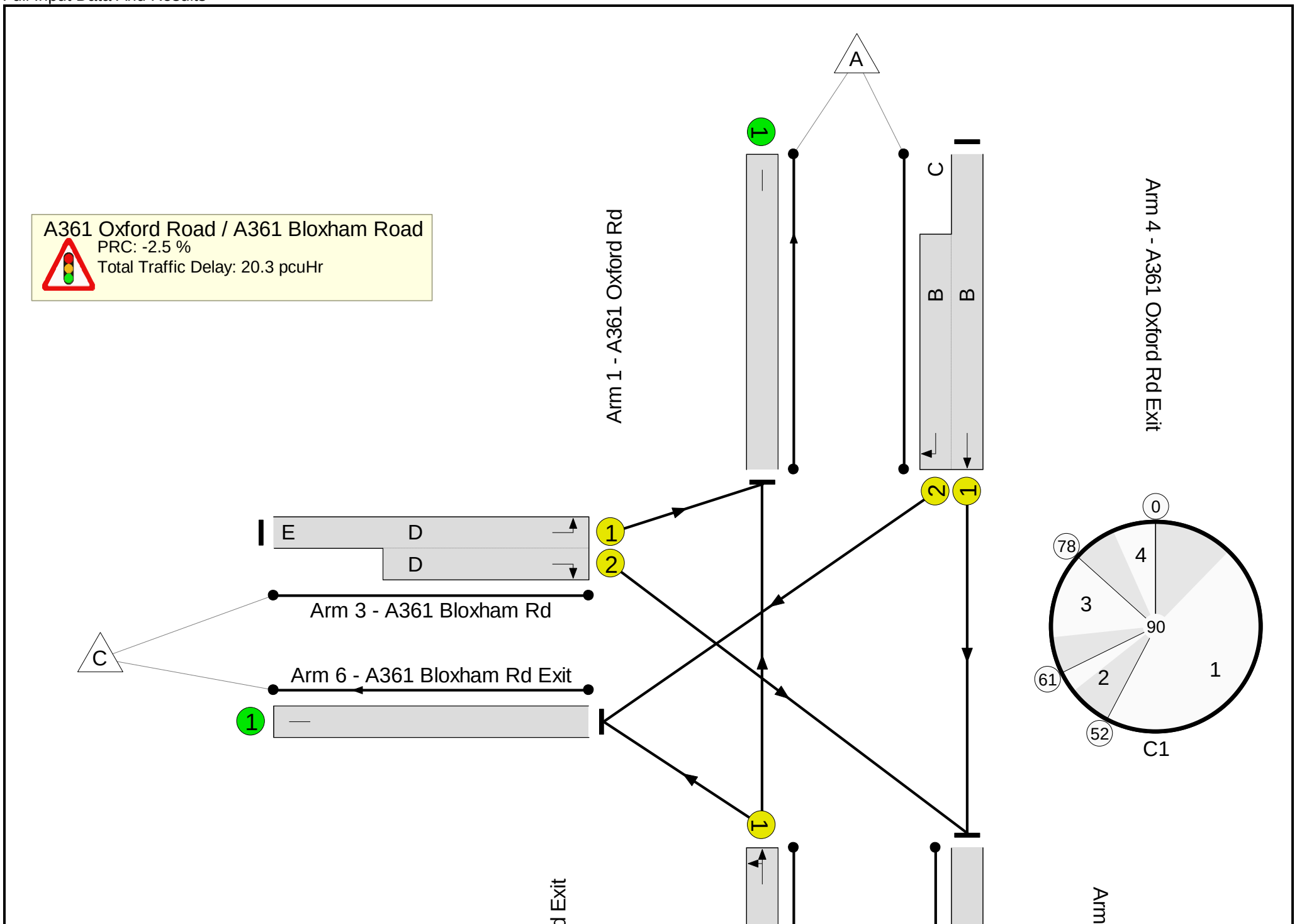
Stage	1	2	3	4
Duration	41	3	12	6
Change Point	0	52	61	78

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A361 Oxford Road / A361 Bloxham Road
PRC: -2.5 %
Total Traffic Delay: 20.3 pcuHr
A
C
Arm 1 - A361 Oxford Rd
Arm 4 - A361 Oxford Rd Exit
Arm 3 - A361 Bloxham Rd
Arm 6 - A361 Bloxham Rd Exit
E
D
D
B
B
C
0
4
90
1
2
61
3
78
52
C1

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.3%**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**92.3%**
1/1+1/2	A361 Oxford Rd Ahead Right	U	N/A	N/A	B	C	1	50	4	688	1965:1828	833+582	48.6 : 48.6%
2/1	A4260 Oxford Rd Ahead Left	U	N/A	N/A	A		1	41	-	787	1828	853	92.3%
3/1+3/2	A361 Bloxham Rd Left Right	U	N/A	N/A	D	E	1	20:12	8	428	1829:1752	224+253	89.7 : 89.7%
4/1	A361 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	613	Inf	Inf	0.0%
5/1	A4260 Oxford Rd Exit	U	N/A	N/A	-		-	-	-	632	Inf	Inf	0.0%
6/1	A361 Bloxham Rd Exit	U	N/A	N/A	-		-	-	-	658	Inf	Inf	0.0%

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.9**	**9.4**	**0.0**	**20.3**	**-**	**-**	**-**	**-**
A361 Oxford Road / A361 Bloxham Road	**-**	**-**	**0**	**0**	**0**	**10.9**	**9.4**	**0.0**	**20.3**	**-**	**-**	**-**	**-**
1/1+1/2	688	688	-	-	-	2.0	0.5	-	2.5	12.9	5.5	0.5	6.0
2/1	787	787	-	-	-	4.9	5.2	-	10.1	46.0	18.4	5.2	23.5
3/1+3/2	428	428	-	-	-	4.0	3.8	-	7.8	65.8	5.5	3.8	9.3
4/1	613	613	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	632	632	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	658	658	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): -2.5 Total Delay for Signalled Lanes (pcuHr): 20.34 Cycle Time (s): 90
PRC Over All Lanes (%): -2.5 Total Delay Over All Lanes(pcuHr): 20.34

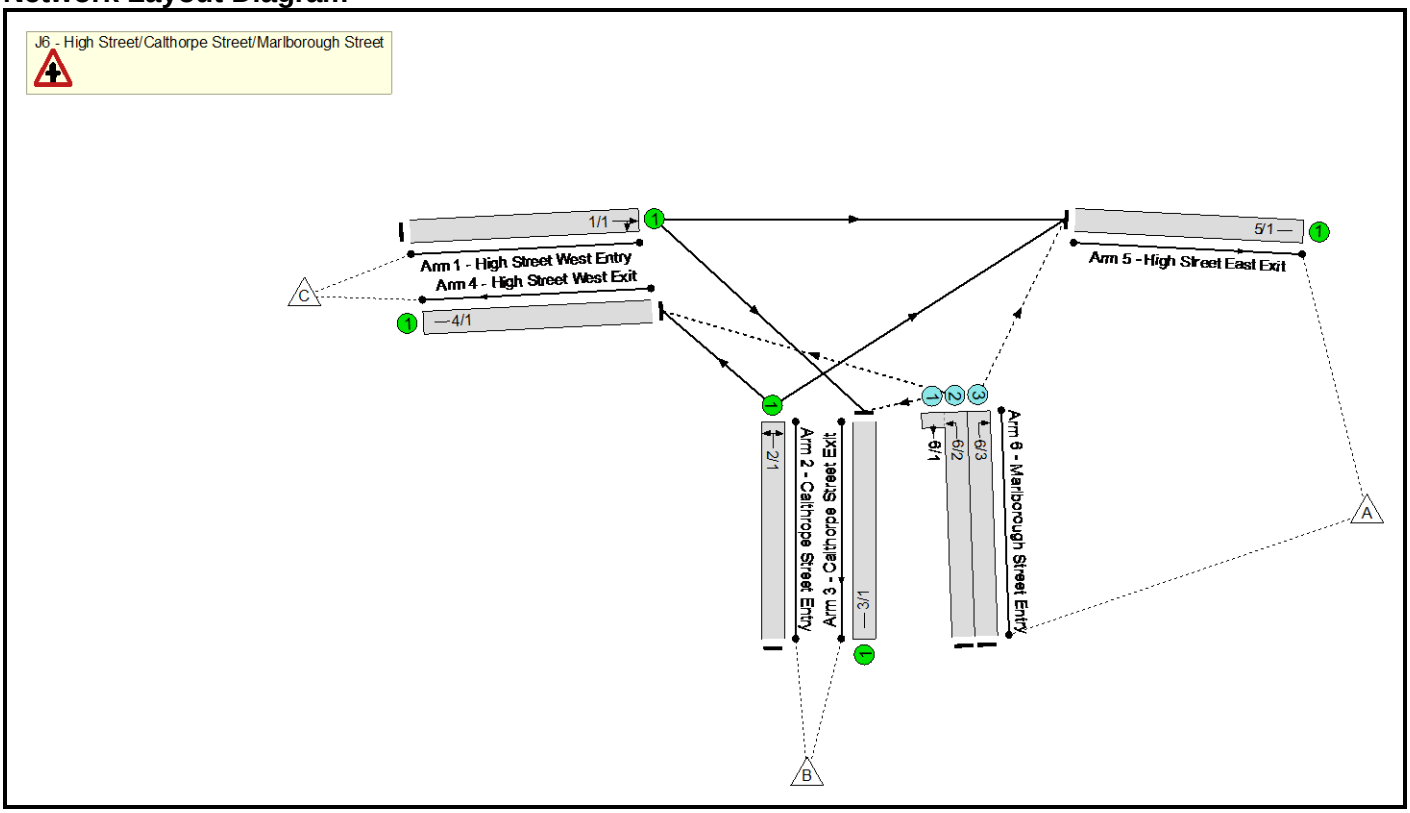
Full Input Data And Results

Full Input Data And Results

User and Project Details

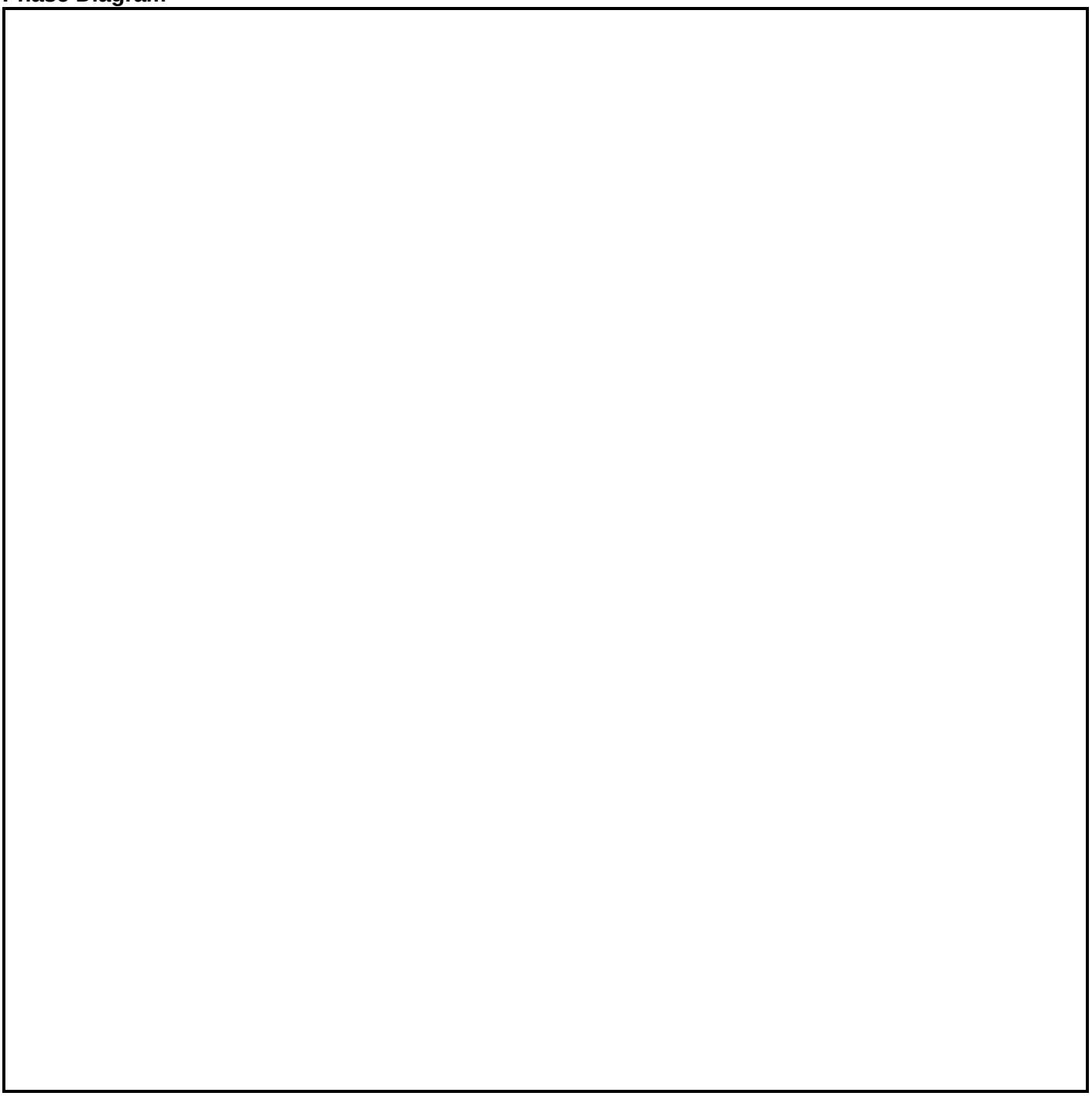
Project:	
Title:	
Location:	
Additional detail:	
File name:	Junction 6 - Calthrope Street - High Street.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

Phase Name	Phase Type	Assoc. Phase	Street Min	Cont Min

Phase Intergreens Matrix

	Starting Phase
Terminating Phase	This View cannot be shown as there are currently no Phases defined.

Phases in Stage

Stage No.	Phases in Stage

Full Input Data And Results

Stage Diagram

There are no Stages to display

Phase Delays

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

Prohibited Stage Change

	To Stage
From Stage	This View cannot be shown as there are currently no Stages defined.

Full Input Data And Results

Give-Way Lane Input Data

Junction: J6 - High Street/Calthorpe Street/Marlborough Street											
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)**
6/1 (Marlborough Street Entry)	3/1 (U-Turn)	660	0	1/1	0.25	To 3/1 (Right)	-	-	-	-	-
6/2 (Marlborough Street Entry)	4/1 (Left)	575	0	2/1	0.36	All	-	-	-	-	-
				1/1	0.25	To 3/1 (Right)					
6/3 (Marlborough Street Entry)	5/1 (Right)	611	0	1/1	0.11	To 5/1 (Ahead)	-	-	-	-	-

Full Input Data And Results

Lane Input Data

Junction: J6 - High Street/Calthorpe Street/Marlborough Street												
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 (High Street West Entry)	U		2	3	60.0	Geom	-	3.50	0.00	Y	Arm 3 Right	7.50
											Arm 5 Ahead	Inf
2/1 (Calthrope Street Entry)	U		2	3	60.0	Geom	-	4.20	0.00	Y	Arm 4 Left	4.80
											Arm 5 Right	10.00
3/1 (Calthorpe Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (High Street West Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (High Street East Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (Marlborough Street Entry)	O		2	3	1.0	Geom	-	3.80	0.00	Y	Arm 3 U-Turn	10.90
6/2 (Marlborough Street Entry)	O		2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Left	20.70
6/3 (Marlborough Street Entry)	O		2	3	60.0	Geom	-	4.50	0.00	Y	Arm 5 Right	8.40

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Base - AM'	08:00	09:00	01:00	
2: '2023 Base - PM'	16:30	17:30	01:00	
3: '2028 Base - AM'	08:00	09:00	01:00	
4: '2028 Base - PM'	16:30	17:30	01:00	
5: '2028 Base + Dev - AM'	08:00	09:00	01:00	
6: '2028 Base + Dev - PM'	16:30	17:30	01:00	

Scenario 1: '2023 Base - AM' (FG1: '2023 Base - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	57	46	300	403
	B	74	0	23	97
	C	400	25	0	425
	Tot.	531	71	323	925

Traffic Lane Flows

Lane	Scenario 1: 2023 Base - AM
Junction: J6 - High Street/Calthorpe Street/Marlborough Street	
1/1	425
2/1	97
3/1	71
4/1	323
5/1	531
6/1 (short)	46
6/2 (with short)	346(In) 300(Out)
6/3	57

Full Input Data And Results

Lane Saturation Flows

Junction: J6 - High Street/Calthorpe Street/Marlborough Street								
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 (High Street West Entry)	3.50	0.00	Y	Arm 3 Right	7.50	5.9 %	1942	1942
				Arm 5 Ahead	Inf	94.1 %		
2/1 (Calthrope Street Entry)	4.20	0.00	Y	Arm 4 Left	4.80	23.7 %	1712	1712
				Arm 5 Right	10.00	76.3 %		
3/1 (Calthorpe Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (High Street West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marlborough Street Entry)	3.80	0.00	Y	Arm 3 U-Turn	10.90	100.0 %	1754	1754
6/2 (Marlborough Street Entry)	3.00	0.00	Y	Arm 4 Left	20.70	100.0 %	1786	1786
6/3 (Marlborough Street Entry)	4.50	0.00	Y	Arm 5 Right	8.40	100.0 %	1752	1752

Scenario 2: '2023 Base - PM' (FG2: '2023 Base - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	92	38	425	555
	B	68	0	65	133
	C	322	17	0	339
	Tot.	482	55	490	1027

Traffic Lane Flows

Lane	Scenario 2: 2023 Base - PM
Junction: J6 - High Street/Calthorpe Street/Marlborough Street	
1/1	339
2/1	133
3/1	55
4/1	490
5/1	482
6/1 (short)	38
6/2 (with short)	463(In) 425(Out)
6/3	92

Full Input Data And Results

Lane Saturation Flows

Junction: J6 - High Street/Calthorpe Street/Marlborough Street								
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 (High Street West Entry)	3.50	0.00	Y	Arm 3 Right	7.50	5.0 %	1945	1945
				Arm 5 Ahead	Inf	95.0 %		
2/1 (Calthrope Street Entry)	4.20	0.00	Y	Arm 4 Left	4.80	48.9 %	1655	1655
				Arm 5 Right	10.00	51.1 %		
3/1 (Calthorpe Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (High Street West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marlborough Street Entry)	3.80	0.00	Y	Arm 3 U-Turn	10.90	100.0 %	1754	1754
6/2 (Marlborough Street Entry)	3.00	0.00	Y	Arm 4 Left	20.70	100.0 %	1786	1786
6/3 (Marlborough Street Entry)	4.50	0.00	Y	Arm 5 Right	8.40	100.0 %	1752	1752

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	60	49	316	425
	B	78	0	24	102
	C	423	26	0	449
	Tot.	561	75	340	976

Traffic Lane Flows

Lane	Scenario 3: 2028 Base - AM
Junction: J6 - High Street/Calthorpe Street/Marlborough Street	
1/1	449
2/1	102
3/1	75
4/1	340
5/1	561
6/1 (short)	49
6/2 (with short)	365(In) 316(Out)
6/3	60

Full Input Data And Results

Lane Saturation Flows

Junction: J6 - High Street/Calthorpe Street/Marlborough Street								
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 (High Street West Entry)	3.50	0.00	Y	Arm 3 Right	7.50	5.8 %	1943	1943
				Arm 5 Ahead	Inf	94.2 %		
2/1 (Calthrope Street Entry)	4.20	0.00	Y	Arm 4 Left	4.80	23.5 %	1713	1713
				Arm 5 Right	10.00	76.5 %		
3/1 (Calthorpe Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (High Street West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marlborough Street Entry)	3.80	0.00	Y	Arm 3 U-Turn	10.90	100.0 %	1754	1754
6/2 (Marlborough Street Entry)	3.00	0.00	Y	Arm 4 Left	20.70	100.0 %	1786	1786
6/3 (Marlborough Street Entry)	4.50	0.00	Y	Arm 5 Right	8.40	100.0 %	1752	1752

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

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	97	40	448	585
	B	72	0	67	139
	C	340	18	0	358
	Tot.	509	58	515	1082

Traffic Lane Flows

Lane	Scenario 4: 2028 Base - PM
Junction: J6 - High Street/Calthorpe Street/Marlborough Street	
1/1	358
2/1	139
3/1	58
4/1	515
5/1	509
6/1 (short)	40
6/2 (with short)	488(In) 448(Out)
6/3	97

Full Input Data And Results

Lane Saturation Flows

Junction: J6 - High Street/Calthorpe Street/Marlborough Street								
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 (High Street West Entry)	3.50	0.00	Y	Arm 3 Right	7.50	5.0 %	1945	1945
				Arm 5 Ahead	Inf	95.0 %		
2/1 (Calthrope Street Entry)	4.20	0.00	Y	Arm 4 Left	4.80	48.2 %	1657	1657
				Arm 5 Right	10.00	51.8 %		
3/1 (Calthorpe Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (High Street West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marlborough Street Entry)	3.80	0.00	Y	Arm 3 U-Turn	10.90	100.0 %	1754	1754
6/2 (Marlborough Street Entry)	3.00	0.00	Y	Arm 4 Left	20.70	100.0 %	1786	1786
6/3 (Marlborough Street Entry)	4.50	0.00	Y	Arm 5 Right	8.40	100.0 %	1752	1752

Scenario 5: '2028 Base + Dev - AM' (FG5: '2028 Base + Dev - AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	57	84	298	439
	B	98	0	15	113
	C	423	23	0	446
	Tot.	578	107	313	998

Traffic Lane Flows

Lane	Scenario 5: 2028 Base + Dev - AM
Junction: J6 - High Street/Calthorpe Street/Marlborough Street	
1/1	446
2/1	113
3/1	107
4/1	313
5/1	578
6/1 (short)	84
6/2 (with short)	382(In) 298(Out)
6/3	57

Full Input Data And Results

Lane Saturation Flows

Junction: J6 - High Street/Calthorpe Street/Marlborough Street								
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 (High Street West Entry)	3.50	0.00	Y	Arm 3 Right	7.50	5.2 %	1945	1945
				Arm 5 Ahead	Inf	94.8 %		
2/1 (Calthrope Street Entry)	4.20	0.00	Y	Arm 4 Left	4.80	13.3 %	1737	1737
				Arm 5 Right	10.00	86.7 %		
3/1 (Calthorpe Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (High Street West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marlborough Street Entry)	3.80	0.00	Y	Arm 3 U-Turn	10.90	100.0 %	1754	1754
6/2 (Marlborough Street Entry)	3.00	0.00	Y	Arm 4 Left	20.70	100.0 %	1786	1786
6/3 (Marlborough Street Entry)	4.50	0.00	Y	Arm 5 Right	8.40	100.0 %	1752	1752

Scenario 6: '2028 Base + Dev - PM' (FG6: '2028 Base + Dev - PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination			
		A	B	C	Tot.
Origin	A	91	62	422	575
	B	84	0	62	146
	C	340	16	0	356
	Tot.	515	78	484	1077

Traffic Lane Flows

Lane	Scenario 6: 2028 Base + Dev - PM
Junction: J6 - High Street/Calthorpe Street/Marlborough Street	
1/1	356
2/1	146
3/1	78
4/1	484
5/1	515
6/1 (short)	62
6/2 (with short)	484(In) 422(Out)
6/3	91

Full Input Data And Results

Lane Saturation Flows

Junction: J6 - High Street/Calthorpe Street/Marlborough Street								
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 (High Street West Entry)	3.50	0.00	Y	Arm 3 Right	7.50	4.5 %	1947	1947
				Arm 5 Ahead	Inf	95.5 %		
2/1 (Calthrope Street Entry)	4.20	0.00	Y	Arm 4 Left	4.80	42.5 %	1669	1669
				Arm 5 Right	10.00	57.5 %		
3/1 (Calthorpe Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (High Street West Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (High Street East Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (Marlborough Street Entry)	3.80	0.00	Y	Arm 3 U-Turn	10.90	100.0 %	1754	1754
6/2 (Marlborough Street Entry)	3.00	0.00	Y	Arm 4 Left	20.70	100.0 %	1786	1786
6/3 (Marlborough Street Entry)	4.50	0.00	Y	Arm 5 Right	8.40	100.0 %	1752	1752

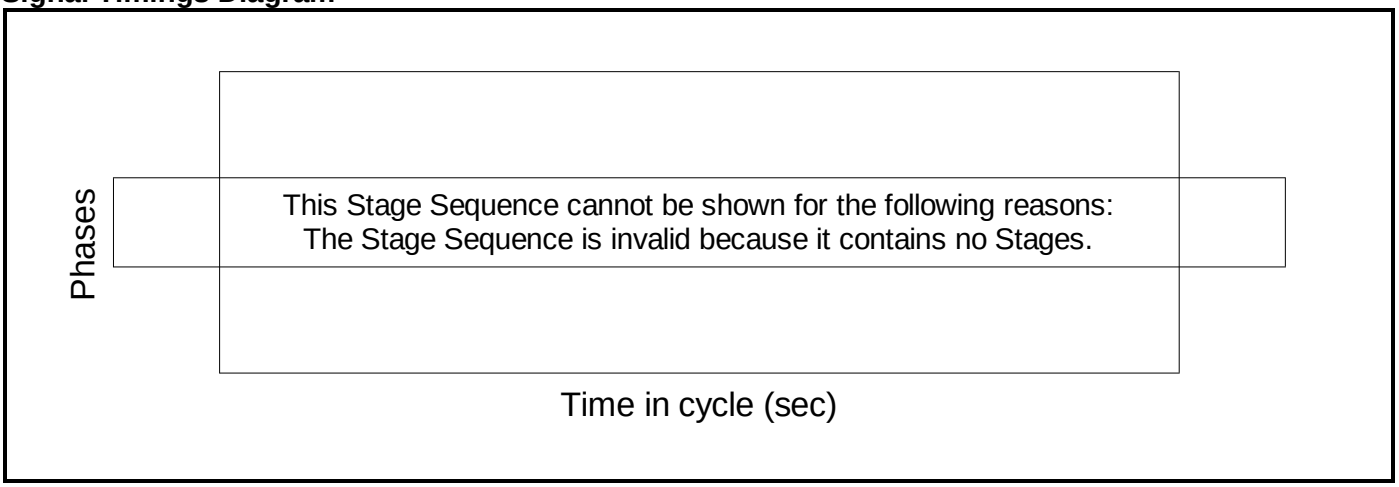
Scenario 1: '2023 Base - AM' (FG1: '2023 Base - AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

Stage Timings

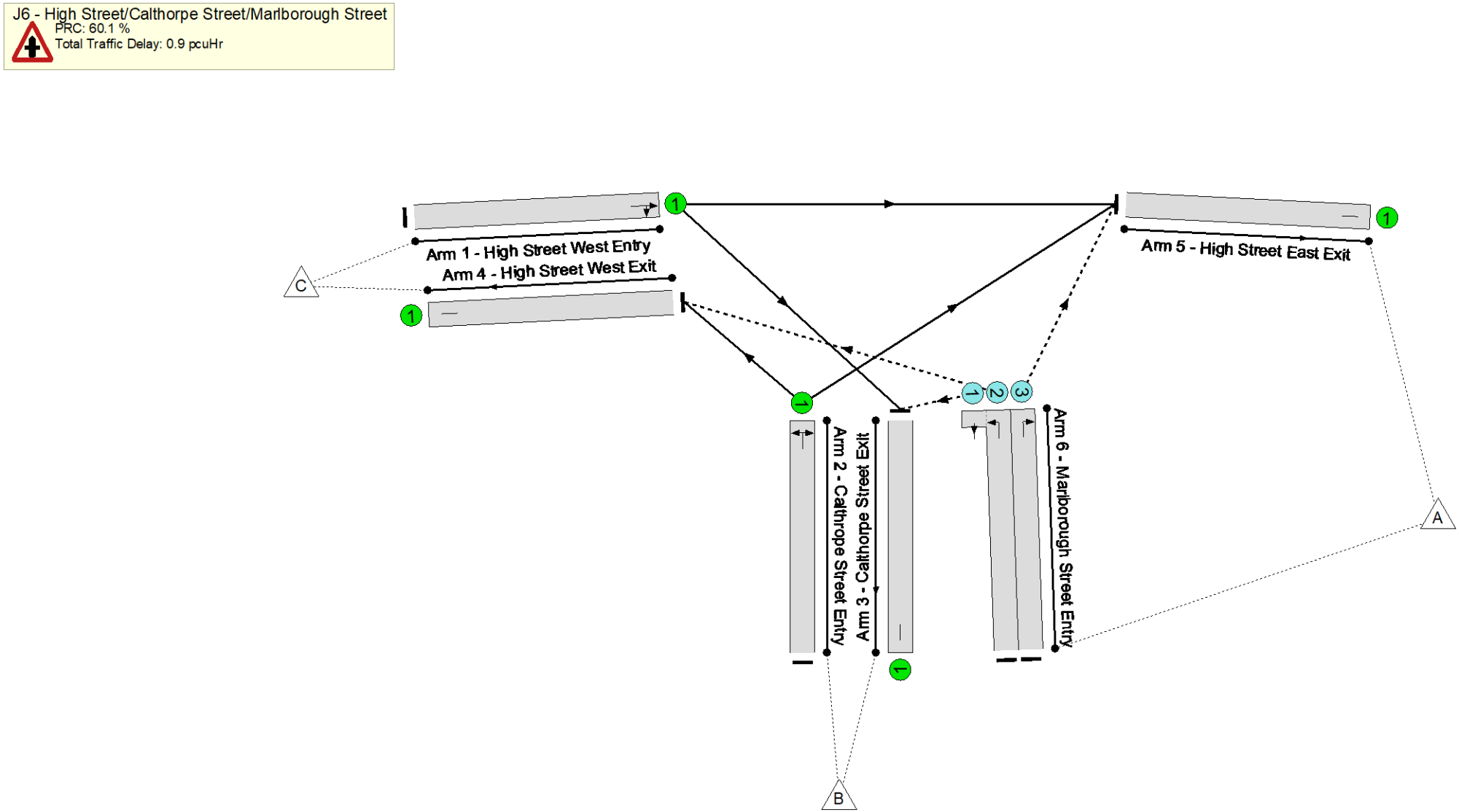
Stage
Duration
Change Point

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.2%**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.2%**
1/1	High Street West Entry Right Ahead	U	N/A	N/A	-		-	-	-	425	1942	1942	21.9%
2/1	Calthrope Street Entry Left Right	U	N/A	N/A	-		-	-	-	97	1712	1712	5.7%
3/1	Calthorpe Street Exit	U	N/A	N/A	-		-	-	-	71	Inf	Inf	0.0%
4/1	High Street West Exit	U	N/A	N/A	-		-	-	-	323	Inf	Inf	0.0%
5/1	High Street East Exit	U	N/A	N/A	-		-	-	-	531	Inf	Inf	0.0%
6/2+6/1	Marlborough Street Entry U-Turn Left	O	N/A	N/A	-		-	-	-	346	1786:1754	534+82	56.2 : 56.2%
6/3	Marlborough Street Entry Right	O	N/A	N/A	-		-	-	-	57	1752	567	10.1%

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	**-**	**-**	**749**	**0**	**0**	**0.0**	**0.9**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**749**	**0**	**0**	**0.0**	**0.9**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	425	425	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/1	97	97	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
3/1	71	71	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	323	323	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	531	531	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	346	346	692	0	0	0.0	0.6	-	0.6	6.6	0.0	0.6	0.6
6/3	57	57	57	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1

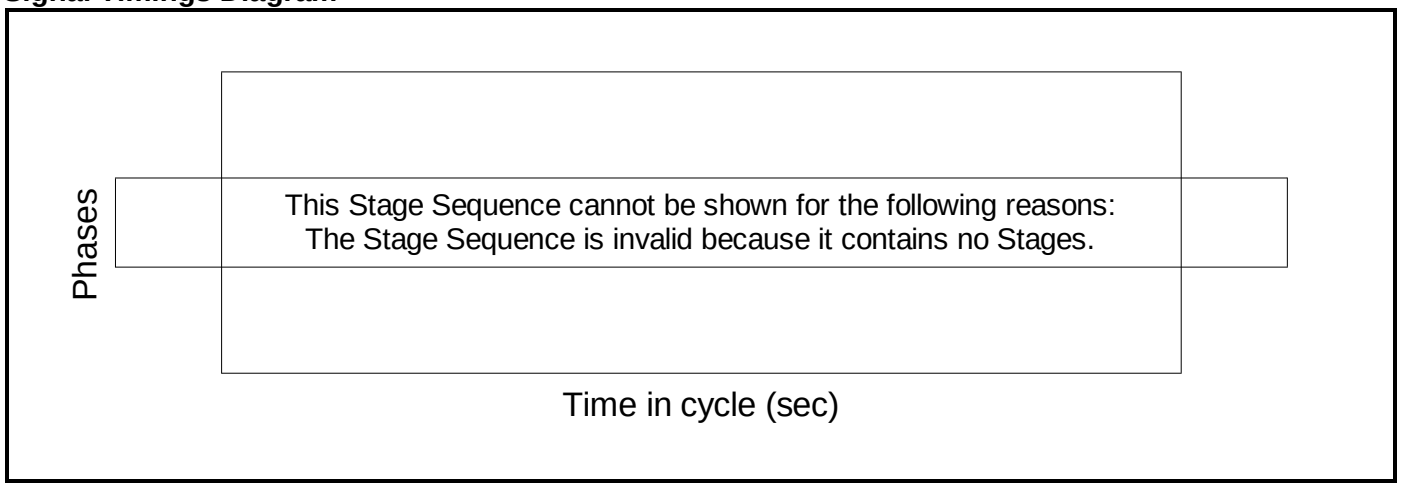
C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 60.1 Total Delay Over All Lanes(pcuHr): 0.86

Scenario 2: '2023 Base - PM' (FG2: '2023 Base - PM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram

Stage Timings

Stage
Duration
Change Point

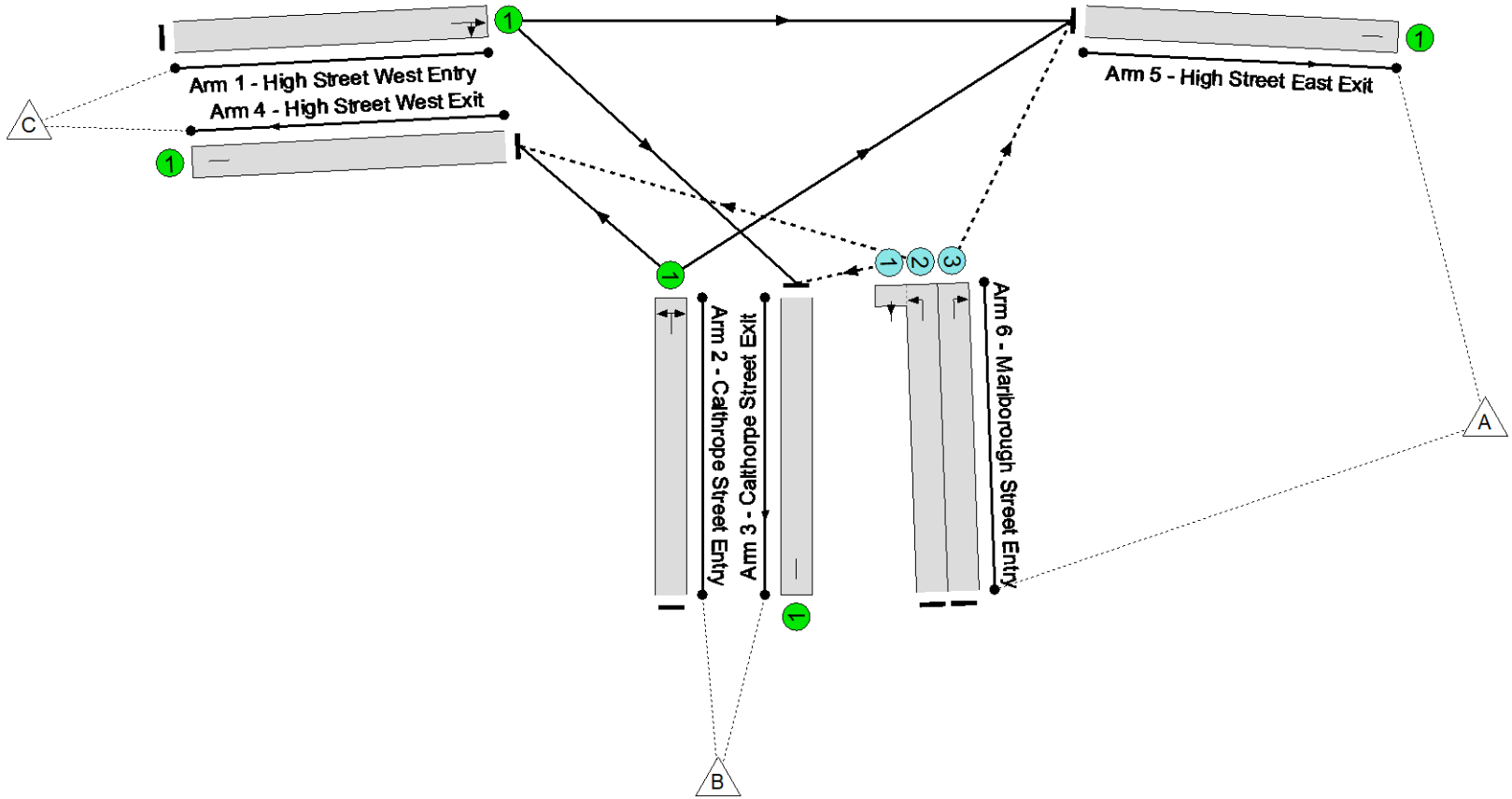
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

J6 - High Street/Calthorpe Street/Marlborough Street
PRC: 10.7 %
Total Traffic Delay: 2.3 pcuHr



Full Input Data And Results

Network Results

Item	Lane Description	Lane Type	Controller Stream	Position In Filtered Route	Full Phase	Arrow Phase	Num Greens	Total Green (s)	Arrow Green (s)	Demand Flow (pcu)	Sat Flow (pcu/Hr)	Capacity (pcu)	Deg Sat (%)
Network	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.3%**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.3%**
1/1	High Street West Entry Right Ahead	U	N/A	N/A	-		-	-	-	339	1945	1945	17.4%
2/1	Calthrope Street Entry Left Right	U	N/A	N/A	-		-	-	-	133	1655	1655	8.0%
3/1	Calthorpe Street Exit	U	N/A	N/A	-		-	-	-	55	Inf	Inf	0.0%
4/1	High Street West Exit	U	N/A	N/A	-		-	-	-	490	Inf	Inf	0.0%
5/1	High Street East Exit	U	N/A	N/A	-		-	-	-	482	Inf	Inf	0.0%
6/2+6/1	Marlborough Street Entry U-Turn Left	O	N/A	N/A	-		-	-	-	463	1786:1754	523+47	81.3 : 81.3%
6/3	Marlborough Street Entry Right	O	N/A	N/A	-		-	-	-	92	1752	575	16.0%

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	**-**	**-**	**1018**	**0**	**0**	**0.0**	**2.3**	**0.0**	**2.3**	**-**	**-**	**-**	**-**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**1018**	**0**	**0**	**0.0**	**2.3**	**0.0**	**2.3**	**-**	**-**	**-**	**-**
1/1	339	339	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	133	133	-	-	-	0.0	0.0	-	0.0	1.2	0.0	0.0	0.0
3/1	55	55	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	490	490	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	482	482	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	463	463	926	0	0	0.0	2.1	-	2.1	16.3	0.0	2.1	2.1
6/3	92	92	92	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1

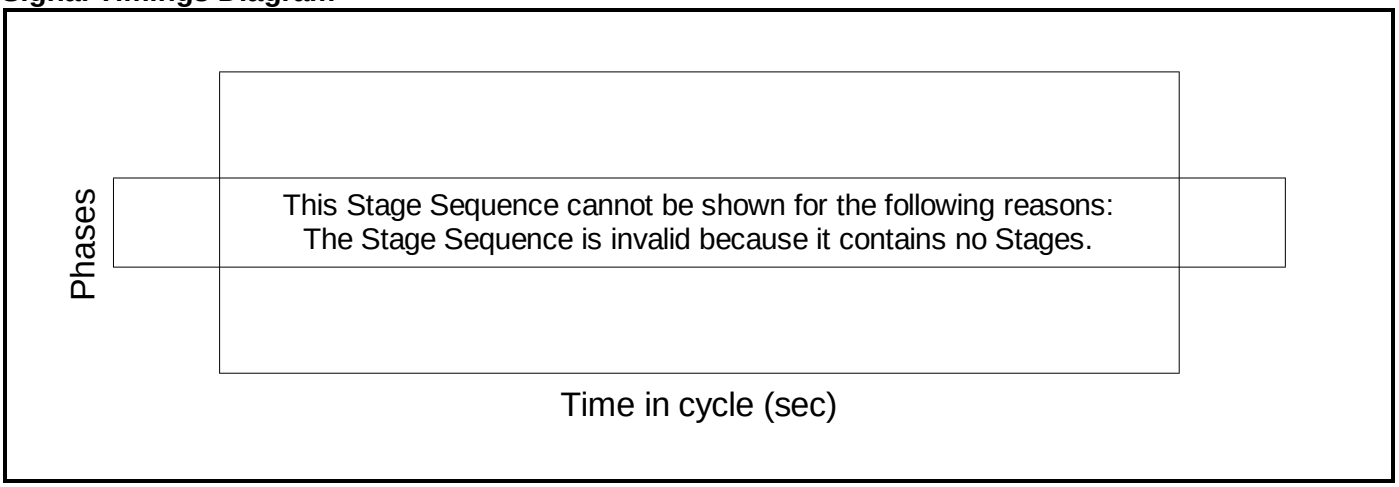
C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 10.7 Total Delay Over All Lanes(pcuHr): 2.34

Scenario 3: '2028 Base - AM' (FG3: '2028 Base - AM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram

Stage Timings

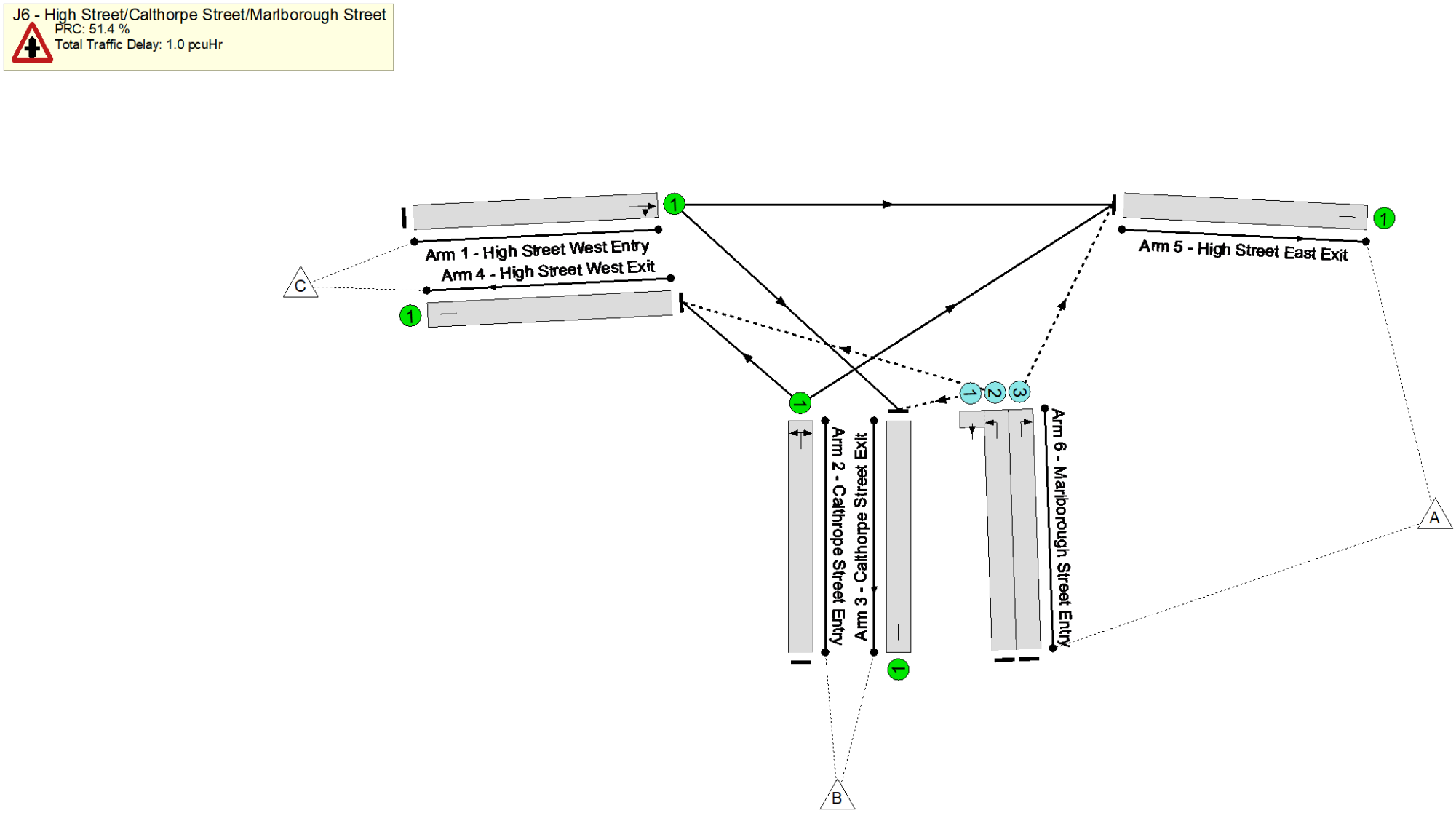
Stage
Duration
Change Point

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.4%**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**59.4%**
1/1	High Street West Entry Right Ahead	U	N/A	N/A	-		-	-	-	449	1943	1943	23.1%
2/1	Calthrope Street Entry Left Right	U	N/A	N/A	-		-	-	-	102	1713	1713	6.0%
3/1	Calthorpe Street Exit	U	N/A	N/A	-		-	-	-	75	Inf	Inf	0.0%
4/1	High Street West Exit	U	N/A	N/A	-		-	-	-	340	Inf	Inf	0.0%
5/1	High Street East Exit	U	N/A	N/A	-		-	-	-	561	Inf	Inf	0.0%
6/2+6/1	Marlborough Street Entry U-Turn Left	O	N/A	N/A	-		-	-	-	365	1786:1754	532+82	59.4 : 59.4%
6/3	Marlborough Street Entry Right	O	N/A	N/A	-		-	-	-	60	1752	564	10.6%

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	**-**	**-**	**790**	**0**	**0**	**0.0**	**1.0**	**0.0**	**1.0**	**-**	**-**	**-**	**-**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**790**	**0**	**0**	**0.0**	**1.0**	**0.0**	**1.0**	**-**	**-**	**-**	**-**
1/1	449	449	-	-	-	0.0	0.2	-	0.2	1.2	0.0	0.2	0.2
2/1	102	102	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
3/1	75	75	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	340	340	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	561	561	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	365	365	730	0	0	0.0	0.7	-	0.7	7.2	0.0	0.7	0.7
6/3	60	60	60	0	0	0.0	0.1	-	0.1	3.6	0.0	0.1	0.1

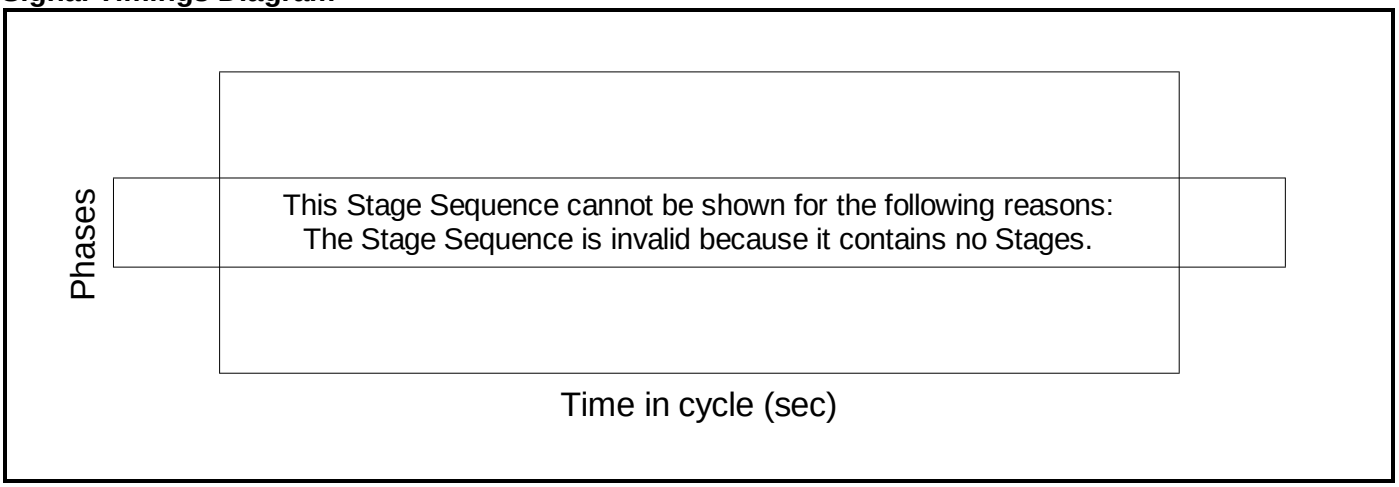
C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 51.4 Total Delay Over All Lanes(pcuHr): 0.97

Scenario 4: '2028 Base - PM' (FG4: '2028 Base - PM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram

Stage Timings

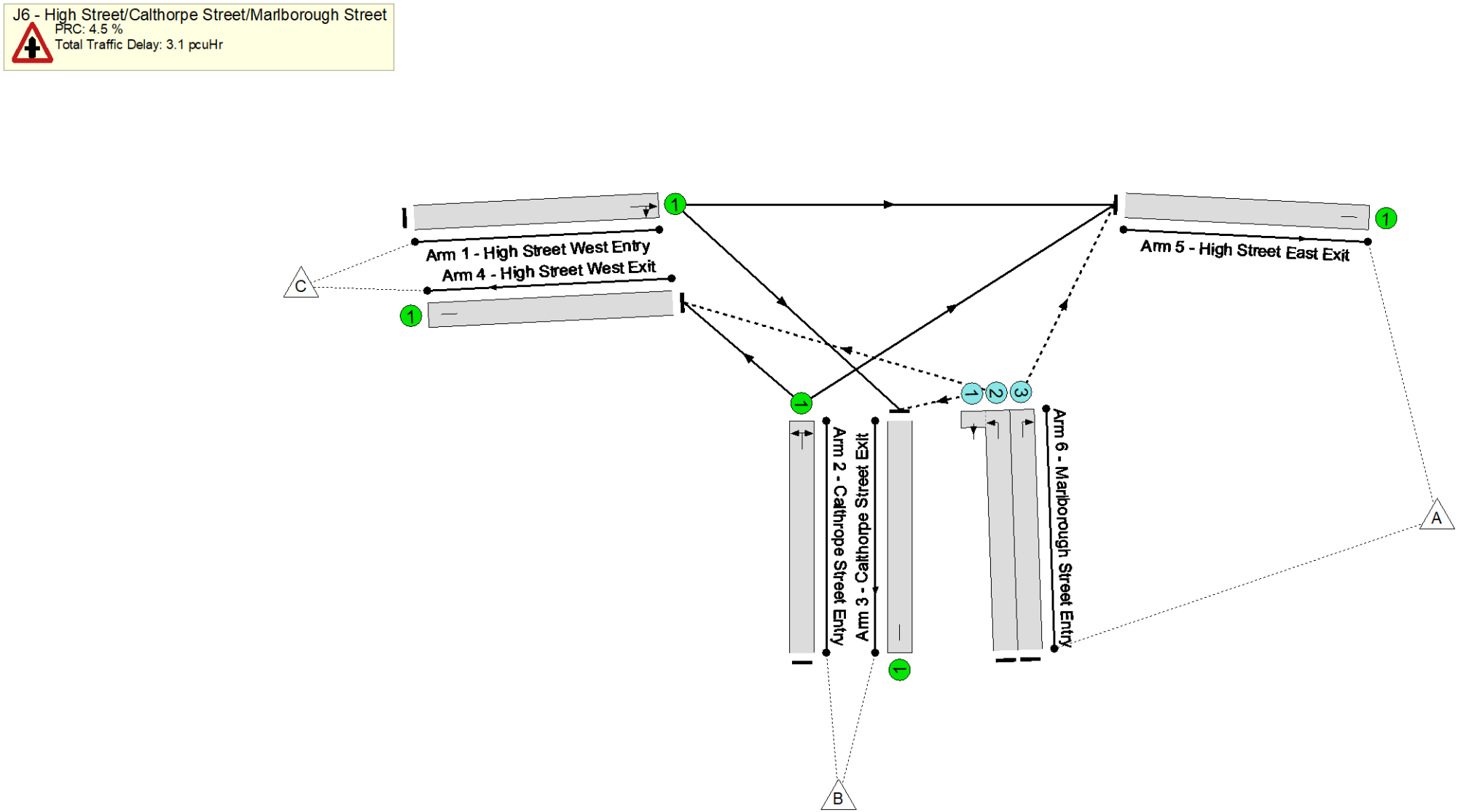
Stage
Duration
Change Point

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**86.1%**
1/1	High Street West Entry Right Ahead	U	N/A	N/A	-		-	-	-	358	1945	1945	18.4%
2/1	Calthrope Street Entry Left Right	U	N/A	N/A	-		-	-	-	139	1657	1657	8.4%
3/1	Calthorpe Street Exit	U	N/A	N/A	-		-	-	-	58	Inf	Inf	0.0%
4/1	High Street West Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
5/1	High Street East Exit	U	N/A	N/A	-		-	-	-	509	Inf	Inf	0.0%
6/2+6/1	Marlborough Street Entry U-Turn Left	O	N/A	N/A	-		-	-	-	488	1786:1754	520+46	86.1 : 86.1%
6/3	Marlborough Street Entry Right	O	N/A	N/A	-		-	-	-	97	1752	574	16.9%

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	**-**	**-**	**1073**	**0**	**0**	**0.0**	**3.1**	**0.0**	**3.1**	**-**	**-**	**-**	**-**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**1073**	**0**	**0**	**0.0**	**3.1**	**0.0**	**3.1**	**-**	**-**	**-**	**-**
1/1	358	358	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	139	139	-	-	-	0.0	0.0	-	0.0	1.2	0.0	0.0	0.0
3/1	58	58	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	509	509	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	488	488	976	0	0	0.0	2.9	-	2.9	21.3	0.0	2.9	2.9
6/3	97	97	97	0	0	0.0	0.1	-	0.1	3.8	0.0	0.1	0.1

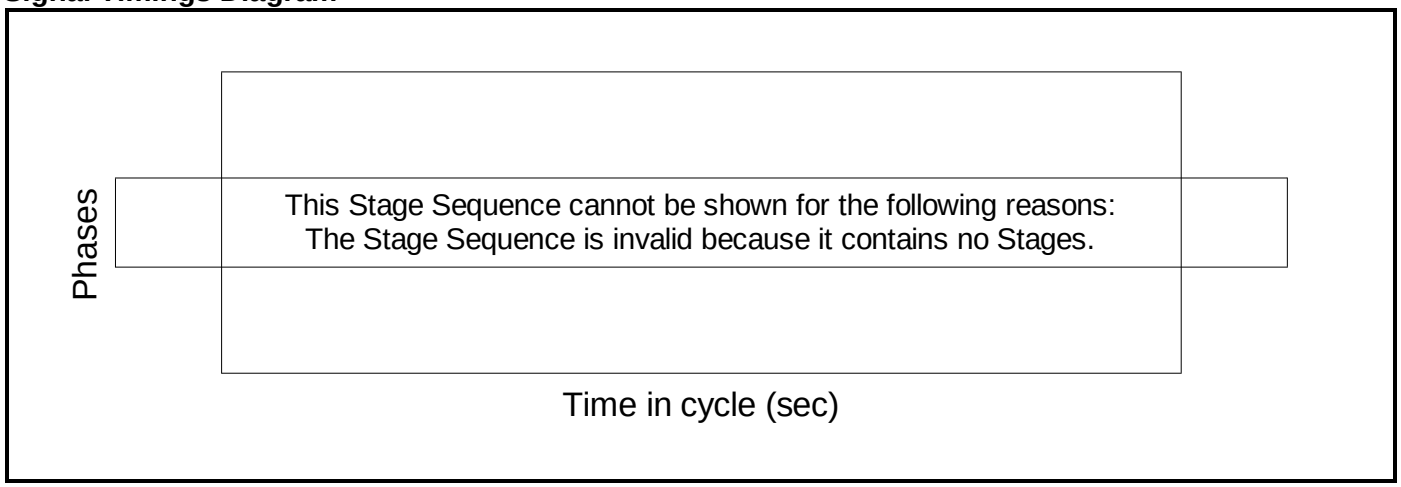
C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 4.5 Total Delay Over All Lanes(pcuHr): 3.14

Scenario 5: '2028 Base + Dev - AM' (FG5: '2028 Base + Dev - AM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram

Stage Timings

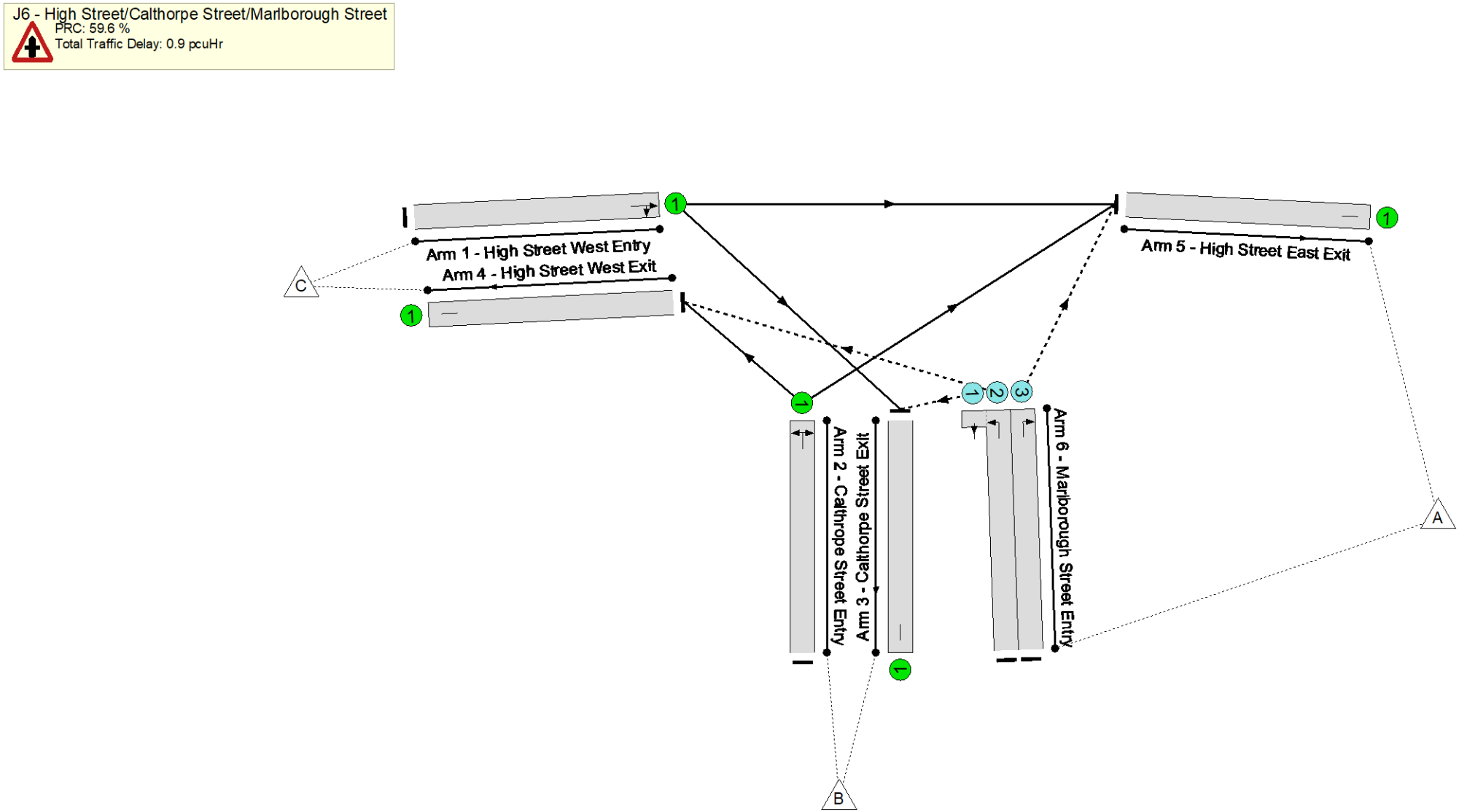
Stage
Duration
Change Point

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.4%**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**56.4%**
1/1	High Street West Entry Right Ahead	U	N/A	N/A	-		-	-	-	446	1945	1945	22.9%
2/1	Calthrope Street Entry Left Right	U	N/A	N/A	-		-	-	-	113	1737	1737	6.5%
3/1	Calthorpe Street Exit	U	N/A	N/A	-		-	-	-	107	Inf	Inf	0.0%
4/1	High Street West Exit	U	N/A	N/A	-		-	-	-	313	Inf	Inf	0.0%
5/1	High Street East Exit	U	N/A	N/A	-		-	-	-	578	Inf	Inf	0.0%
6/2+6/1	Marlborough Street Entry U-Turn Left	O	N/A	N/A	-		-	-	-	382	1786:1754	528+149	56.4 : 56.4%
6/3	Marlborough Street Entry Right	O	N/A	N/A	-		-	-	-	57	1752	564	10.1%

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	**-**	**-**	**821**	**0**	**0**	**0.0**	**0.9**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**821**	**0**	**0**	**0.0**	**0.9**	**0.0**	**0.9**	**-**	**-**	**-**	**-**
1/1	446	446	-	-	-	0.0	0.1	-	0.1	1.2	0.0	0.1	0.1
2/1	113	113	-	-	-	0.0	0.0	-	0.0	1.1	0.0	0.0	0.0
3/1	107	107	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	313	313	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	578	578	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	382	382	764	0	0	0.0	0.6	-	0.6	6.1	0.0	0.6	0.6
6/3	57	57	57	0	0	0.0	0.1	-	0.1	3.5	0.0	0.1	0.1

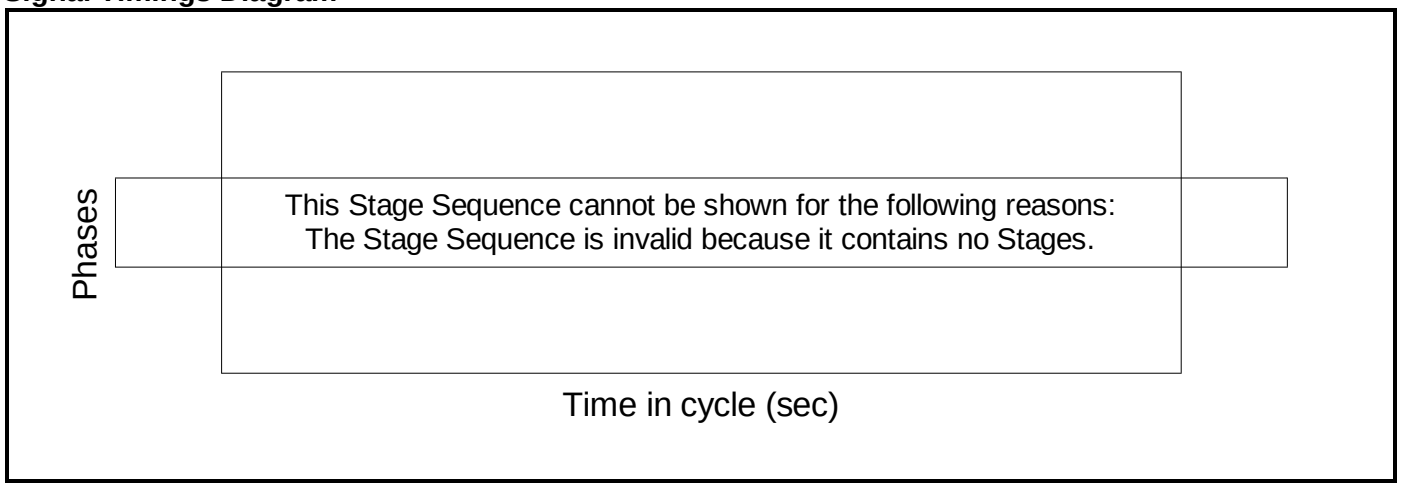
C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 59.6 Total Delay Over All Lanes(pcuHr): 0.88

Scenario 6: '2028 Base + Dev - PM' (FG6: '2028 Base + Dev - PM', Plan 1: 'Network Control Plan 1')
Stage Sequence Diagram

Stage Timings

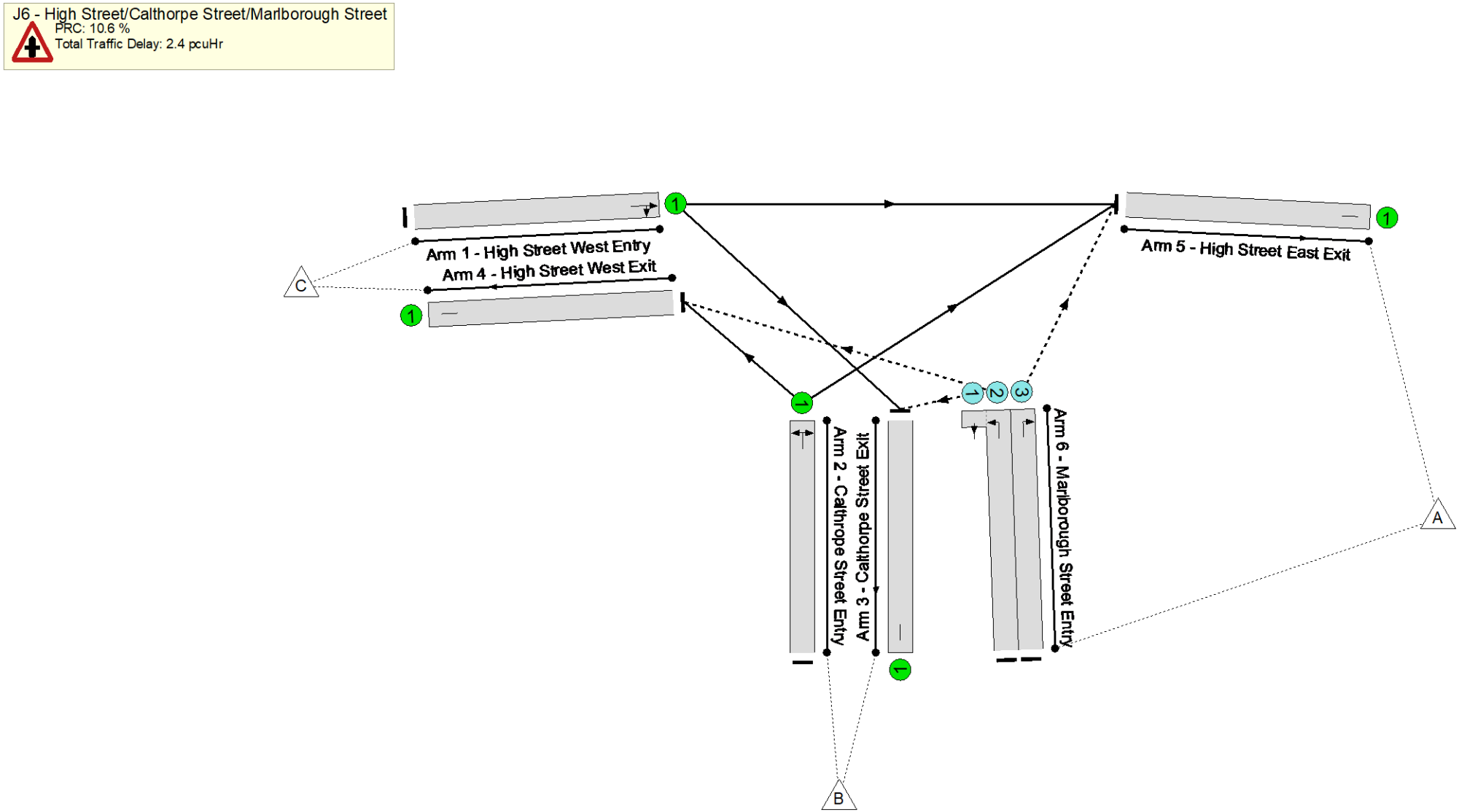
Stage
Duration
Change Point

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**81.4%**
1/1	High Street West Entry Right Ahead	U	N/A	N/A	-		-	-	-	356	1947	1947	18.3%
2/1	Calthrope Street Entry Left Right	U	N/A	N/A	-		-	-	-	146	1669	1669	8.7%
3/1	Calthorpe Street Exit	U	N/A	N/A	-		-	-	-	78	Inf	Inf	0.0%
4/1	High Street West Exit	U	N/A	N/A	-		-	-	-	484	Inf	Inf	0.0%
5/1	High Street East Exit	U	N/A	N/A	-		-	-	-	515	Inf	Inf	0.0%
6/2+6/1	Marlborough Street Entry U-Turn Left	O	N/A	N/A	-		-	-	-	484	1786:1754	518+76	81.4 : 81.4%
6/3	Marlborough Street Entry Right	O	N/A	N/A	-		-	-	-	91	1752	574	15.9%

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	**-**	**-**	**1059**	**0**	**0**	**0.0**	**2.4**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
J6 - High Street/Calthorpe Street/Marlborough Street	**-**	**-**	**1059**	**0**	**0**	**0.0**	**2.4**	**0.0**	**2.4**	**-**	**-**	**-**	**-**
1/1	356	356	-	-	-	0.0	0.1	-	0.1	1.1	0.0	0.1	0.1
2/1	146	146	-	-	-	0.0	0.0	-	0.0	1.2	0.0	0.0	0.0
3/1	78	78	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	484	484	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	515	515	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/2+6/1	484	484	968	0	0	0.0	2.1	-	2.1	15.7	0.0	2.1	2.1
6/3	91	91	91	0	0	0.0	0.1	-	0.1	3.7	0.0	0.1	0.1

C1 PRC for Signalled Lanes (%): 0.0 Total Delay for Signalled Lanes (pcuHr): 0.00 Cycle Time (s): 90
PRC Over All Lanes (%): 10.6 Total Delay Over All Lanes(pcuHr): 2.36

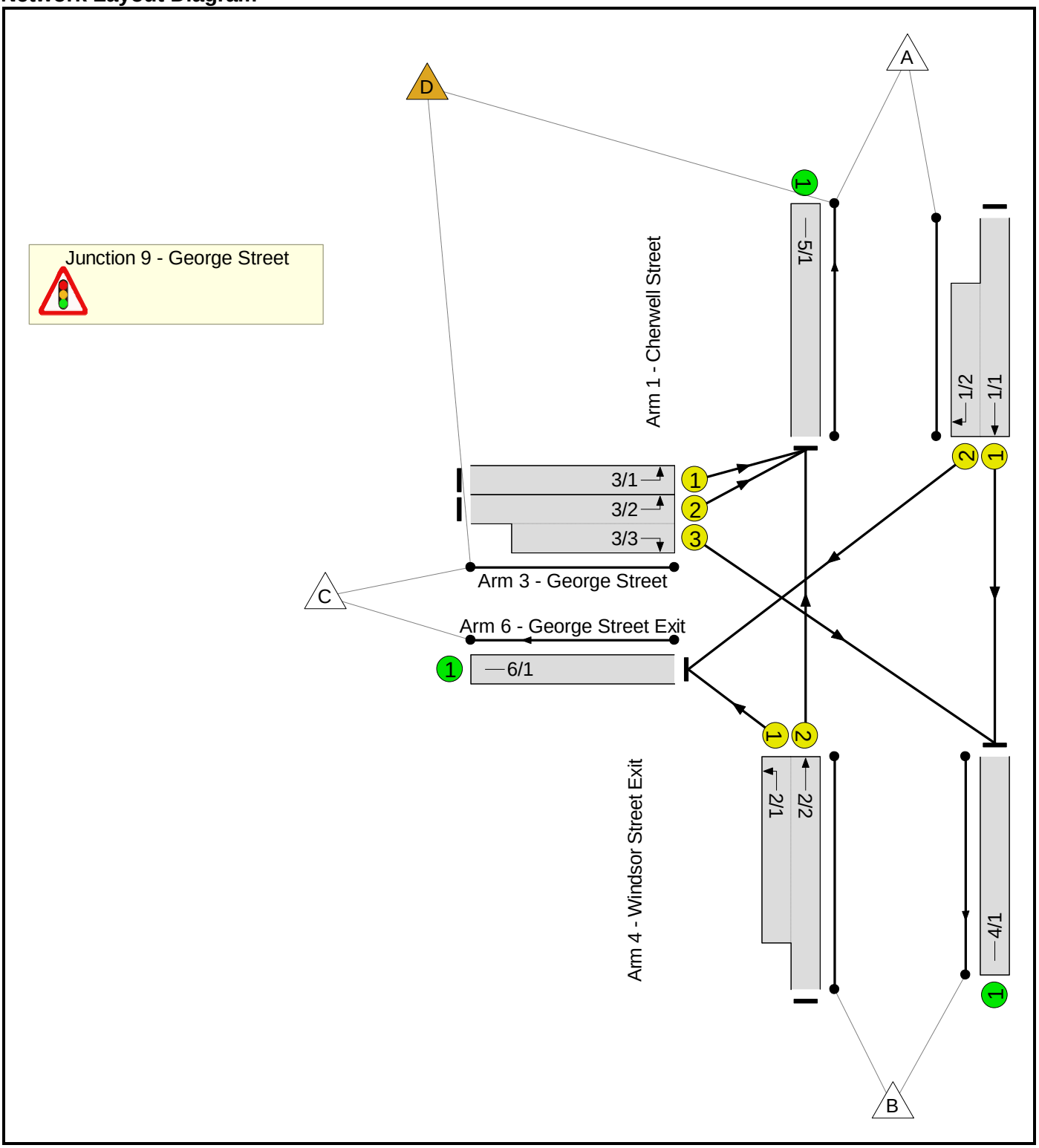
Full Input Data And Results

User and Project Details

Project:	
Title:	
Location:	
Additional detail:	
File name:	Junction 9 - George Street.lsg3x
Author:	
Company:	
Address:	

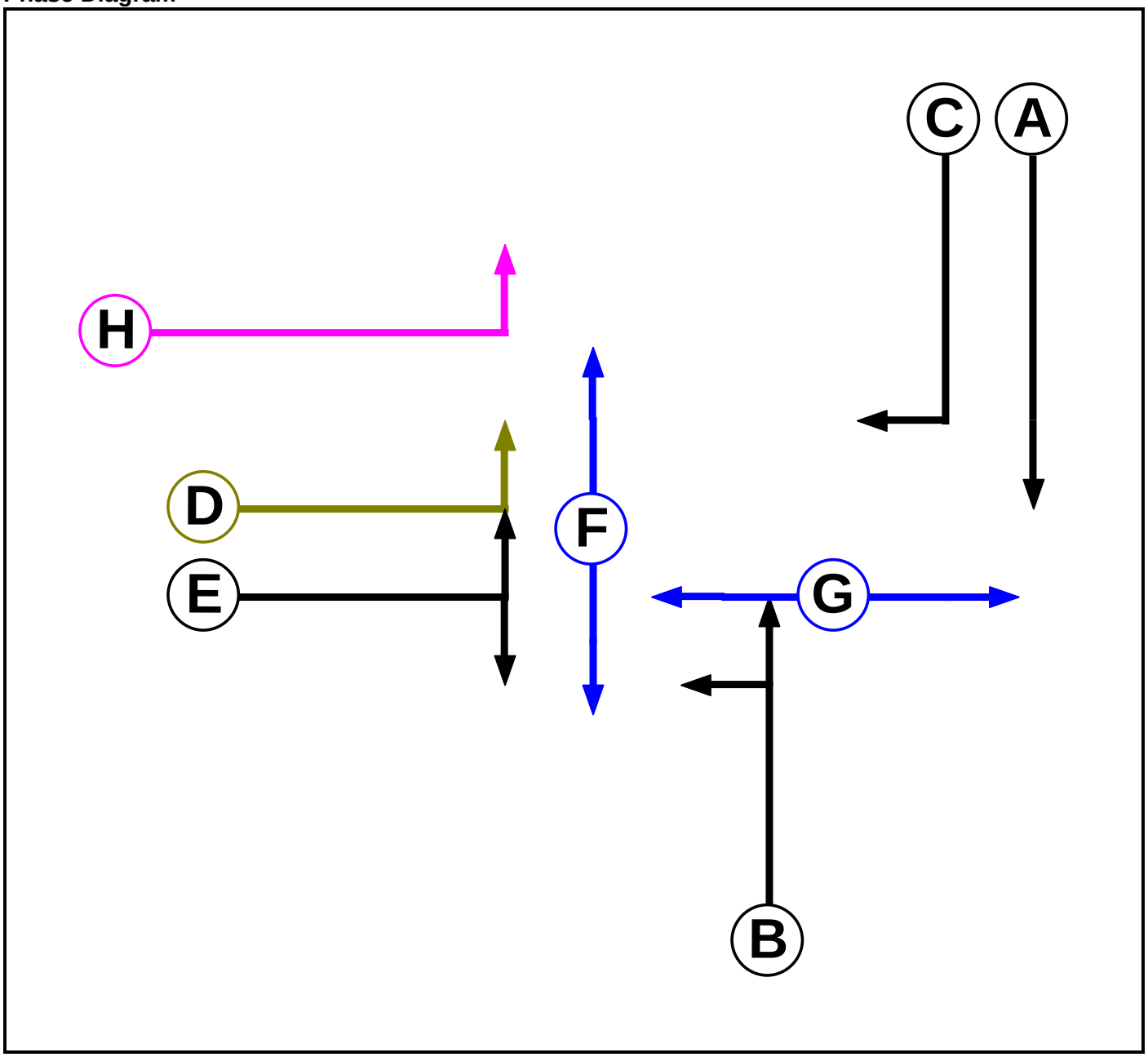
Full Input Data And Results

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Phase Input Data

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

Full Input Data And Results

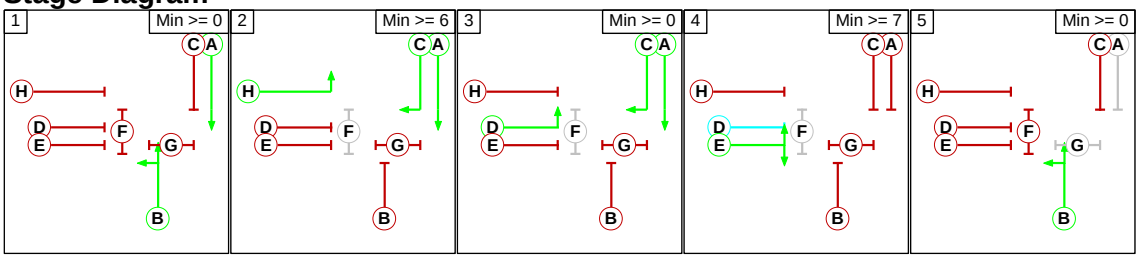
Phase Intergreens Matrix

Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H
A		-	-	-	6	-	9	-
B	-		5	6	6	5	-	10
C	-	5		-	6	-	-	-
D	-	5	-		-	-	-	5
E	6	6	6	-		-	12	5
F	-	7	-	-	-		-	-
G	6	-	-	-	6	-		-
H	-	5	-	5	5	-	-	

Phases in Stage

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

Stage Diagram



Phase Delays

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

Prohibited Stage Change

From Stage \ To Stage	1	2	3	4	5
1		10	6	6	0
2	5		5	6	5
3	X	X		6	X
4	6	6	6		6
5	2	10	6	6	

Full Input Data And Results

Give-Way Lane Input Data

Junction: Junction 9 - George Street
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: Junction 9 - George Street												
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 (Cherwell Street)	U	A	2	3	60.0	Geom	-	3.00	0.00	Y	Arm 4 Ahead	Inf
1/2 (Cherwell Street)	U	C	2	3	7.9	Geom	-	3.00	0.00	N	Arm 6 Right	18.90
2/1 (Windsor Street)	U	B	2	3	11.0	Geom	-	2.50	0.00	Y	Arm 6 Left	12.90
2/2 (Windsor Street)	U	B	2	3	60.0	Geom	-	2.50	0.00	N	Arm 5 Ahead	Inf
3/1 (George Street)	U	H	2	3	60.0	Geom	-	3.80	0.00	Y	Arm 5 Left	15.80
3/2 (George Street)	U	E D	2	3	60.0	Geom	-	2.70	0.00	N	Arm 5 Left	12.50
3/3 (George Street)	U	E	2	3	12.3	Geom	-	2.60	0.00	N	Arm 4 Right	19.30
4/1 (Windsor Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (Cherwell Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
6/1 (George Street Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 Baseline AM'	08:00	09:00	01:00	
2: '2023 Baseline PM'	17:00	18:00	01:00	
3: '2028 Baseline AM'	08:00	09:00	01:00	
4: '2028 Baseline PM'	17:00	18:00	01:00	
5: '2028 Base + Dev AM'	08:00	09:00	01:00	
6: '2028 Base + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2023 Baseline AM' (FG1: '2023 Baseline AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	740	217	0	957
	B	778	0	25	0	803
	C	256	141	0	0	397
	D	0	0	0	0	0
	Tot.	1034	881	242	0	2157

Traffic Lane Flows

Lane	Scenario 1: 2023 Baseline AM
Junction: Junction 9 - George Street	
1/1 (with short)	957(In) 740(Out)
1/2 (short)	217
2/1 (short)	25
2/2 (with short)	803(In) 778(Out)
3/1	0
3/2 (with short)	397(In) 256(Out)
3/3 (short)	141
4/1	881
5/1	1034
6/1	242

Lane Saturation Flows

Junction: Junction 9 - George Street								
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 (Cherwell Street)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
1/2 (Cherwell Street)	3.00	0.00	N	Arm 6 Right	18.90	100.0 %	1904	1904
2/1 (Windsor Street)	2.50	0.00	Y	Arm 6 Left	12.90	100.0 %	1671	1671
2/2 (Windsor Street)	2.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2005	2005
3/1 (George Street)	3.80	0.00	Y	Arm 5 Left	15.80	0.0 %	1995	1995
3/2 (George Street)	2.70	0.00	N	Arm 5 Left	12.50	100.0 %	1808	1808
3/3 (George Street)	2.60	0.00	N	Arm 4 Right	19.30	100.0 %	1870	1870
4/1 (Windsor Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Cherwell Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (George Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 2: '2023 Baseline PM' (FG2: '2023 Baseline PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	722	248	0	970
	B	672	0	39	0	711
	C	300	130	0	0	430
	D	0	0	0	0	0
	Tot.	972	852	287	0	2111

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 Baseline PM
Junction: Junction 9 - George Street	
1/1 (with short)	970(In) 722(Out)
1/2 (short)	248
2/1 (short)	39
2/2 (with short)	711(In) 672(Out)
3/1	0
3/2 (with short)	430(In) 300(Out)
3/3 (short)	130
4/1	852
5/1	972
6/1	287

Lane Saturation Flows

Junction: Junction 9 - George Street								
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 (Cherwell Street)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
1/2 (Cherwell Street)	3.00	0.00	N	Arm 6 Right	18.90	100.0 %	1904	1904
2/1 (Windsor Street)	2.50	0.00	Y	Arm 6 Left	12.90	100.0 %	1671	1671
2/2 (Windsor Street)	2.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2005	2005
3/1 (George Street)	3.80	0.00	Y	Arm 5 Left	15.80	0.0 %	1995	1995
3/2 (George Street)	2.70	0.00	N	Arm 5 Left	12.50	100.0 %	1808	1808
3/3 (George Street)	2.60	0.00	N	Arm 4 Right	19.30	100.0 %	1870	1870
4/1 (Windsor Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Cherwell Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (George Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	782	228	0	1010
	B	823	0	26	0	849
	C	270	149	0	0	419
	D	0	0	0	0	0
	Tot.	1093	931	254	0	2278

Traffic Lane Flows

Lane	Scenario 3: 2028 Baseline AM
Junction: Junction 9 - George Street	
1/1 (with short)	1010(In) 782(Out)
1/2 (short)	228
2/1 (short)	26
2/2 (with short)	849(In) 823(Out)
3/1	1
3/2 (with short)	418(In) 269(Out)
3/3 (short)	149
4/1	931
5/1	1093
6/1	254

Full Input Data And Results

Lane Saturation Flows

Junction: Junction 9 - George Street								
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 (Cherwell Street)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
1/2 (Cherwell Street)	3.00	0.00	N	Arm 6 Right	18.90	100.0 %	1904	1904
2/1 (Windsor Street)	2.50	0.00	Y	Arm 6 Left	12.90	100.0 %	1671	1671
2/2 (Windsor Street)	2.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2005	2005
3/1 (George Street)	3.80	0.00	Y	Arm 5 Left	15.80	100.0 %	1822	1822
3/2 (George Street)	2.70	0.00	N	Arm 5 Left	12.50	100.0 %	1808	1808
3/3 (George Street)	2.60	0.00	N	Arm 4 Right	19.30	100.0 %	1870	1870
4/1 (Windsor Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Cherwell Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (George Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	763	261	0	1024
	B	710	0	41	0	751
	C	317	137	0	0	454
	D	0	0	0	0	0
	Tot.	1027	900	302	0	2229

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2028 Baseline PM
Junction: Junction 9 - George Street	
1/1 (with short)	1024(In) 763(Out)
1/2 (short)	261
2/1 (short)	41
2/2 (with short)	751(In) 710(Out)
3/1	0
3/2 (with short)	454(In) 317(Out)
3/3 (short)	137
4/1	900
5/1	1027
6/1	302

Lane Saturation Flows

Junction: Junction 9 - George Street								
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 (Cherwell Street)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
1/2 (Cherwell Street)	3.00	0.00	N	Arm 6 Right	18.90	100.0 %	1904	1904
2/1 (Windsor Street)	2.50	0.00	Y	Arm 6 Left	12.90	100.0 %	1671	1671
2/2 (Windsor Street)	2.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2005	2005
3/1 (George Street)	3.80	0.00	Y	Arm 5 Left	15.80	0.0 %	1995	1995
3/2 (George Street)	2.70	0.00	N	Arm 5 Left	12.50	100.0 %	1808	1808
3/3 (George Street)	2.60	0.00	N	Arm 4 Right	19.30	100.0 %	1870	1870
4/1 (Windsor Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Cherwell Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (George Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 5: '2028 Base + Dev AM' (FG5: '2028 Base + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	783	210	0	993
	B	823	0	26	0	849
	C	288	148	0	0	436
	D	0	0	0	0	0
	Tot.	1111	931	236	0	2278

Traffic Lane Flows

Lane	Scenario 5: 2028 Base + Dev AM
Junction: Junction 9 - George Street	
1/1 (with short)	993(In) 783(Out)
1/2 (short)	210
2/1 (short)	26
2/2 (with short)	849(In) 823(Out)
3/1	0
3/2 (with short)	436(In) 288(Out)
3/3 (short)	148
4/1	931
5/1	1111
6/1	236

Lane Saturation Flows

Junction: Junction 9 - George Street								
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 (Cherwell Street)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
1/2 (Cherwell Street)	3.00	0.00	N	Arm 6 Right	18.90	100.0 %	1904	1904
2/1 (Windsor Street)	2.50	0.00	Y	Arm 6 Left	12.90	100.0 %	1671	1671
2/2 (Windsor Street)	2.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2005	2005
3/1 (George Street)	3.80	0.00	Y	Arm 5 Left	15.80	0.0 %	1995	1995
3/2 (George Street)	2.70	0.00	N	Arm 5 Left	12.50	100.0 %	1808	1808
3/3 (George Street)	2.60	0.00	N	Arm 4 Right	19.30	100.0 %	1870	1870
4/1 (Windsor Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Cherwell Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (George Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Scenario 6: '2028 Base + Dev PM' (FG6: '2028 Base + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	763	255	0	1018
	B	710	0	41	0	751
	C	325	136	0	0	461
	D	0	0	0	0	0
	Tot.	1035	899	296	0	2230

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 Base + Dev PM
Junction: Junction 9 - George Street	
1/1 (with short)	1018(In) 763(Out)
1/2 (short)	255
2/1 (short)	41
2/2 (with short)	751(In) 710(Out)
3/1	0
3/2 (with short)	461(In) 325(Out)
3/3 (short)	136
4/1	899
5/1	1035
6/1	296

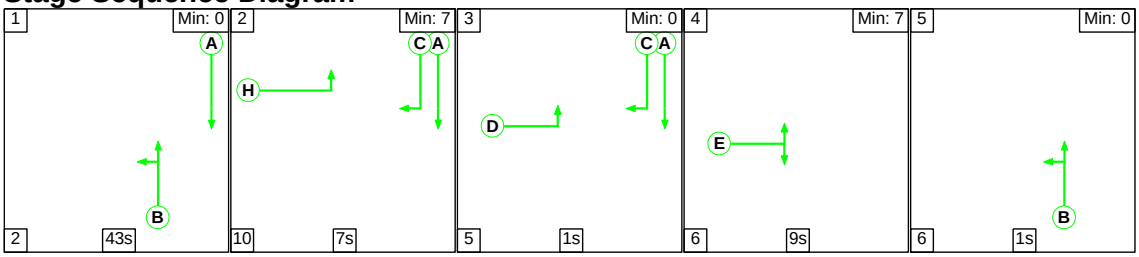
Lane Saturation Flows

Junction: Junction 9 - George Street								
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 (Cherwell Street)	3.00	0.00	Y	Arm 4 Ahead	Inf	100.0 %	1915	1915
1/2 (Cherwell Street)	3.00	0.00	N	Arm 6 Right	18.90	100.0 %	1904	1904
2/1 (Windsor Street)	2.50	0.00	Y	Arm 6 Left	12.90	100.0 %	1671	1671
2/2 (Windsor Street)	2.50	0.00	N	Arm 5 Ahead	Inf	100.0 %	2005	2005
3/1 (George Street)	3.80	0.00	Y	Arm 5 Left	15.80	0.0 %	1995	1995
3/2 (George Street)	2.70	0.00	N	Arm 5 Left	12.50	100.0 %	1808	1808
3/3 (George Street)	2.60	0.00	N	Arm 4 Right	19.30	100.0 %	1870	1870
4/1 (Windsor Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (Cherwell Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
6/1 (George Street Exit Lane 1)	Infinite Saturation Flow						Inf	Inf

Full Input Data And Results

Scenario 1: '2023 Baseline AM' (FG1: '2023 Baseline AM', Plan 1: 'Network Control Plan 1')

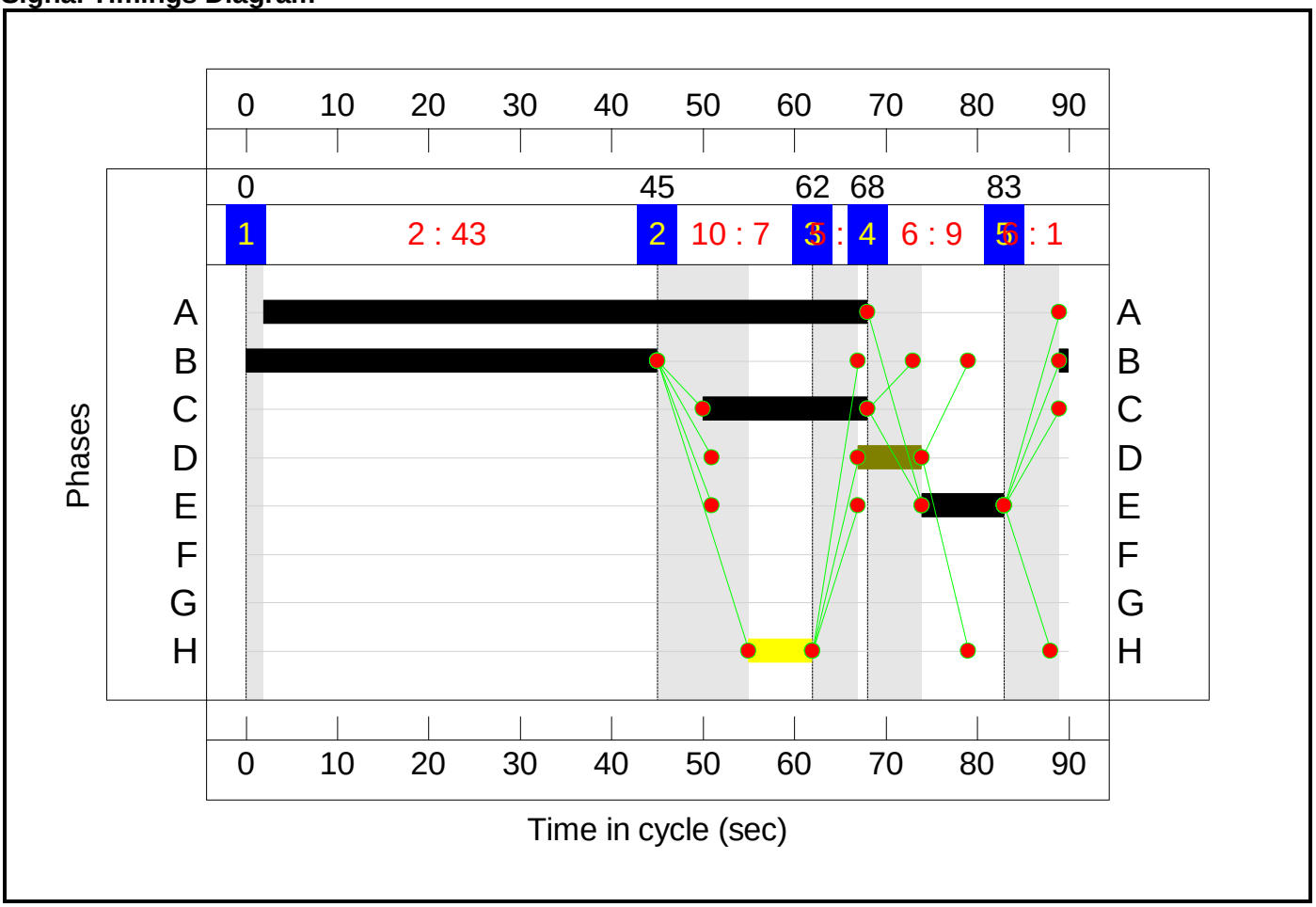
Stage Sequence Diagram



Stage Timings

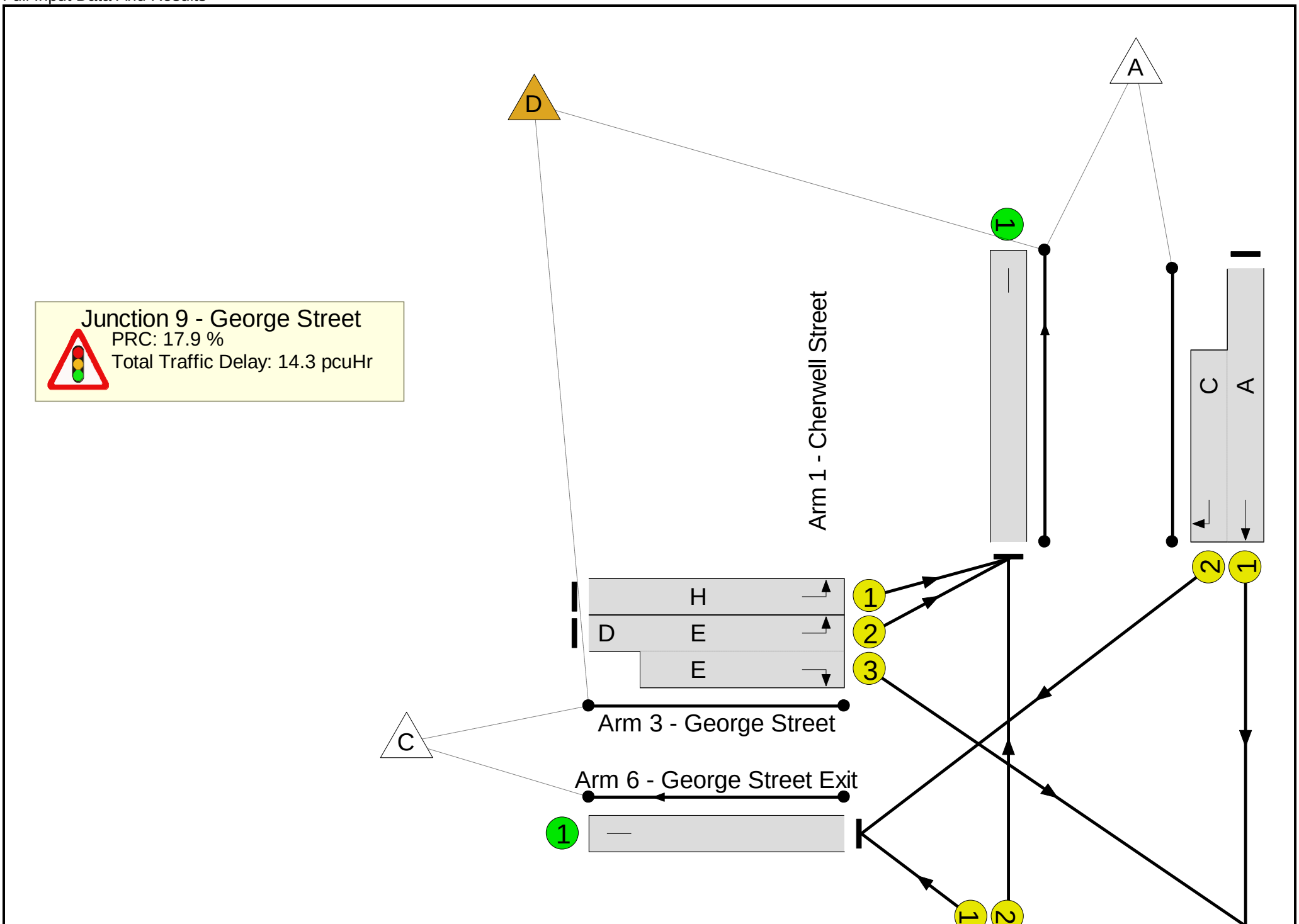
Stage	1	2	3	4	5
Duration	43	7	1	9	1
Change Point	0	45	62	68	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Junction 9 - George Street
PRC: 17.9 %
Total Traffic Delay: 14.3 pcuHr
D
A
C
Arm 1 - Cherwell Street
Arm 3 - George Street
Arm 6 - George Street Exit
H
D
E
E
C
A
1
2
3
1
2
1
2
1
1
2

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
Junction 9 - George Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**76.3%**
1/1+1/2	Cherwell Street Ahead Right	U	N/A	N/A	A C		1	66:18	-	957	1915:1904	1164+341	63.6 : 63.6%
2/2+2/1	Windsor Street Ahead Left	U	N/A	N/A	B		1	46	-	803	2005:1671	1019+33	76.3 : 76.3%
3/1	George Street Left	U	N/A	N/A	H		1	7	-	0	1995	177	0.0%
3/2+3/3	George Street Right Left	U	N/A	N/A	E	D	1	16:9	7	397	1808:1870	342+208	75.0 : 67.9%
4/1	Windsor Street Exit	U	N/A	N/A	-		-	-	-	881	Inf	Inf	0.0%
5/1	Cherwell Street Exit	U	N/A	N/A	-		-	-	-	1034	Inf	Inf	0.0%
6/1	George Street Exit	U	N/A	N/A	-		-	-	-	242	Inf	Inf	0.0%

Full Input Data And Results

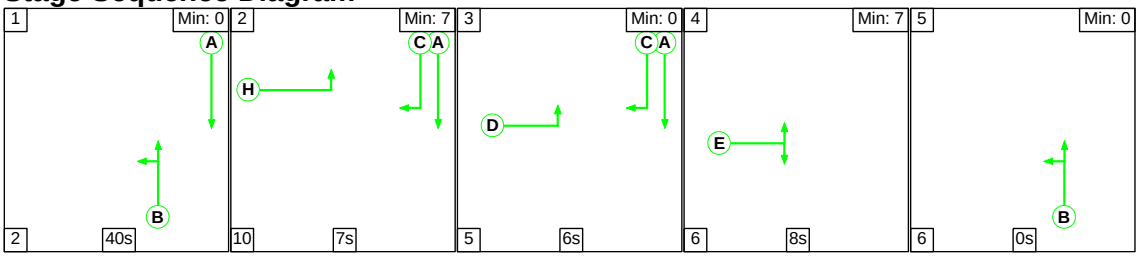
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.6**	**3.7**	**0.0**	**14.3**	**-**	**-**	**-**	**-**
Junction 9 - George Street	**-**	**-**	**0**	**0**	**0**	**10.6**	**3.7**	**0.0**	**14.3**	**-**	**-**	**-**	**-**
1/1+1/2	957	957	-	-	-	2.9	0.9	-	3.8	14.1	7.6	0.9	8.5
2/2+2/1	803	803	-	-	-	3.7	1.6	-	5.3	23.9	15.5	1.6	17.1
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/3	397	397	-	-	-	4.0	1.3	-	5.2	47.5	6.0	1.3	7.3
4/1	881	881	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1034	1034	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	242	242	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 17.9 Total Delay for Signalled Lanes (pcuHr): 14.33 Cycle Time (s): 90
PRC Over All Lanes (%): 17.9 Total Delay Over All Lanes(pcuHr): 14.33

Full Input Data And Results

Scenario 2: '2023 Baseline PM' (FG2: '2023 Baseline PM', Plan 1: 'Network Control Plan 1')

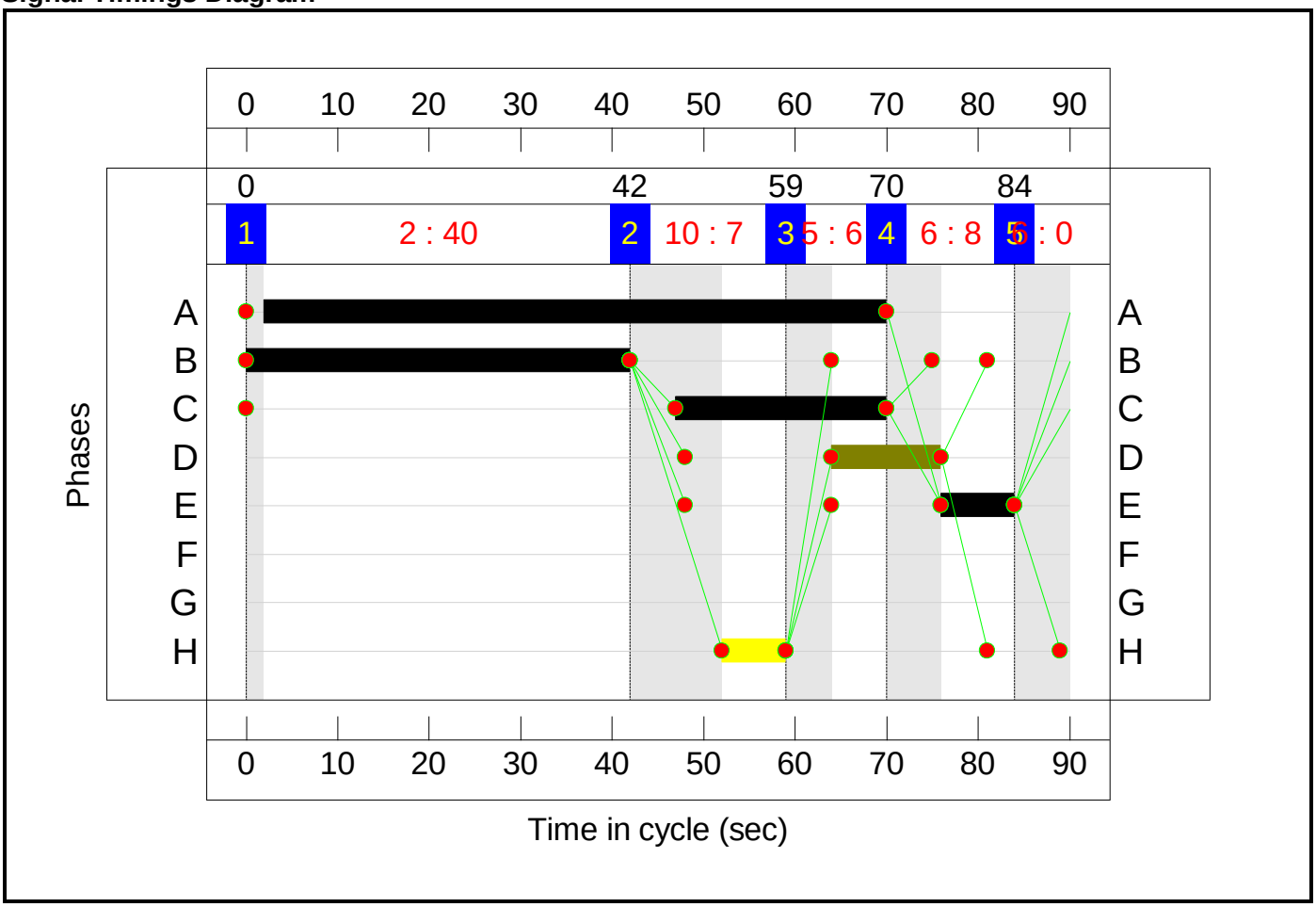
Stage Sequence Diagram



Stage Timings

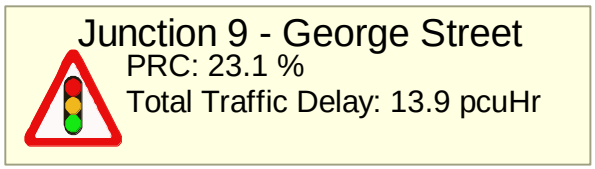
Stage	1	2	3	4	5
Duration	40	7	6	8	0
Change Point	0	42	59	70	84

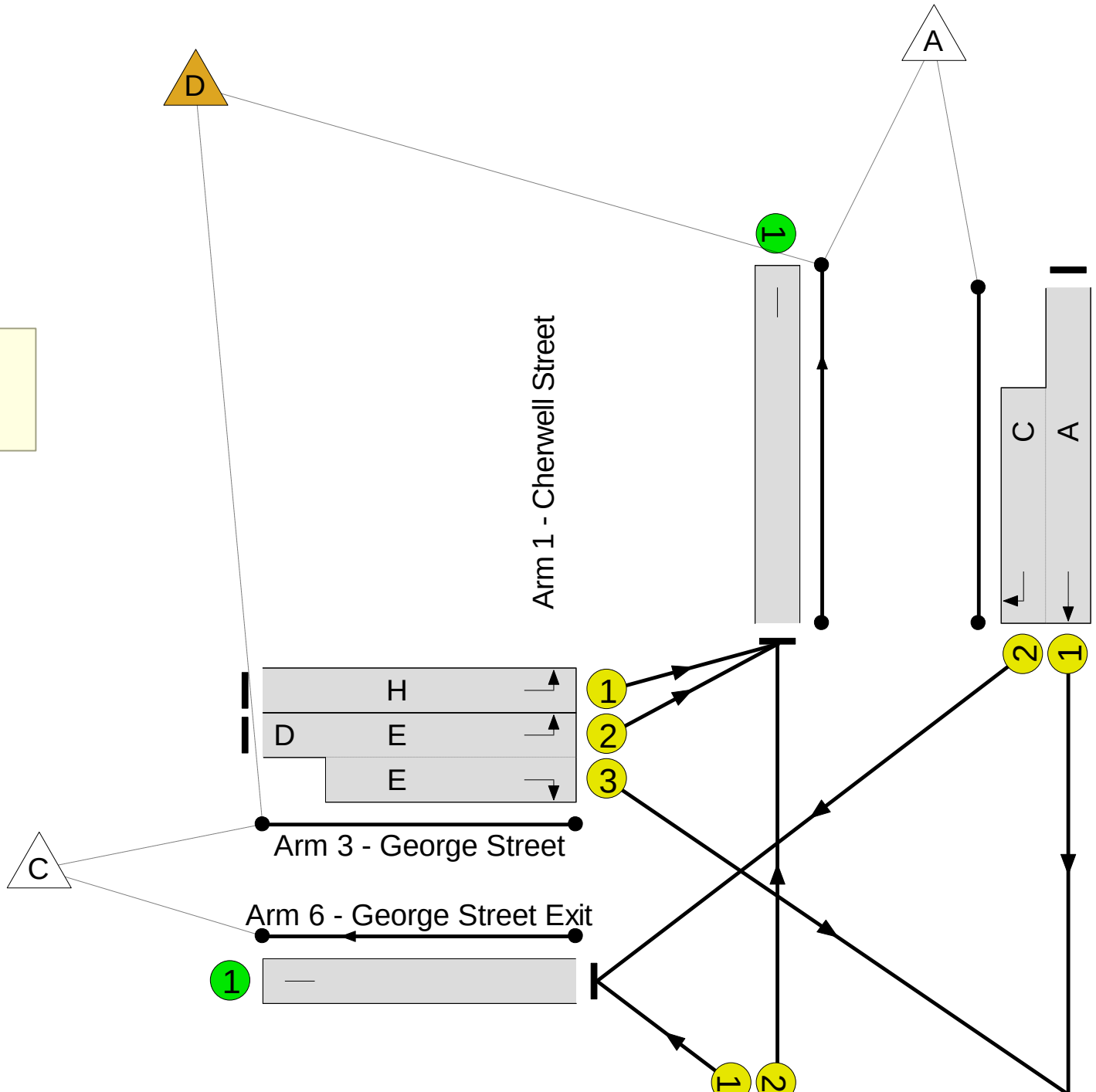
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Junction 9 - George Street
PRC: 23.1 %
Total Traffic Delay: 13.9 pcuHr


D
A
1
Arm 1 - Cherwell Street
C
A
2
1
H
1
D
E
2
E
3
C
Arm 3 - George Street
Arm 6 - George Street Exit
1
1
2

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
Junction 9 - George Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**73.1%**
1/1+1/2	Cherwell Street Ahead Right	U	N/A	N/A	A C		1	68:23	-	970	1915:1904	1083+372	66.7 : 66.7%
2/2+2/1	Windsor Street Ahead Left	U	N/A	N/A	B		1	42	-	711	2005:1671	919+53	73.1 : 73.1%
3/1	George Street Left	U	N/A	N/A	H		1	7	-	0	1995	177	0.0%
3/2+3/3	George Street Right Left	U	N/A	N/A	E	D	1	20:8	12	430	1808:1870	422+187	71.1 : 69.5%
4/1	Windsor Street Exit	U	N/A	N/A	-		-	-	-	852	Inf	Inf	0.0%
5/1	Cherwell Street Exit	U	N/A	N/A	-		-	-	-	972	Inf	Inf	0.0%
6/1	George Street Exit	U	N/A	N/A	-		-	-	-	287	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**10.4**	**3.5**	**0.0**	**13.9**	**-**	**-**	**-**	**-**
Junction 9 - George Street	**-**	**-**	**0**	**0**	**0**	**10.4**	**3.5**	**0.0**	**13.9**	**-**	**-**	**-**	**-**
1/1+1/2	970	970	-	-	-	2.7	1.0	-	3.7	13.7	6.6	1.0	7.6
2/2+2/1	711	711	-	-	-	3.6	1.3	-	4.9	25.0	13.6	1.3	14.9
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/3	430	430	-	-	-	4.1	1.2	-	5.2	43.9	6.8	1.2	8.0
4/1	852	852	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	972	972	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	287	287	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 23.1
PRC Over All Lanes (%): 23.1

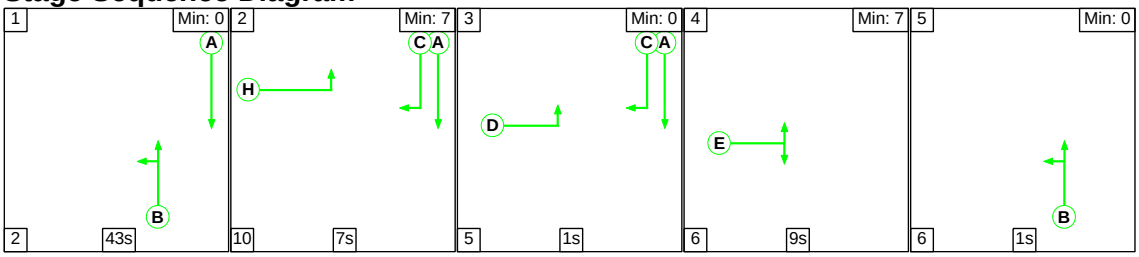
Total Delay for Signalled Lanes (pcuHr): 13.89
Total Delay Over All Lanes(pcuHr): 13.89

Cycle Time (s): 90

Full Input Data And Results

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

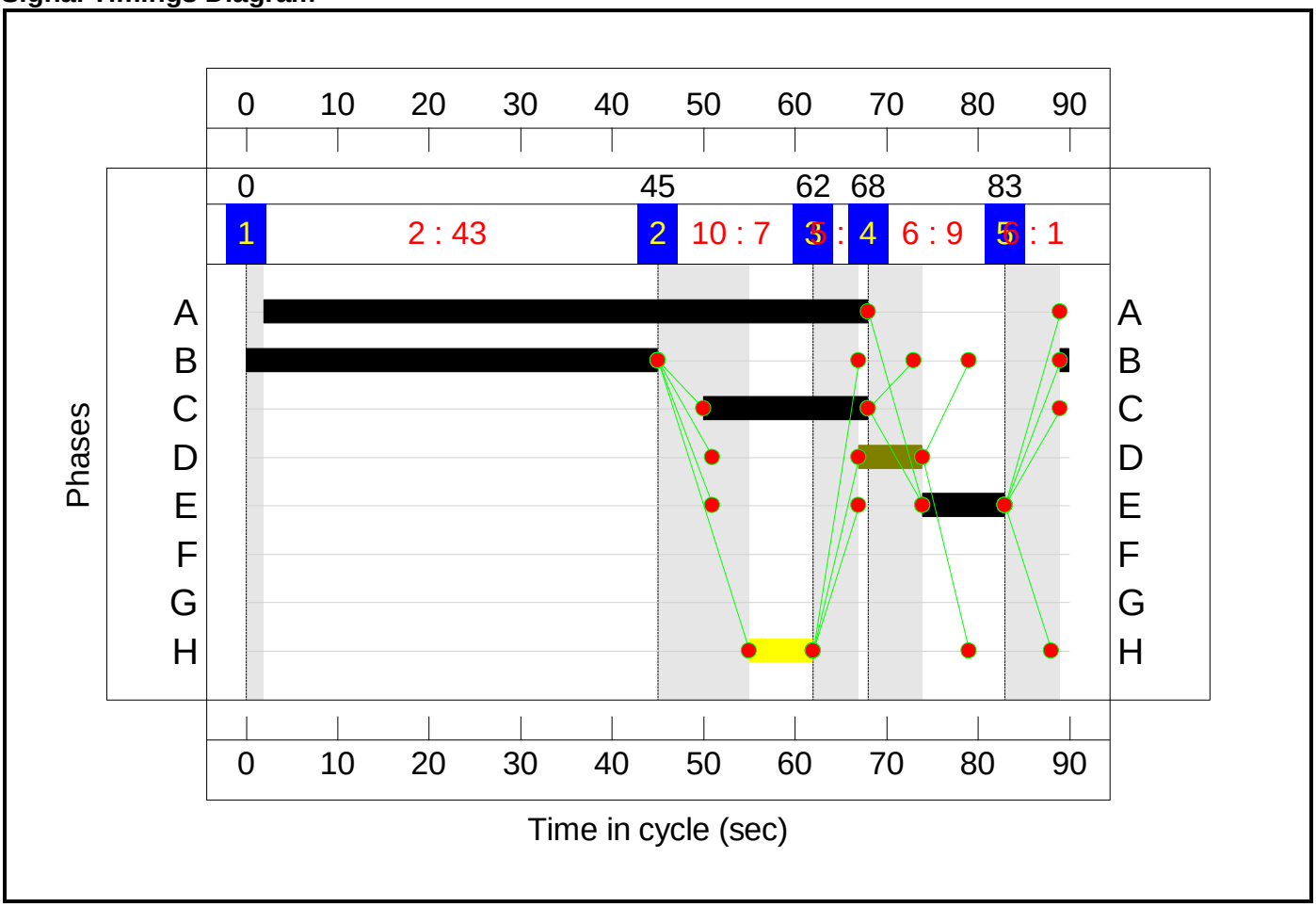
Stage Sequence Diagram



Stage Timings

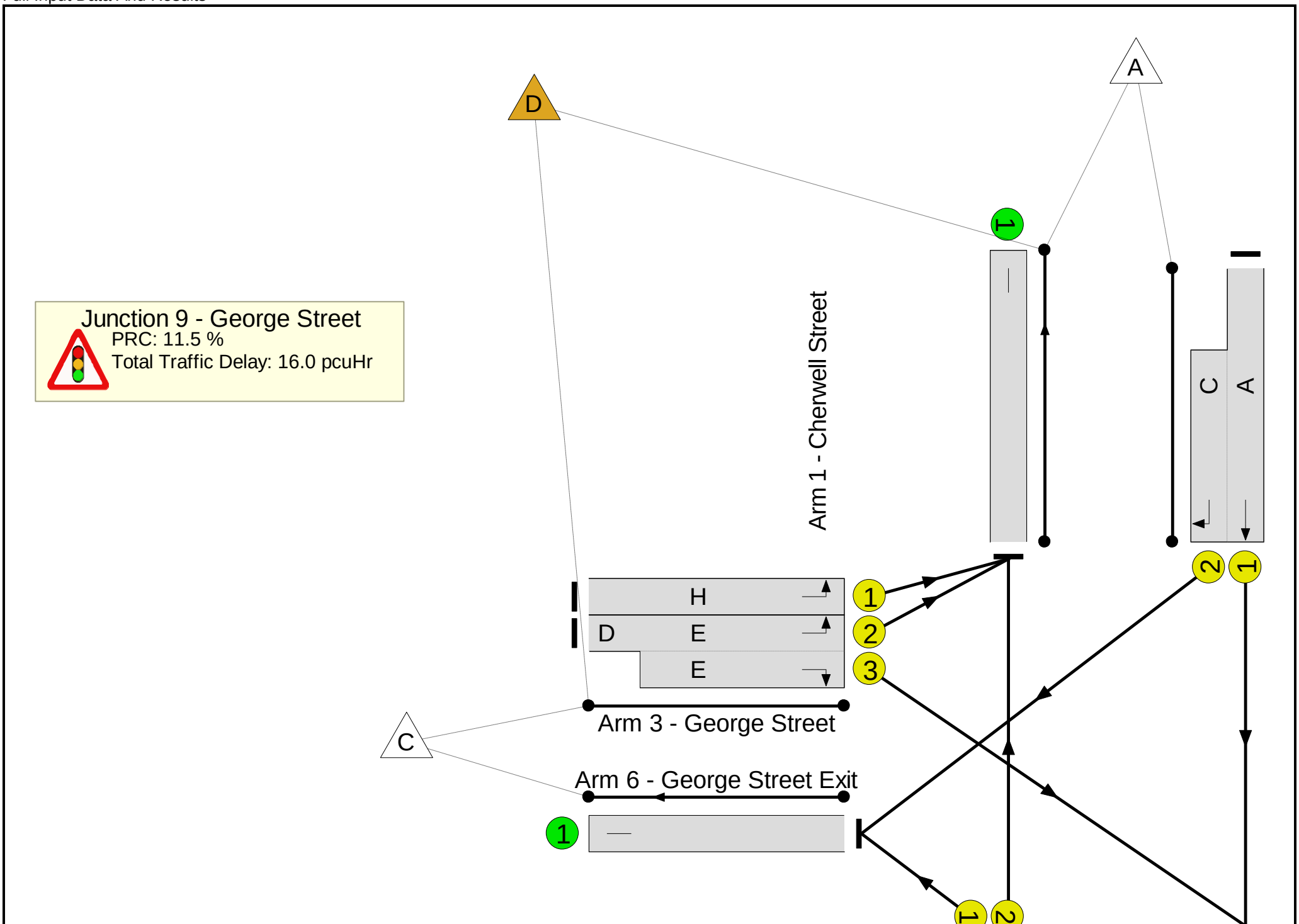
Stage	1	2	3	4	5
Duration	43	7	1	9	1
Change Point	0	45	62	68	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Junction 9 - George Street
PRC: 11.5 %
Total Traffic Delay: 16.0 pcuHr
D
A
C
Arm 1 - Cherwell Street
Arm 3 - George Street
Arm 6 - George Street Exit
H
D
E
E
C
A
1
2
3
1
2
1
2
1
1
2

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
Junction 9 - George Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**80.7%**
1/1+1/2	Cherwell Street Ahead Right	U	N/A	N/A	A C		1	66:18	-	1010	1915:1904	1169+341	66.9 : 66.9%
2/2+2/1	Windsor Street Ahead Left	U	N/A	N/A	B		1	46	-	849	2005:1671	1020+32	80.7 : 80.7%
3/1	George Street Left	U	N/A	N/A	H		1	7	-	1	1822	162	0.6%
3/2+3/3	George Street Right Left	U	N/A	N/A	E	D	1	16:9	7	418	1808:1870	342+208	78.8 : 71.7%
4/1	Windsor Street Exit	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
5/1	Cherwell Street Exit	U	N/A	N/A	-		-	-	-	1093	Inf	Inf	0.0%
6/1	George Street Exit	U	N/A	N/A	-		-	-	-	254	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.4**	**4.6**	**0.0**	**16.0**	**-**	**-**	**-**	**-**
Junction 9 - George Street	**-**	**-**	**0**	**0**	**0**	**11.4**	**4.6**	**0.0**	**16.0**	**-**	**-**	**-**	**-**
1/1+1/2	1010	1010	-	-	-	3.1	1.0	-	4.1	14.6	8.3	1.0	9.3
2/2+2/1	849	849	-	-	-	4.1	2.1	-	6.2	26.1	17.1	2.1	19.2
3/1	1	1	-	-	-	0.0	0.0	-	0.0	49.0	0.0	0.0	0.0
3/2+3/3	418	418	-	-	-	4.2	1.6	-	5.8	49.6	6.4	1.6	7.9
4/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1093	1093	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	254	254	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1

PRC for Signalled Lanes (%): 11.5
PRC Over All Lanes (%): 11.5

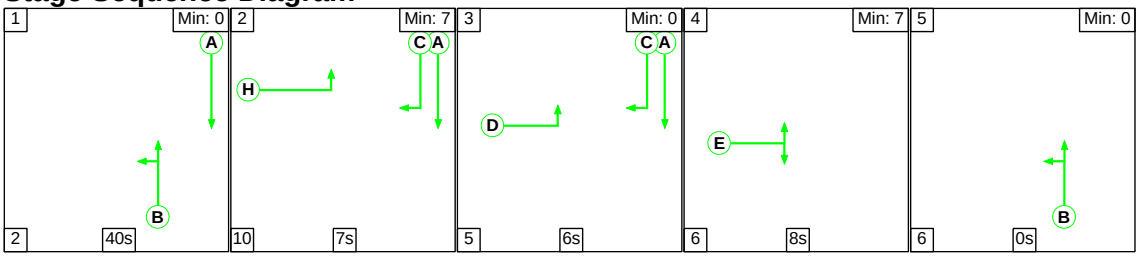
Total Delay for Signalled Lanes (pcuHr): 16.03
Total Delay Over All Lanes(pcuHr): 16.03

Cycle Time (s): 90

Full Input Data And Results

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

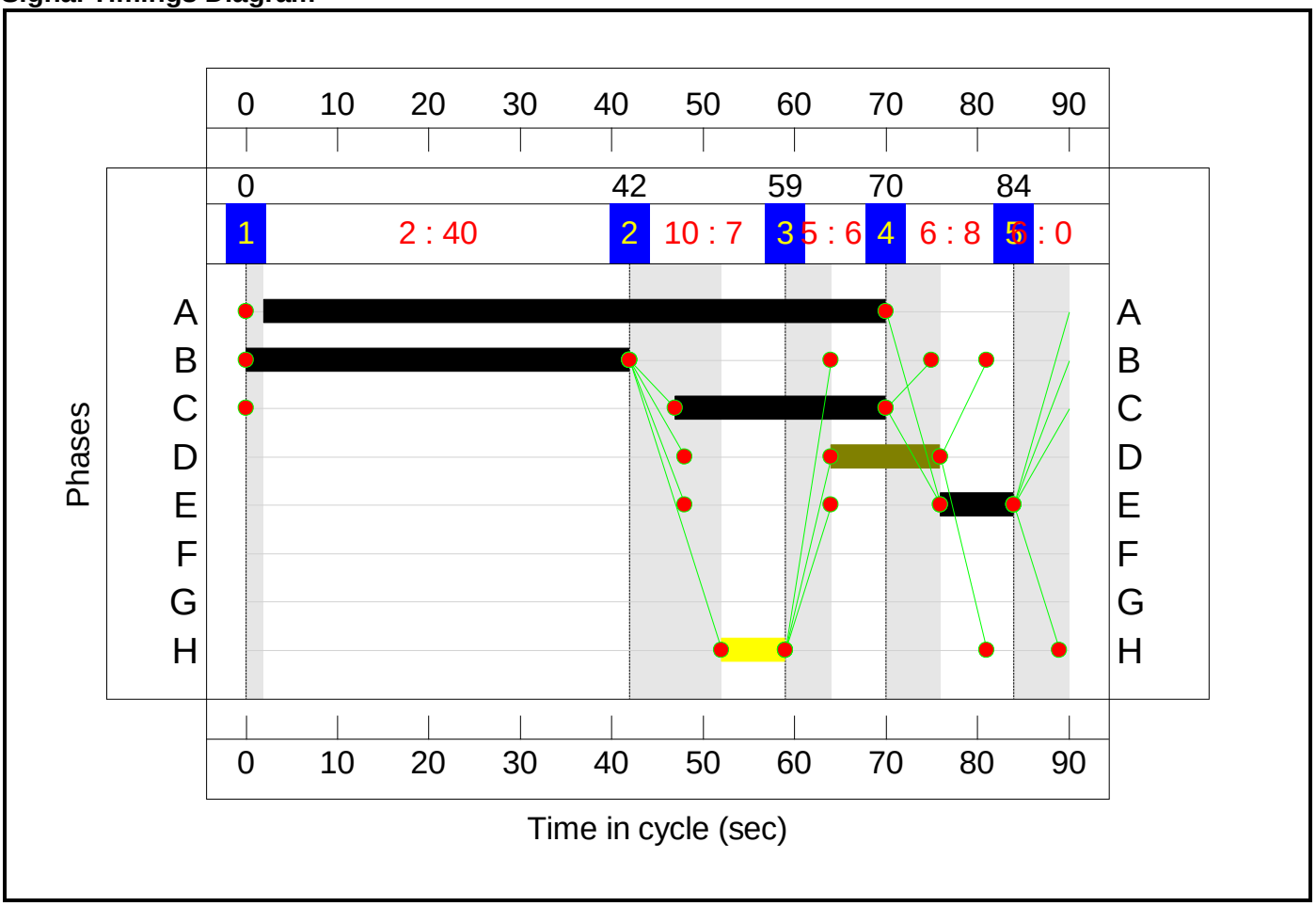
Stage Sequence Diagram



Stage Timings

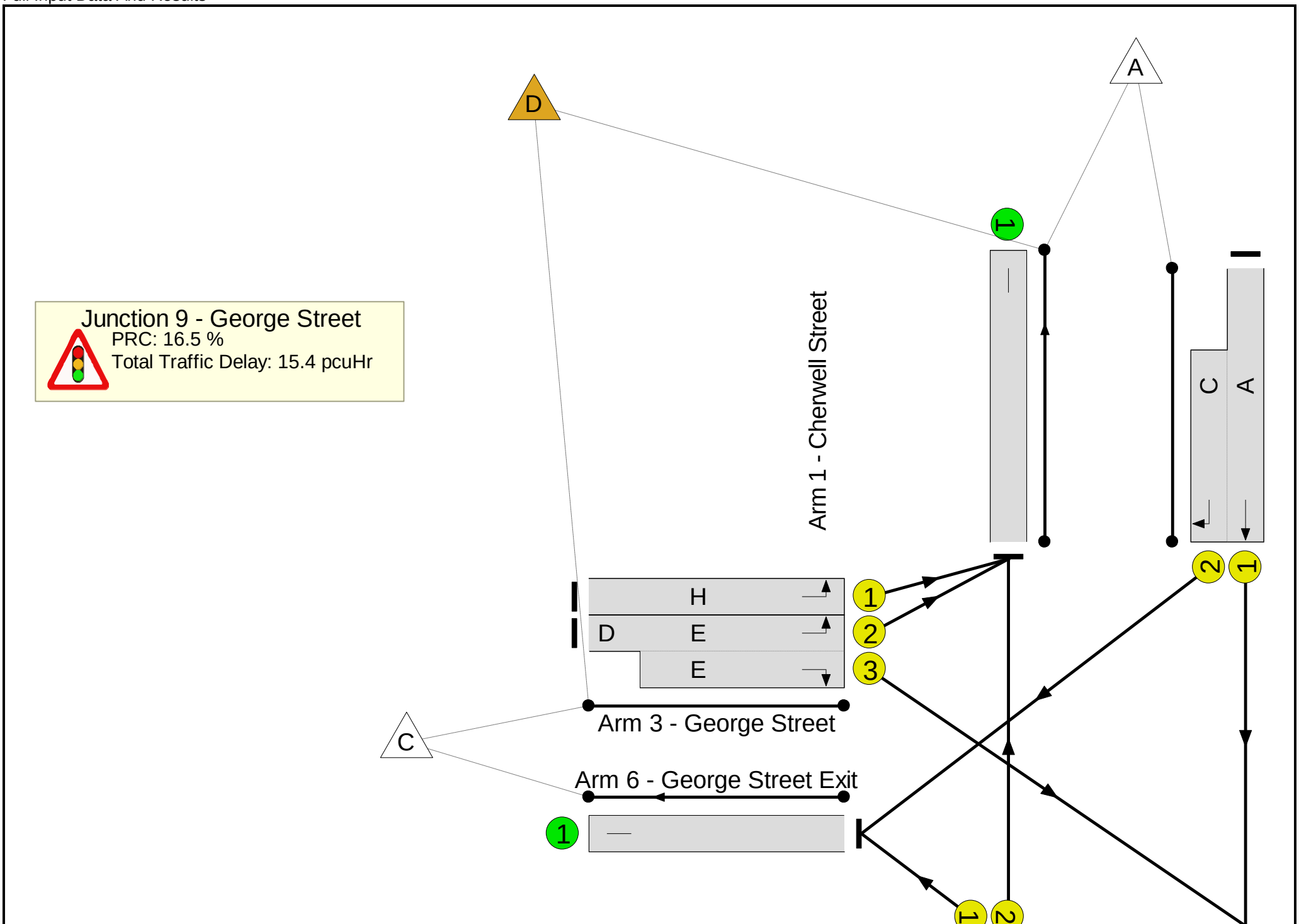
Stage	1	2	3	4	5
Duration	40	7	6	8	0
Change Point	0	42	59	70	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Junction 9 - George Street
PRC: 16.5 %
Total Traffic Delay: 15.4 pcuHr
D
A
C
Arm 1 - Cherwell Street
Arm 3 - George Street
Arm 6 - George Street Exit
H
D
E
E
C
A
1
2
3
1
2
1
2
1
1
2

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.2%**
Junction 9 - George Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.2%**
1/1+1/2	Cherwell Street Ahead Right	U	N/A	N/A	A C		1	68:23	-	1024	1915:1904	1087+372	70.2 : 70.2%
2/2+2/1	Windsor Street Ahead Left	U	N/A	N/A	B		1	42	-	751	2005:1671	919+53	77.2 : 77.2%
3/1	George Street Left	U	N/A	N/A	H		1	7	-	0	1995	177	0.0%
3/2+3/3	George Street Right Left	U	N/A	N/A	E	D	1	20:8	12	454	1808:1870	422+187	75.1 : 73.3%
4/1	Windsor Street Exit	U	N/A	N/A	-		-	-	-	900	Inf	Inf	0.0%
5/1	Cherwell Street Exit	U	N/A	N/A	-		-	-	-	1027	Inf	Inf	0.0%
6/1	George Street Exit	U	N/A	N/A	-		-	-	-	302	Inf	Inf	0.0%

Full Input Data And Results

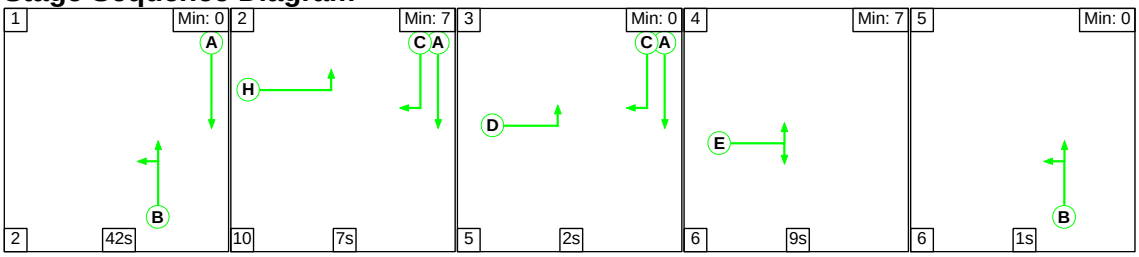
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.1**	**4.3**	**0.0**	**15.4**	**-**	**-**	**-**	**-**
Junction 9 - George Street	**-**	**-**	**0**	**0**	**0**	**11.1**	**4.3**	**0.0**	**15.4**	**-**	**-**	**-**	**-**
1/1+1/2	1024	1024	-	-	-	2.9	1.2	-	4.1	14.3	7.2	1.2	8.4
2/2+2/1	751	751	-	-	-	3.9	1.7	-	5.6	26.8	14.6	1.7	16.3
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/3	454	454	-	-	-	4.3	1.4	-	5.8	45.7	7.3	1.4	8.7
4/1	900	900	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1027	1027	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	302	302	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 16.5 Total Delay for Signalled Lanes (pcuHr): 15.42 Cycle Time (s): 90
PRC Over All Lanes (%): 16.5 Total Delay Over All Lanes(pcuHr): 15.42

Full Input Data And Results

Scenario 5: '2028 Base + Dev AM' (FG5: '2028 Base + Dev AM', Plan 1: 'Network Control Plan 1')

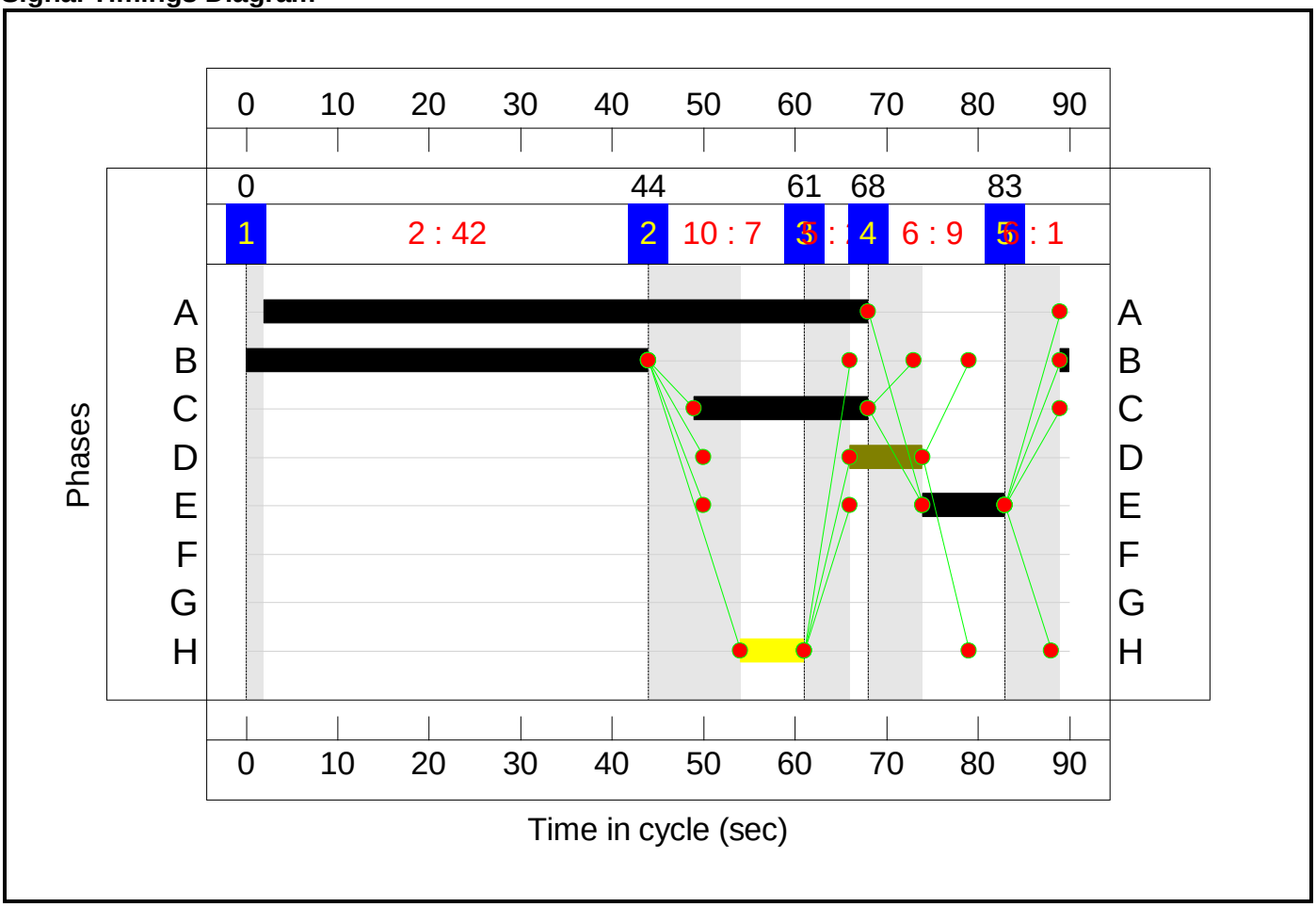
Stage Sequence Diagram



Stage Timings

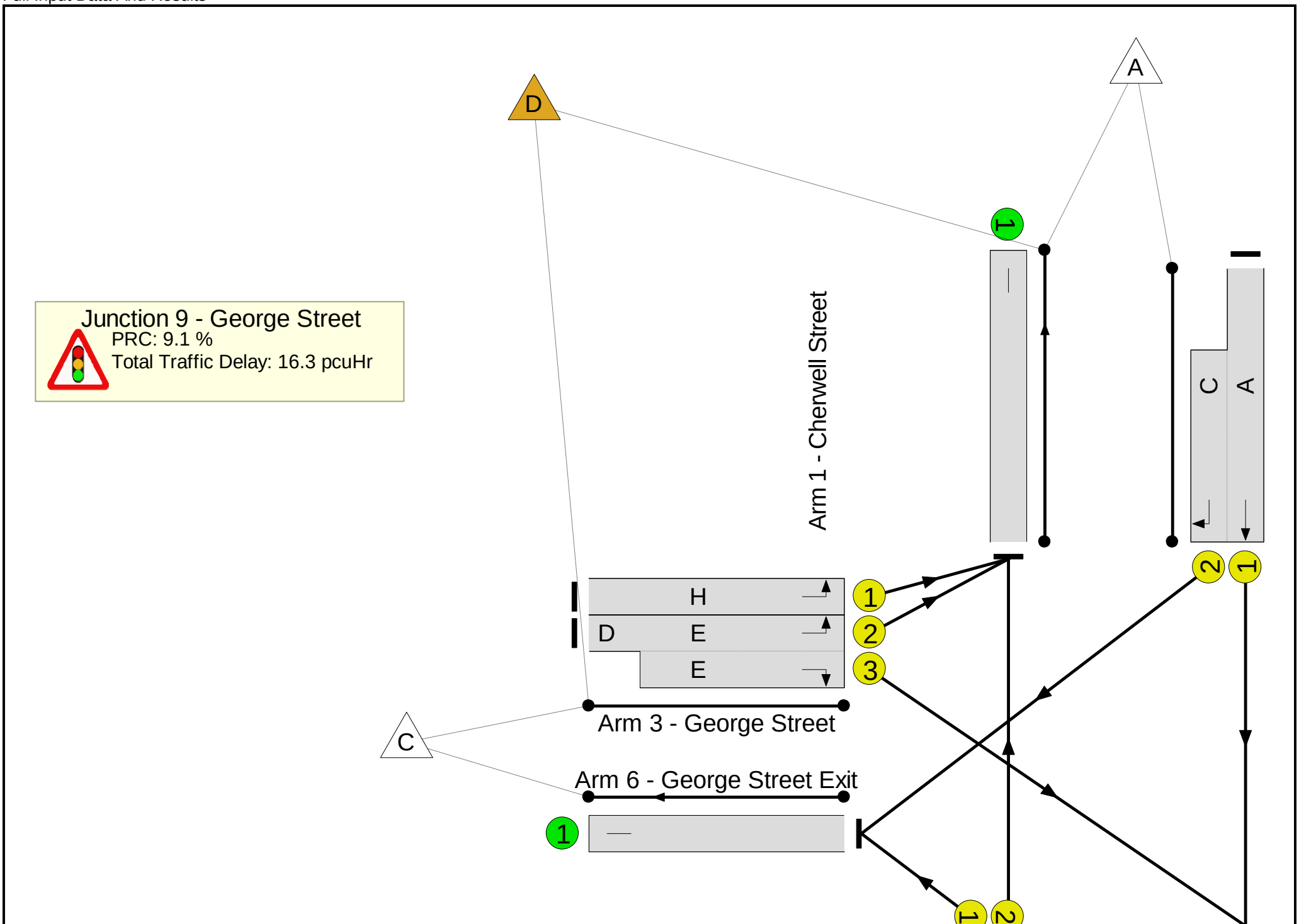
Stage	1	2	3	4	5
Duration	42	7	2	9	1
Change Point	0	44	61	68	83

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Junction 9 - George Street
PRC: 9.1 %
Total Traffic Delay: 16.3 pcuHr
D
A
C
Arm 1 - Cherwell Street
Arm 3 - George Street
Arm 6 - George Street Exit
H
D
E
E
C
A
1
2
3

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**
Junction 9 - George Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**82.5%**
1/1+1/2	Cherwell Street Ahead Right	U	N/A	N/A	A C		1	66:19	-	993	1915:1904	1206+324	64.9 : 64.9%
2/2+2/1	Windsor Street Ahead Left	U	N/A	N/A	B		1	45	-	849	2005:1671	998+32	82.5 : 82.5%
3/1	George Street Left	U	N/A	N/A	H		1	7	-	0	1995	177	0.0%
3/2+3/3	George Street Right Left	U	N/A	N/A	E	D	1	17:9	8	436	1808:1870	362+208	79.6 : 71.2%
4/1	Windsor Street Exit	U	N/A	N/A	-		-	-	-	931	Inf	Inf	0.0%
5/1	Cherwell Street Exit	U	N/A	N/A	-		-	-	-	1111	Inf	Inf	0.0%
6/1	George Street Exit	U	N/A	N/A	-		-	-	-	236	Inf	Inf	0.0%

Full Input Data And Results

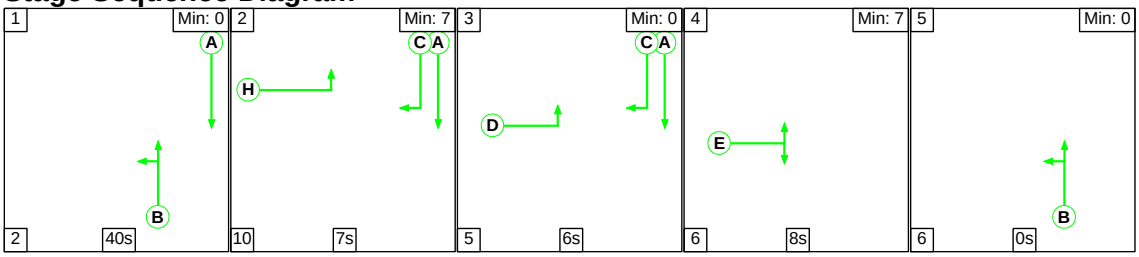
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.5**	**4.8**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
Junction 9 - George Street	**-**	**-**	**0**	**0**	**0**	**11.5**	**4.8**	**0.0**	**16.3**	**-**	**-**	**-**	**-**
1/1+1/2	993	993	-	-	-	2.9	0.9	-	3.8	13.7	8.3	0.9	9.2
2/2+2/1	849	849	-	-	-	4.3	2.3	-	6.6	28.0	17.3	2.3	19.6
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/3	436	436	-	-	-	4.3	1.6	-	5.9	48.9	6.8	1.6	8.4
4/1	931	931	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1111	1111	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	236	236	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

C1 PRC for Signalled Lanes (%): 9.1 Total Delay for Signalled Lanes (pcuHr): 16.31 Cycle Time (s): 90
PRC Over All Lanes (%): 9.1 Total Delay Over All Lanes(pcuHr): 16.31

Full Input Data And Results

Scenario 6: '2028 Base + Dev PM' (FG6: '2028 Base + Dev PM', Plan 1: 'Network Control Plan 1')

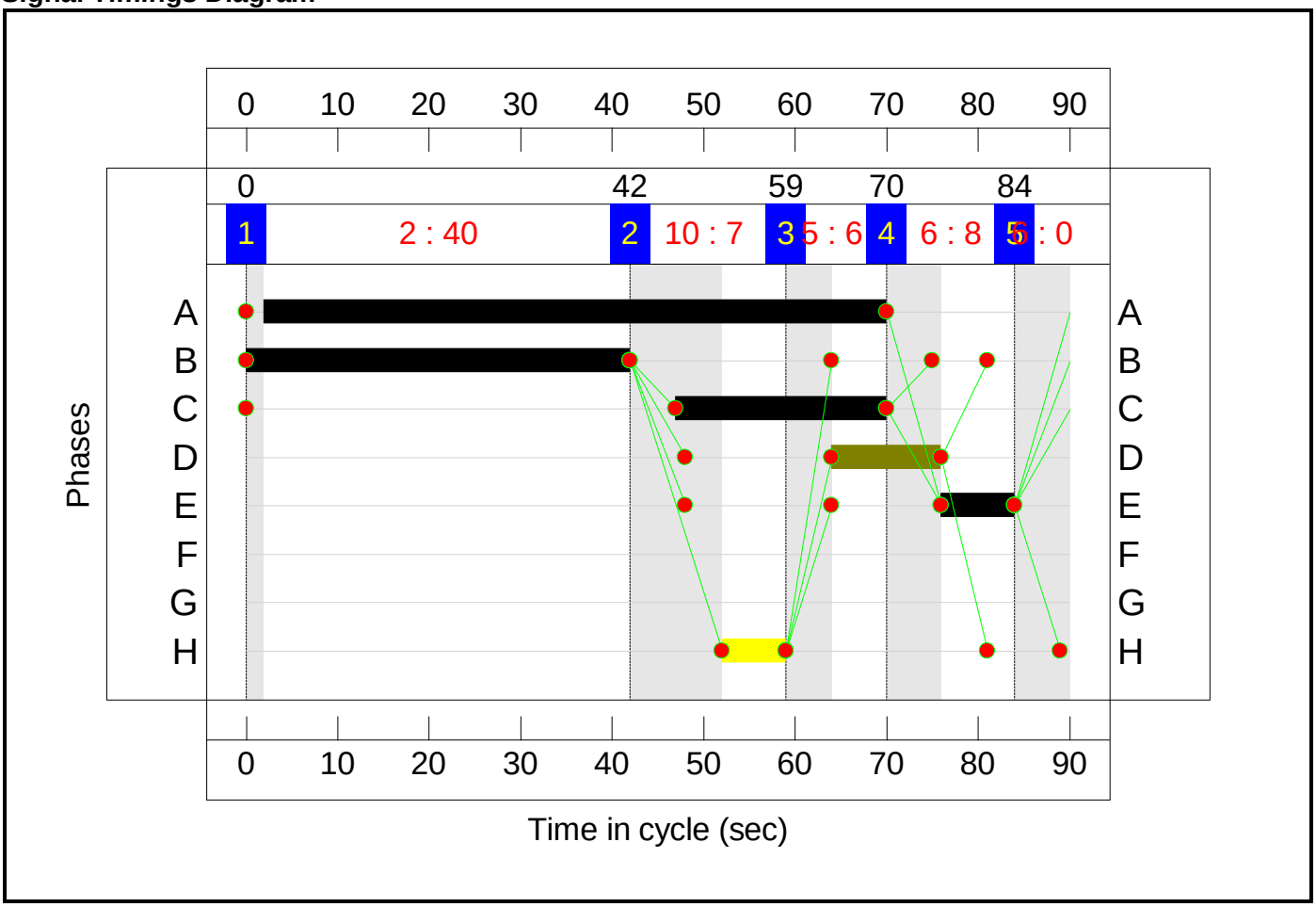
Stage Sequence Diagram



Stage Timings

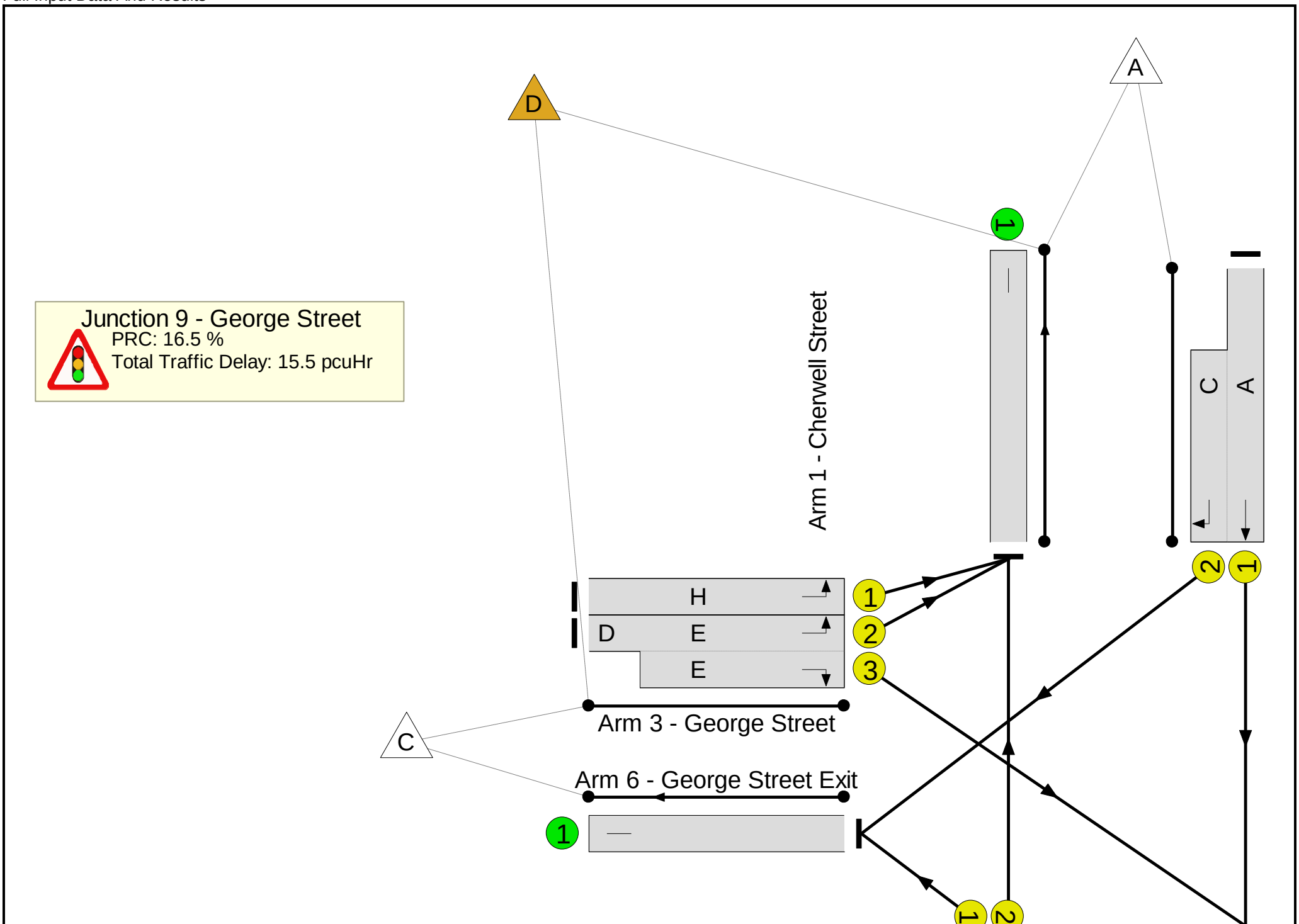
Stage	1	2	3	4	5
Duration	40	7	6	8	0
Change Point	0	42	59	70	84

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


Junction 9 - George Street
PRC: 16.5 %
Total Traffic Delay: 15.5 pcuHr
D
A
C
Arm 1 - Cherwell Street
Arm 3 - George Street
Arm 6 - George Street Exit
H
D
E
E
C
A
1
2
3
1
2
1
2
1
1
2

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.2%**
Junction 9 - George Street	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**77.2%**
1/1+1/2	Cherwell Street Ahead Right	U	N/A	N/A	A C		1	68:23	-	1018	1915:1904	1110+371	68.8 : 68.8%
2/2+2/1	Windsor Street Ahead Left	U	N/A	N/A	B		1	42	-	751	2005:1671	919+53	77.2 : 77.2%
3/1	George Street Left	U	N/A	N/A	H		1	7	-	0	1995	177	0.0%
3/2+3/3	George Street Right Left	U	N/A	N/A	E	D	1	20:8	12	461	1808:1870	422+185	77.0 : 73.5%
4/1	Windsor Street Exit	U	N/A	N/A	-		-	-	-	899	Inf	Inf	0.0%
5/1	Cherwell Street Exit	U	N/A	N/A	-		-	-	-	1035	Inf	Inf	0.0%
6/1	George Street Exit	U	N/A	N/A	-		-	-	-	296	Inf	Inf	0.0%

Full Input Data And Results

Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**11.2**	**4.3**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
Junction 9 - George Street	**-**	**-**	**0**	**0**	**0**	**11.2**	**4.3**	**0.0**	**15.5**	**-**	**-**	**-**	**-**
1/1+1/2	1018	1018	-	-	-	2.8	1.1	-	3.9	13.9	7.2	1.1	8.3
2/2+2/1	751	751	-	-	-	3.9	1.7	-	5.6	26.8	14.6	1.7	16.3
3/1	0	0	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
3/2+3/3	461	461	-	-	-	4.4	1.5	-	5.9	46.4	7.6	1.5	9.1
4/1	899	899	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/1	1035	1035	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
6/1	296	296	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0

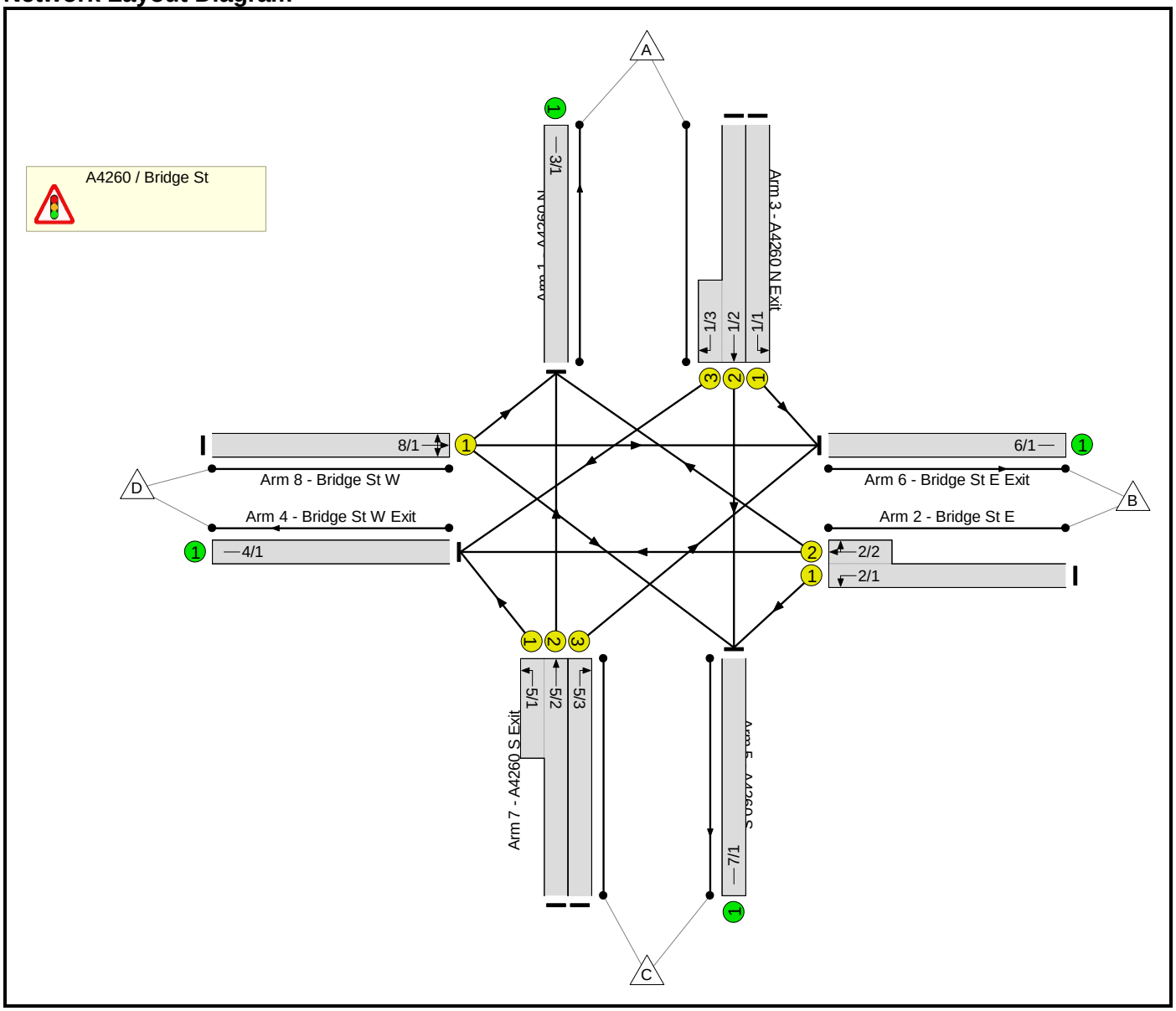
C1 PRC for Signalled Lanes (%): 16.5 Total Delay for Signalled Lanes (pcuHr): 15.48 Cycle Time (s): 90
PRC Over All Lanes (%): 16.5 Total Delay Over All Lanes(pcuHr): 15.48

Full Input Data And Results

User and Project Details

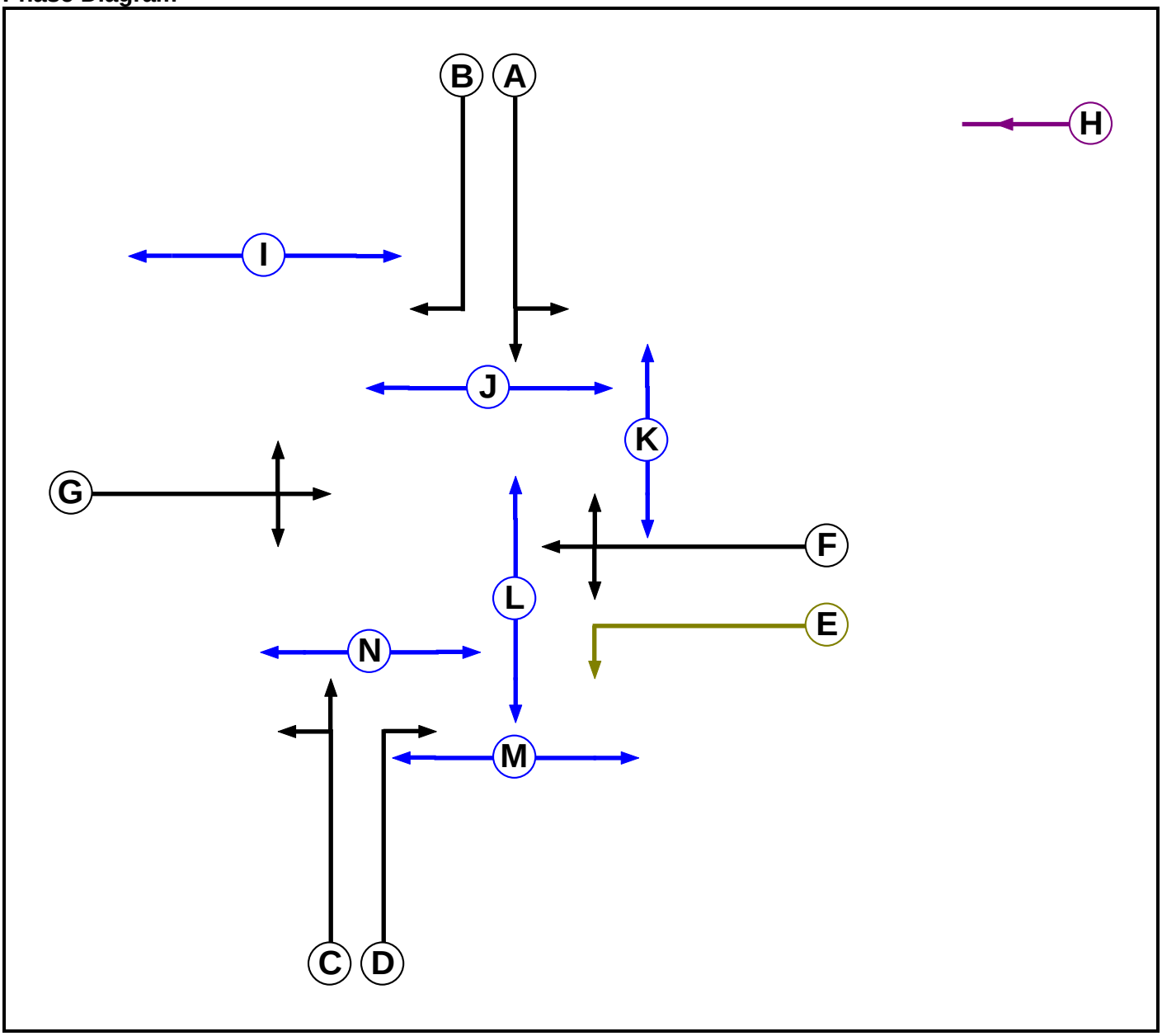
Project:	
Title:	
Location:	
Additional detail:	
File name:	Junction 10 - A4260 - Bridge St.lsg3x
Author:	
Company:	
Address:	

Network Layout Diagram



Full Input Data And Results

Phase Diagram



Full Input Data And Results

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	Filter	F	5	0
F	Traffic		7	7
G	Traffic		7	7
H	Ind. Arrow		5	5
I	Pedestrian		5	5
J	Pedestrian		5	5
K	Pedestrian		5	5
L	Pedestrian		5	5
M	Pedestrian		5	5
N	Pedestrian		5	5

Phase Intergreens Matrix

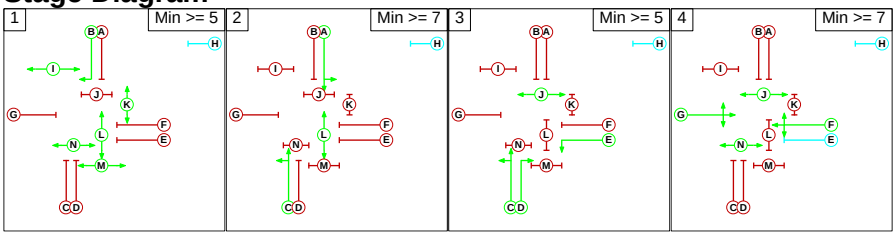
Terminating Phase \ Starting Phase	A	B	C	D	E	F	G	H	I	J	K	L	M	N
A		-	-	5	6	5	5	-	-	5	7	-	8	-
B	-		6	-	-	5	5	-	-	5	-	-	-	-
C	-	5		-	-	5	7	-	9	-	-	-	-	5
D	7	-	-		-	5	5	-	-	-	9	-	-	5
E	5	-	-	-		-	-	-	-	-	-	5	8	-
F	7	7	7	7	-		-	-	12	-	-	5	8	-
G	7	6	5	6	-	-		-	8	-	9	-	11	-
H	-	-	-	-	-	-	-		-	-	-	-	-	-
I	-	-	7	-	-	7	7	-		-	-	-	-	-
J	10	10	-	-	-	-	-	-	-		-	-	-	-
K	8	-	-	8	-	-	8	-	-	-		-	-	-
L	-	-	-	-	7	7	-	-	-	-	-		-	-
M	10	-	-	-	10	10	10	-	-	-	-	-		-
N	-	-	10	10	-	-	-	-	-	-	-	-	-	

Phases in Stage

Stage No.	Phases in Stage
1	B I K L M N
2	A C L
3	C D E J
4	F G J N

Full Input Data And Results

Stage Diagram



Phase Delays

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

Prohibited Stage Change

		To Stage			
		1	2	3	4
From Stage	1		10	10	10
	2	9		7	7
	3	X	X		7
	4	12	10	10	

Full Input Data And Results

Give-Way Lane Input Data

Junction: A4260 / Bridge St
There are no Opposed Lanes in this Junction

Full Input Data And Results

Lane Input Data

Junction: A4260 / Bridge St												
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 (A4260 N)	U	A	2	3	61.4	Geom	-	3.00	0.00	Y	Arm 6 Left	16.00
1/2 (A4260 N)	U	A	2	3	61.4	Geom	-	3.00	0.00	Y	Arm 7 Ahead	Inf
1/3 (A4260 N)	U	B	2	3	5.2	Geom	-	3.00	0.00	Y	Arm 4 Right	12.00
2/1 (Bridge St E)	U	F E	2	3	34.8	Geom	-	3.00	0.00	Y	Arm 7 Left	20.00
2/2 (Bridge St E)	U	F	2	3	4.0	Geom	-	3.00	0.00	Y	Arm 3 Right	20.00
											Arm 4 Ahead	Inf
3/1 (A4260 N Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
4/1 (Bridge St W Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
5/1 (A4260 S)	U	C	2	3	6.3	Geom	-	3.40	0.00	Y	Arm 4 Left	12.00
5/2 (A4260 S)	U	C	2	3	172.2	Geom	-	3.10	0.00	Y	Arm 3 Ahead	Inf
5/3 (A4260 S)	U	D	2	3	172.2	Geom	-	3.10	0.00	Y	Arm 6 Right	10.00
6/1 (Bridge St E Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
7/1 (A4260 S Exit)	U		2	3	60.0	Inf	-	-	-	-	-	-
8/1 (Bridge St W)	U	G	2	3	5.9	Geom	-	3.80	0.00	Y	Arm 3 Left	11.00
											Arm 6 Ahead	Inf
											Arm 7 Right	17.00

Traffic Flow Groups

Flow Group	Start Time	End Time	Duration	Formula
1: '2023 AM'	08:00	09:00	01:00	
2: '2023 PM'	17:00	18:00	01:00	
3: '2028 AM'	08:00	09:00	01:00	
4: '2028 PM'	17:00	18:00	01:00	
5: '2028 + Dev AM'	08:00	09:00	01:00	
6: '2028 + Dev PM'	17:00	18:00	01:00	

Scenario 1: '2023 Baseline AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	292	424	11	727
	B	118	0	506	30	654
	C	557	408	0	51	1016
	D	21	26	18	0	65
	Tot.	696	726	948	92	2462

Traffic Lane Flows

Lane	Scenario 1: 2023 Baseline AM
Junction: A4260 / Bridge St	
1/1	292
1/2 (with short)	435(In) 424(Out)
1/3 (short)	11
2/1 (with short)	654(In) 506(Out)
2/2 (short)	148
3/1	696
4/1	92
5/1 (short)	51
5/2 (with short)	608(In) 557(Out)
5/3	408
6/1	726
7/1	948
8/1	65

Full Input Data And Results

Lane Saturation Flows

Junction: A4260 / Bridge St								
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 (A4260 N)	3.00	0.00	Y	Arm 6 Left	16.00	100.0 %	1751	1751
1/2 (A4260 N)	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
1/3 (A4260 N)	3.00	0.00	Y	Arm 4 Right	12.00	100.0 %	1702	1702
2/1 (Bridge St E)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
2/2 (Bridge St E)	3.00	0.00	Y	Arm 3 Right	20.00	79.7 %	1807	1807
				Arm 4 Ahead	Inf	20.3 %		
3/1 (A4260 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bridge St W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 S)	3.40	0.00	Y	Arm 4 Left	12.00	100.0 %	1738	1738
5/2 (A4260 S)	3.10	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1925	1925
5/3 (A4260 S)	3.10	0.00	Y	Arm 6 Right	10.00	100.0 %	1674	1674
6/1 (Bridge St E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A4260 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge St W)	3.80	0.00	Y	Arm 3 Left	11.00	32.3 %	1867	1867
				Arm 6 Ahead	Inf	40.0 %		
				Arm 7 Right	17.00	27.7 %		

Scenario 2: '2023 Baseline PM' (FG2: '2023 PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	230	500	29	759
	B	129	0	383	40	552
	C	562	348	0	91	1001
	D	58	39	47	0	144
	Tot.	749	617	930	160	2456

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 2: 2023 Baseline PM
Junction: A4260 / Bridge St	
1/1	230
1/2 (with short)	529(In) 500(Out)
1/3 (short)	29
2/1 (with short)	552(In) 383(Out)
2/2 (short)	169
3/1	749
4/1	160
5/1 (short)	91
5/2 (with short)	653(In) 562(Out)
5/3	348
6/1	617
7/1	930
8/1	144

Full Input Data And Results

Lane Saturation Flows

Junction: A4260 / Bridge St								
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 (A4260 N)	3.00	0.00	Y	Arm 6 Left	16.00	100.0 %	1751	1751
1/2 (A4260 N)	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
1/3 (A4260 N)	3.00	0.00	Y	Arm 4 Right	12.00	100.0 %	1702	1702
2/1 (Bridge St E)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
2/2 (Bridge St E)	3.00	0.00	Y	Arm 3 Right	20.00	76.3 %	1811	1811
				Arm 4 Ahead	Inf	23.7 %		
3/1 (A4260 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bridge St W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 S)	3.40	0.00	Y	Arm 4 Left	12.00	100.0 %	1738	1738
5/2 (A4260 S)	3.10	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1925	1925
5/3 (A4260 S)	3.10	0.00	Y	Arm 6 Right	10.00	100.0 %	1674	1674
6/1 (Bridge St E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A4260 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge St W)	3.80	0.00	Y	Arm 3 Left	11.00	40.3 %	1841	1841
				Arm 6 Ahead	Inf	27.1 %		
				Arm 7 Right	17.00	32.6 %		

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	315	473	13	801
	B	127	0	548	36	711
	C	625	442	0	72	1139
	D	31	31	23	0	85
	Tot.	783	788	1044	121	2736

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 3: 2028 Baseline AM
Junction: A4260 / Bridge St	
1/1	315
1/2 (with short)	486(In) 473(Out)
1/3 (short)	13
2/1 (with short)	711(In) 548(Out)
2/2 (short)	163
3/1	783
4/1	121
5/1 (short)	72
5/2 (with short)	697(In) 625(Out)
5/3	442
6/1	788
7/1	1044
8/1	85

Full Input Data And Results

Lane Saturation Flows

Junction: A4260 / Bridge St								
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 (A4260 N)	3.00	0.00	Y	Arm 6 Left	16.00	100.0 %	1751	1751
1/2 (A4260 N)	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
1/3 (A4260 N)	3.00	0.00	Y	Arm 4 Right	12.00	100.0 %	1702	1702
2/1 (Bridge St E)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
2/2 (Bridge St E)	3.00	0.00	Y	Arm 3 Right	20.00	77.9 %	1809	1809
				Arm 4 Ahead	Inf	22.1 %		
3/1 (A4260 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bridge St W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 S)	3.40	0.00	Y	Arm 4 Left	12.00	100.0 %	1738	1738
5/2 (A4260 S)	3.10	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1925	1925
5/3 (A4260 S)	3.10	0.00	Y	Arm 6 Right	10.00	100.0 %	1674	1674
6/1 (Bridge St E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A4260 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge St W)	3.80	0.00	Y	Arm 3 Left	11.00	36.5 %	1858	1858
				Arm 6 Ahead	Inf	36.5 %		
				Arm 7 Right	17.00	27.1 %		

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

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	243	528	31	802
	B	136	0	404	42	582
	C	594	368	0	96	1058
	D	60	41	49	0	150
	Tot.	790	652	981	169	2592

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 4: 2028 Baseline PM
Junction: A4260 / Bridge St	
1/1	243
1/2 (with short)	559(In) 528(Out)
1/3 (short)	31
2/1 (with short)	582(In) 404(Out)
2/2 (short)	178
3/1	790
4/1	169
5/1 (short)	96
5/2 (with short)	690(In) 594(Out)
5/3	368
6/1	652
7/1	981
8/1	150

Full Input Data And Results

Lane Saturation Flows

Junction: A4260 / Bridge St								
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 (A4260 N)	3.00	0.00	Y	Arm 6 Left	16.00	100.0 %	1751	1751
1/2 (A4260 N)	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
1/3 (A4260 N)	3.00	0.00	Y	Arm 4 Right	12.00	100.0 %	1702	1702
2/1 (Bridge St E)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
2/2 (Bridge St E)	3.00	0.00	Y	Arm 3 Right	20.00	76.4 %	1811	1811
				Arm 4 Ahead	Inf	23.6 %		
3/1 (A4260 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bridge St W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 S)	3.40	0.00	Y	Arm 4 Left	12.00	100.0 %	1738	1738
5/2 (A4260 S)	3.10	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1925	1925
5/3 (A4260 S)	3.10	0.00	Y	Arm 6 Right	10.00	100.0 %	1674	1674
6/1 (Bridge St E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A4260 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge St W)	3.80	0.00	Y	Arm 3 Left	11.00	40.0 %	1841	1841
				Arm 6 Ahead	Inf	27.3 %		
				Arm 7 Right	17.00	32.7 %		

Scenario 5: '2028 Baseline + Dev AM' (FG5: '2028 + Dev AM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	315	467	13	795
	B	127	0	537	36	700
	C	639	446	0	71	1156
	D	31	31	22	0	84
	Tot.	797	792	1026	120	2735

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 5: 2028 Baseline + Dev AM
Junction: A4260 / Bridge St	
1/1	315
1/2 (with short)	480(In) 467(Out)
1/3 (short)	13
2/1 (with short)	700(In) 537(Out)
2/2 (short)	163
3/1	797
4/1	120
5/1 (short)	71
5/2 (with short)	710(In) 639(Out)
5/3	446
6/1	792
7/1	1026
8/1	84

Full Input Data And Results

Lane Saturation Flows

Junction: A4260 / Bridge St								
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 (A4260 N)	3.00	0.00	Y	Arm 6 Left	16.00	100.0 %	1751	1751
1/2 (A4260 N)	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
1/3 (A4260 N)	3.00	0.00	Y	Arm 4 Right	12.00	100.0 %	1702	1702
2/1 (Bridge St E)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
2/2 (Bridge St E)	3.00	0.00	Y	Arm 3 Right	20.00	77.9 %	1809	1809
				Arm 4 Ahead	Inf	22.1 %		
3/1 (A4260 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bridge St W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 S)	3.40	0.00	Y	Arm 4 Left	12.00	100.0 %	1738	1738
5/2 (A4260 S)	3.10	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1925	1925
5/3 (A4260 S)	3.10	0.00	Y	Arm 6 Right	10.00	100.0 %	1674	1674
6/1 (Bridge St E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A4260 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge St W)	3.80	0.00	Y	Arm 3 Left	11.00	36.9 %	1859	1859
				Arm 6 Ahead	Inf	36.9 %		
				Arm 7 Right	17.00	26.2 %		

Scenario 6: '2028 Baseline + Dev PM' (FG6: '2028 + Dev PM', Plan 1: 'Network Control Plan 1')

Traffic Flows, Desired

Desired Flow :

		Destination				
		A	B	C	D	Tot.
Origin	A	0	243	530	31	804
	B	136	0	397	42	575
	C	601	369	0	96	1066
	D	60	41	48	0	149
	Tot.	797	653	975	169	2594

Full Input Data And Results

Traffic Lane Flows

Lane	Scenario 6: 2028 Baseline + Dev PM
Junction: A4260 / Bridge St	
1/1	243
1/2 (with short)	561(In) 530(Out)
1/3 (short)	31
2/1 (with short)	575(In) 397(Out)
2/2 (short)	178
3/1	797
4/1	169
5/1 (short)	96
5/2 (with short)	697(In) 601(Out)
5/3	369
6/1	653
7/1	975
8/1	149

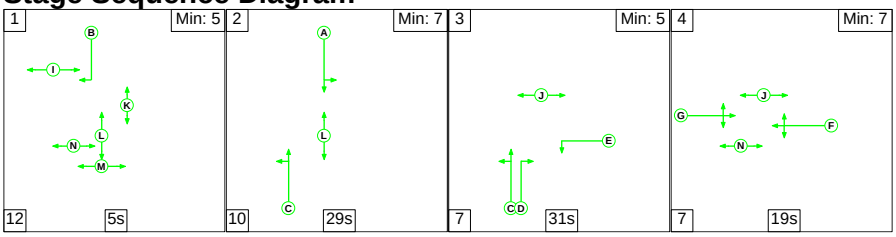
Full Input Data And Results

Lane Saturation Flows

Junction: A4260 / Bridge St								
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 (A4260 N)	3.00	0.00	Y	Arm 6 Left	16.00	100.0 %	1751	1751
1/2 (A4260 N)	3.00	0.00	Y	Arm 7 Ahead	Inf	100.0 %	1915	1915
1/3 (A4260 N)	3.00	0.00	Y	Arm 4 Right	12.00	100.0 %	1702	1702
2/1 (Bridge St E)	3.00	0.00	Y	Arm 7 Left	20.00	100.0 %	1781	1781
2/2 (Bridge St E)	3.00	0.00	Y	Arm 3 Right	20.00	76.4 %	1811	1811
				Arm 4 Ahead	Inf	23.6 %		
3/1 (A4260 N Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
4/1 (Bridge St W Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
5/1 (A4260 S)	3.40	0.00	Y	Arm 4 Left	12.00	100.0 %	1738	1738
5/2 (A4260 S)	3.10	0.00	Y	Arm 3 Ahead	Inf	100.0 %	1925	1925
5/3 (A4260 S)	3.10	0.00	Y	Arm 6 Right	10.00	100.0 %	1674	1674
6/1 (Bridge St E Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
7/1 (A4260 S Exit Lane 1)	Infinite Saturation Flow						Inf	Inf
8/1 (Bridge St W)	3.80	0.00	Y	Arm 3 Left	11.00	40.3 %	1842	1842
				Arm 6 Ahead	Inf	27.5 %		
				Arm 7 Right	17.00	32.2 %		

Scenario 1: '2023 Baseline AM' (FG1: '2023 AM', Plan 1: 'Network Control Plan 1')

Stage Sequence Diagram

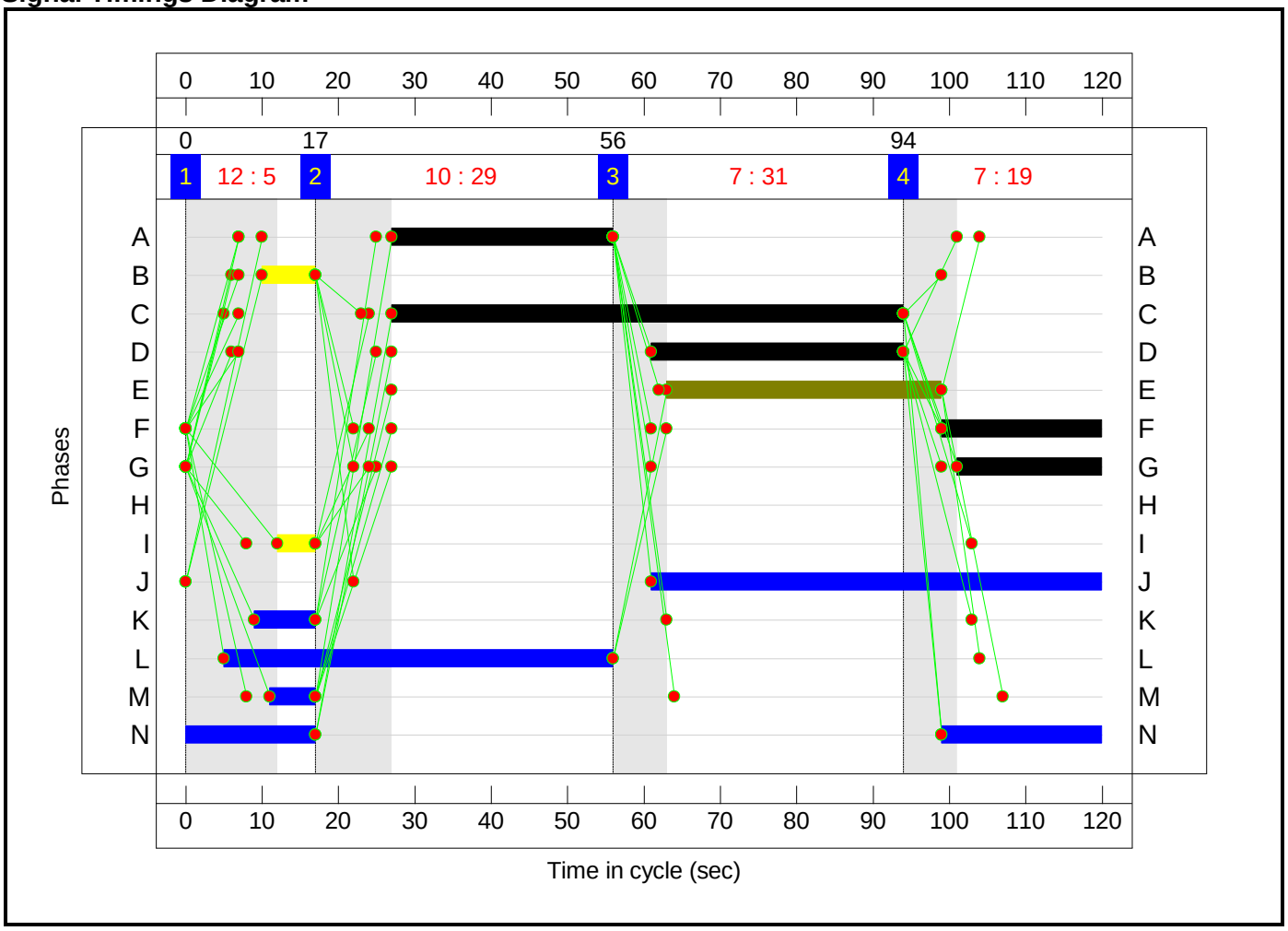


Stage Timings

Stage	1	2	3	4
Duration	5	29	31	19
Change Point	0	17	56	94

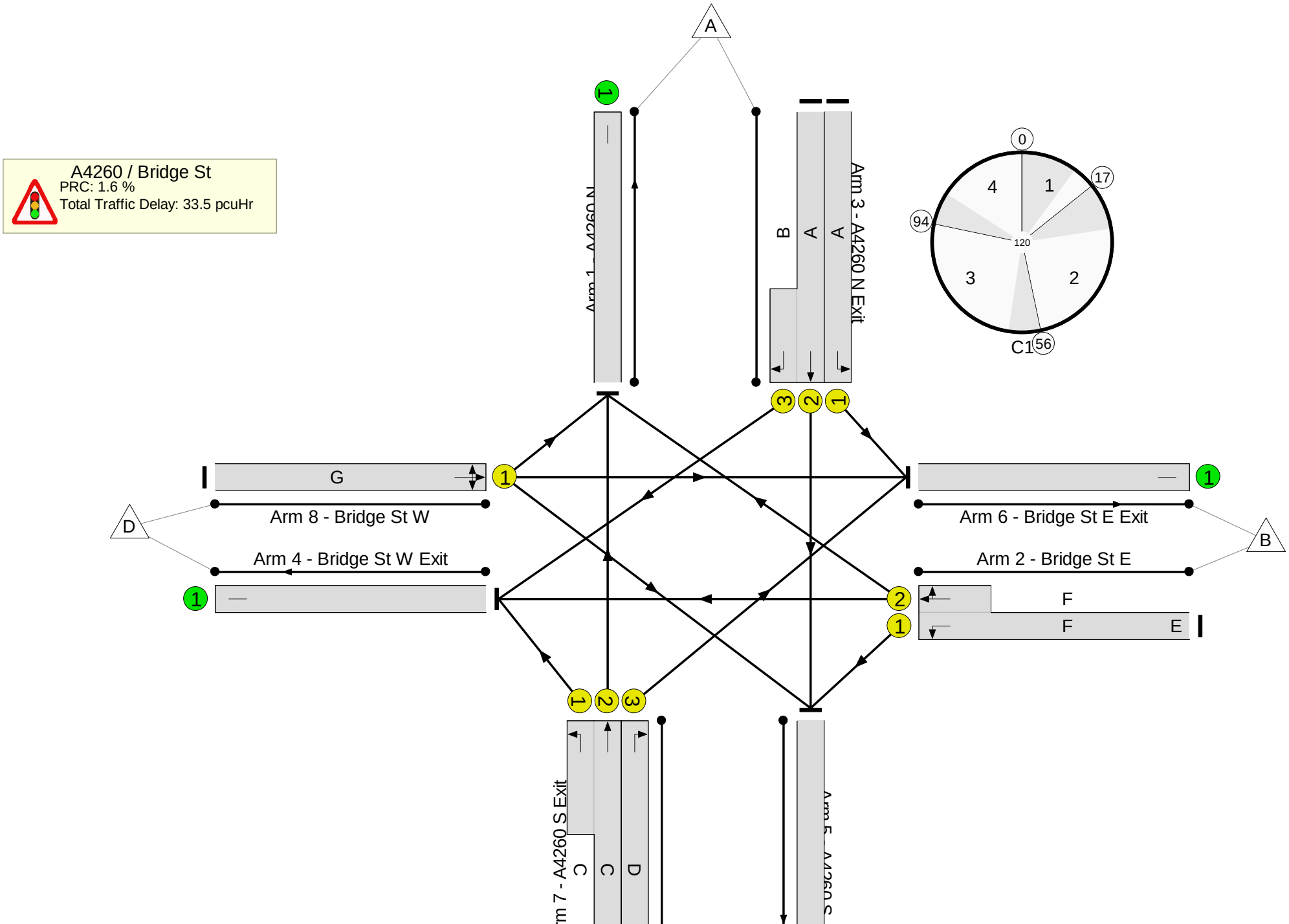
Full Input Data And Results

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A4260 / Bridge St
PRC: 1.6 %
Total Traffic Delay: 33.5 pcuHr
A
B
D
Arm 3 - A4260 N Exit
Arm 8 - Bridge St W
Arm 4 - Bridge St W Exit
Arm 6 - Bridge St E Exit
Arm 2 - Bridge St E
Arm 7 - A4260 S Exit
0
4
1
17
94
120
3
2
C1
56

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.6%**
A4260 / Bridge St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**88.6%**
1/1	A4260 N Left	U	N/A	N/A	A		1	29	-	292	1751	438	66.7%
1/2+1/3	A4260 N Right Ahead	U	N/A	N/A	A B		1	29:7	-	435	1915:1702	479+12	88.6 : 88.6%
2/1+2/2	Bridge St E Right Ahead Left	U	N/A	N/A	F	E	1	57:21	36	654	1781:1807	572+167	88.5 : 88.5%
3/1	A4260 N Exit	U	N/A	N/A	-		-	-	-	696	Inf	Inf	0.0%
4/1	Bridge St W Exit	U	N/A	N/A	-		-	-	-	92	Inf	Inf	0.0%
5/2+5/1	A4260 S Ahead Left	U	N/A	N/A	C		1	67	-	608	1925:1738	1015+93	54.9 : 54.9%
5/3	A4260 S Right	U	N/A	N/A	D		1	33	-	408	1674	474	86.0%
6/1	Bridge St E Exit	U	N/A	N/A	-		-	-	-	726	Inf	Inf	0.0%
7/1	A4260 S Exit	U	N/A	N/A	-		-	-	-	948	Inf	Inf	0.0%
8/1	Bridge St W Left Ahead Right	U	N/A	N/A	G		1	19	-	65	1867	311	20.9%

Full Input Data And Results

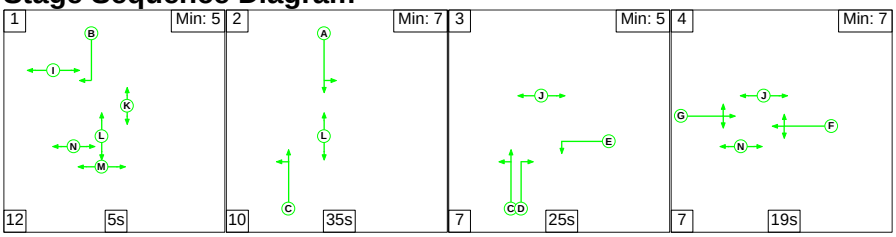
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**21.9**	**11.6**	**0.0**	**33.5**	**-**	**-**	**-**	**-**
A4260 / Bridge St	**-**	**-**	**0**	**0**	**0**	**21.9**	**11.6**	**0.0**	**33.5**	**-**	**-**	**-**	**-**
1/1	292	292	-	-	-	3.3	1.0	-	4.3	52.7	8.8	1.0	9.7
1/2+1/3	435	435	-	-	-	5.4	3.5	-	8.8	73.1	13.8	3.5	17.2
2/1+2/2	654	654	-	-	-	5.2	3.6	-	8.8	48.2	15.9	3.6	19.5
3/1	696	696	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	92	92	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	608	608	-	-	-	2.7	0.6	-	3.3	19.3	11.8	0.6	12.4
5/3	408	408	-	-	-	4.6	2.8	-	7.5	65.8	12.8	2.8	15.6
6/1	726	726	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	948	948	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	65	65	-	-	-	0.8	0.1	-	0.9	50.5	1.9	0.1	2.0

C1 PRC for Signalled Lanes (%): 1.6 Total Delay for Signalled Lanes (pcuHr): 33.48 Cycle Time (s): 120
PRC Over All Lanes (%): 1.6 Total Delay Over All Lanes(pcuHr): 33.48

Full Input Data And Results

Scenario 2: '2023 Baseline PM' (FG2: '2023 PM', Plan 1: 'Network Control Plan 1')

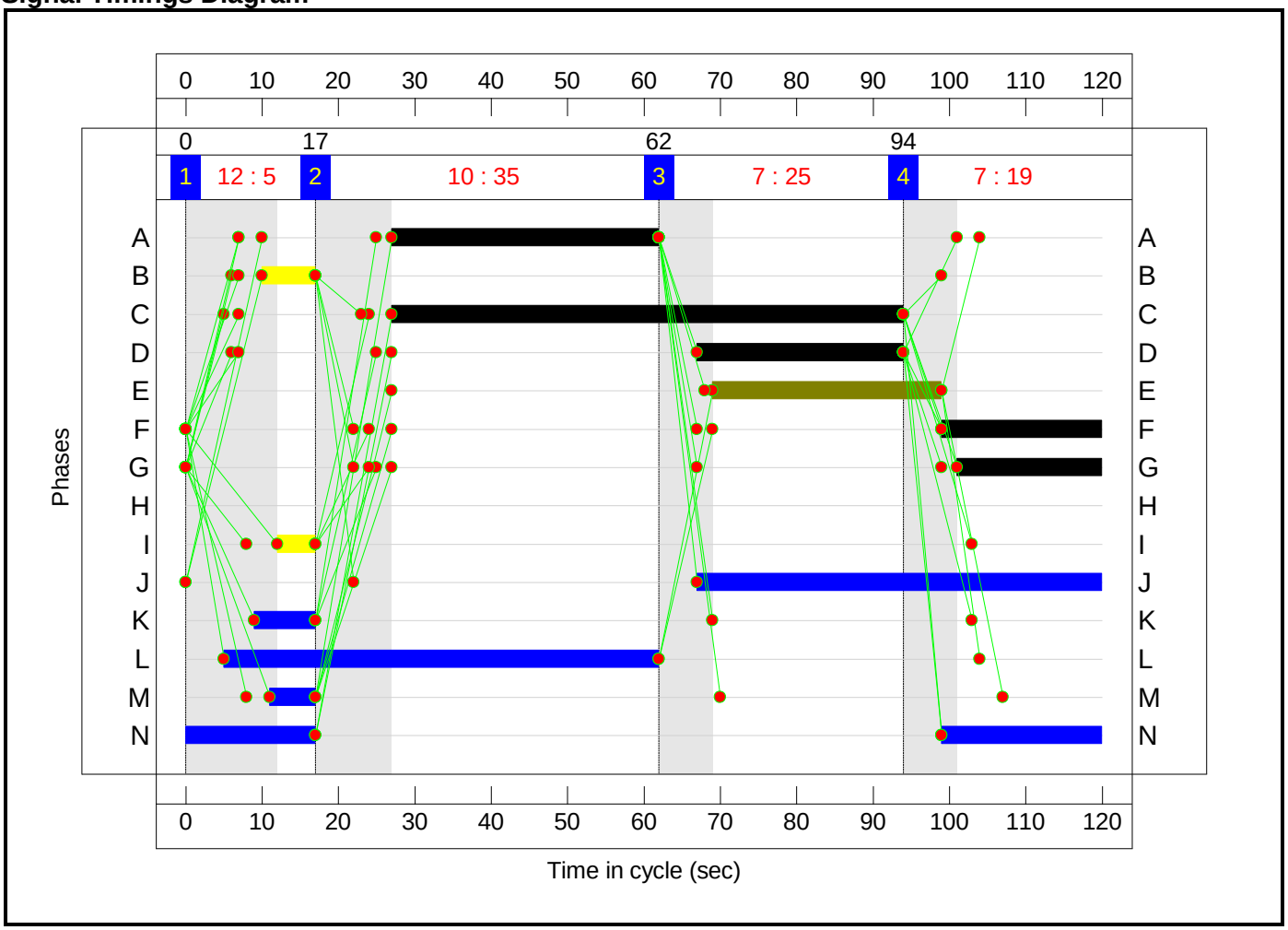
Stage Sequence Diagram



Stage Timings

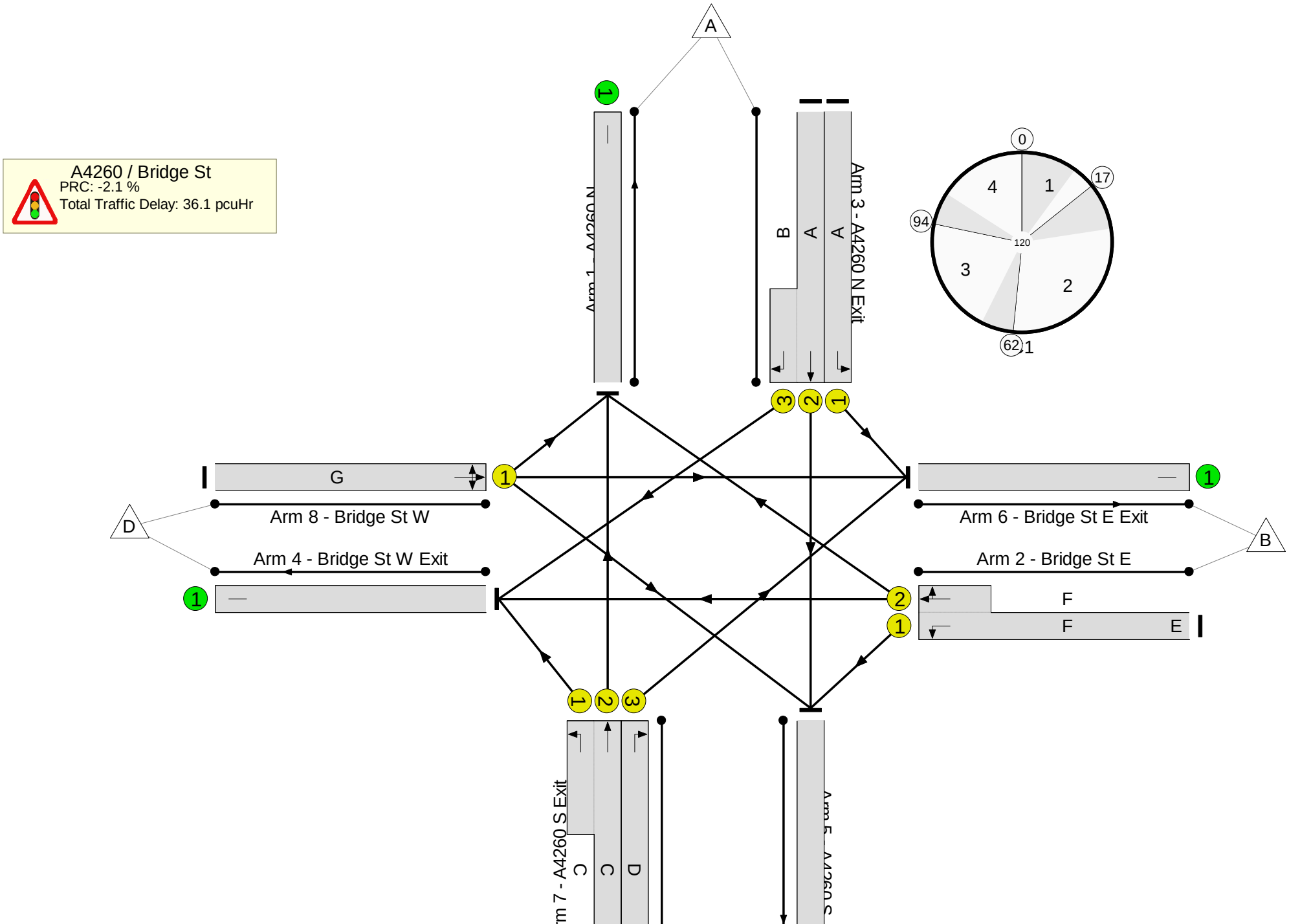
Stage	1	2	3	4
Duration	5	35	25	19
Change Point	0	17	62	94

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A4260 / Bridge St
PRC: -2.1 %
Total Traffic Delay: 36.1 pcuHr
A
B
D
Arm 3 - A4260 N Exit
Arm 8 - Bridge St W
Arm 4 - Bridge St W Exit
Arm 6 - Bridge St E Exit
Arm 2 - Bridge St E
Arm 7 - A4260 S Exit
0
4
1
17
94
120
3
2
62
1

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.9%**
A4260 / Bridge St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**91.9%**
1/1	A4260 N Left	U	N/A	N/A	A		1	35	-	230	1751	525	43.8%
1/2+1/3	A4260 N Right Ahead	U	N/A	N/A	A B		1	35:7	-	529	1915:1702	558+32	89.7 : 89.7%
2/1+2/2	Bridge St E Right Ahead Left	U	N/A	N/A	F	E	1	51:21	30	552	1781:1811	417+184	91.9 : 91.9%
3/1	A4260 N Exit	U	N/A	N/A	-		-	-	-	749	Inf	Inf	0.0%
4/1	Bridge St W Exit	U	N/A	N/A	-		-	-	-	160	Inf	Inf	0.0%
5/2+5/1	A4260 S Ahead Left	U	N/A	N/A	C		1	67	-	653	1925:1738	961+156	58.5 : 58.5%
5/3	A4260 S Right	U	N/A	N/A	D		1	27	-	348	1674	391	89.1%
6/1	Bridge St E Exit	U	N/A	N/A	-		-	-	-	617	Inf	Inf	0.0%
7/1	A4260 S Exit	U	N/A	N/A	-		-	-	-	930	Inf	Inf	0.0%
8/1	Bridge St W Left Ahead Right	U	N/A	N/A	G		1	19	-	144	1841	307	46.9%

Full Input Data And Results

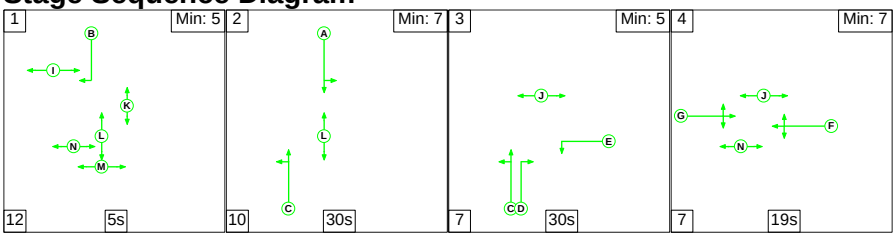
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**22.5**	**13.6**	**0.0**	**36.1**	**-**	**-**	**-**	**-**
A4260 / Bridge St	**-**	**-**	**0**	**0**	**0**	**22.5**	**13.6**	**0.0**	**36.1**	**-**	**-**	**-**	**-**
1/1	230	230	-	-	-	2.2	0.4	-	2.6	39.9	6.1	0.4	6.5
1/2+1/3	529	529	-	-	-	6.3	3.9	-	10.1	68.8	16.5	3.9	20.3
2/1+2/2	552	552	-	-	-	5.1	4.7	-	9.8	64.0	15.9	4.7	20.6
3/1	749	749	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	160	160	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	653	653	-	-	-	2.9	0.7	-	3.6	19.7	12.6	0.7	13.3
5/3	348	348	-	-	-	4.3	3.5	-	7.8	80.8	11.2	3.5	14.7
6/1	617	617	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	930	930	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	144	144	-	-	-	1.8	0.4	-	2.2	56.2	4.3	0.4	4.8

C1 PRC for Signalled Lanes (%): -2.1 Total Delay for Signalled Lanes (pcuHr): 36.11 Cycle Time (s): 120
PRC Over All Lanes (%): -2.1 Total Delay Over All Lanes(pcuHr): 36.11

Full Input Data And Results

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

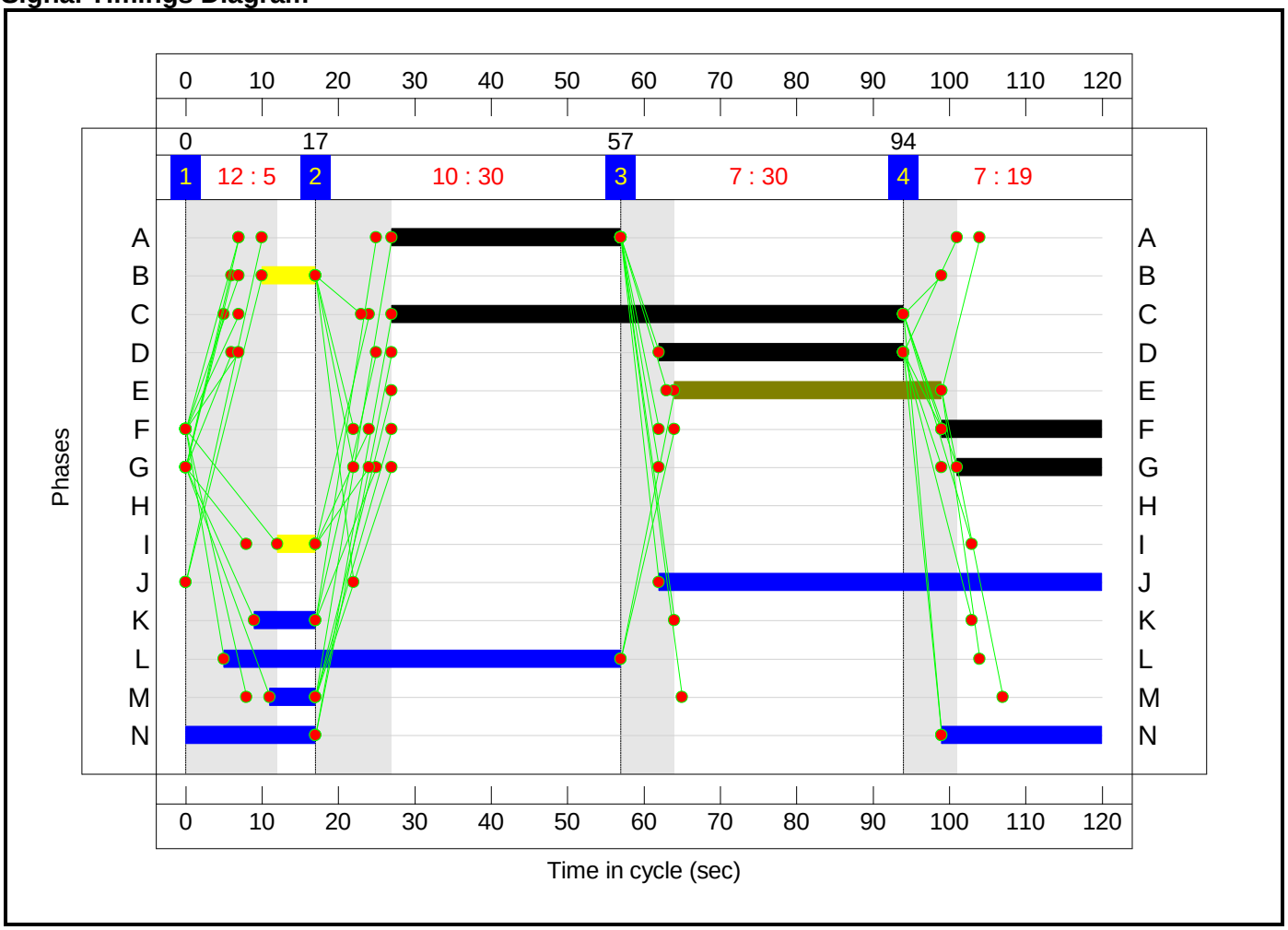
Stage Sequence Diagram



Stage Timings

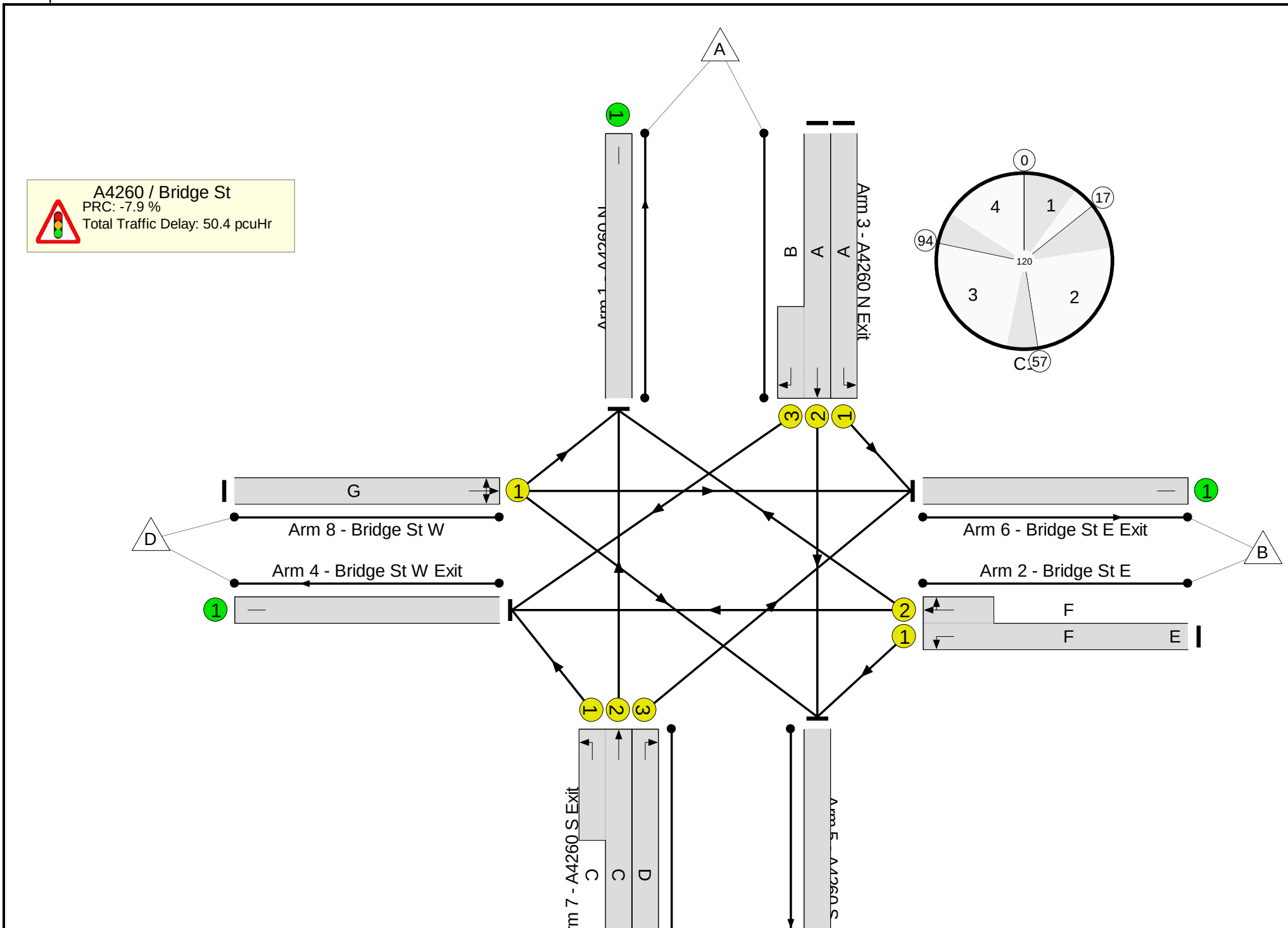
Stage	1	2	3	4
Duration	5	30	30	19
Change Point	0	17	57	94

Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram


A4260 / Bridge St
PRC: -7.9 %
Total Traffic Delay: 50.4 pcuHr
A
B
C
D
Arm 1 - A4260 N
Arm 3 - A4260 N Exit
Arm 8 - Bridge St W
Arm 4 - Bridge St W Exit
Arm 6 - Bridge St E Exit
Arm 2 - Bridge St E
Arm 7 - A4260 S Exit
Arm 5 - A4260 S
0
17
94
120
57
4
1
3
2

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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**
A4260 / Bridge St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**97.1%**
1/1	A4260 N Left	U	N/A	N/A	A		1	30	-	315	1751	452	69.6%
1/2+1/3	A4260 N Right Ahead	U	N/A	N/A	A B		1	30:7	-	486	1915:1702	494+14	95.8 : 95.8%
2/1+2/2	Bridge St E Right Ahead Left	U	N/A	N/A	F	E	1	56:21	35	711	1781:1809	564+168	97.1 : 97.1%
3/1	A4260 N Exit	U	N/A	N/A	-		-	-	-	783	Inf	Inf	0.0%
4/1	Bridge St W Exit	U	N/A	N/A	-		-	-	-	121	Inf	Inf	0.0%
5/2+5/1	A4260 S Ahead Left	U	N/A	N/A	C		1	67	-	697	1925:1738	996+115	62.8 : 62.8%
5/3	A4260 S Right	U	N/A	N/A	D		1	32	-	442	1674	460	96.0%
6/1	Bridge St E Exit	U	N/A	N/A	-		-	-	-	788	Inf	Inf	0.0%
7/1	A4260 S Exit	U	N/A	N/A	-		-	-	-	1044	Inf	Inf	0.0%
8/1	Bridge St W Left Ahead Right	U	N/A	N/A	G		1	19	-	85	1858	310	27.4%

Full Input Data And Results

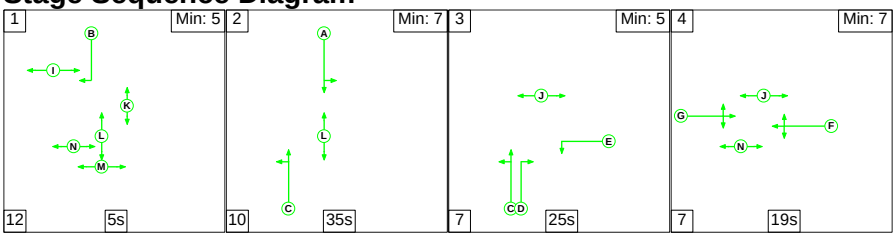
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**25.3**	**25.1**	**0.0**	**50.4**	**-**	**-**	**-**	**-**
A4260 / Bridge St	**-**	**-**	**0**	**0**	**0**	**25.3**	**25.1**	**0.0**	**50.4**	**-**	**-**	**-**	**-**
1/1	315	315	-	-	-	3.5	1.1	-	4.6	53.1	9.4	1.1	10.6
1/2+1/3	486	486	-	-	-	6.1	6.9	-	13.0	96.5	15.8	6.9	22.7
2/1+2/2	711	711	-	-	-	6.2	9.1	-	15.3	77.4	21.9	9.1	31.0
3/1	783	783	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	121	121	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	697	697	-	-	-	3.2	0.8	-	4.1	21.0	14.4	0.8	15.2
5/3	442	442	-	-	-	5.3	6.9	-	12.1	98.9	14.5	6.9	21.4
6/1	788	788	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1044	1044	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	85	85	-	-	-	1.0	0.2	-	1.2	51.7	2.5	0.2	2.6

C1 PRC for Signalled Lanes (%): -7.9 Total Delay for Signalled Lanes (pcuHr): 50.41 Cycle Time (s): 120
PRC Over All Lanes (%): -7.9 Total Delay Over All Lanes(pcuHr): 50.41

Full Input Data And Results

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

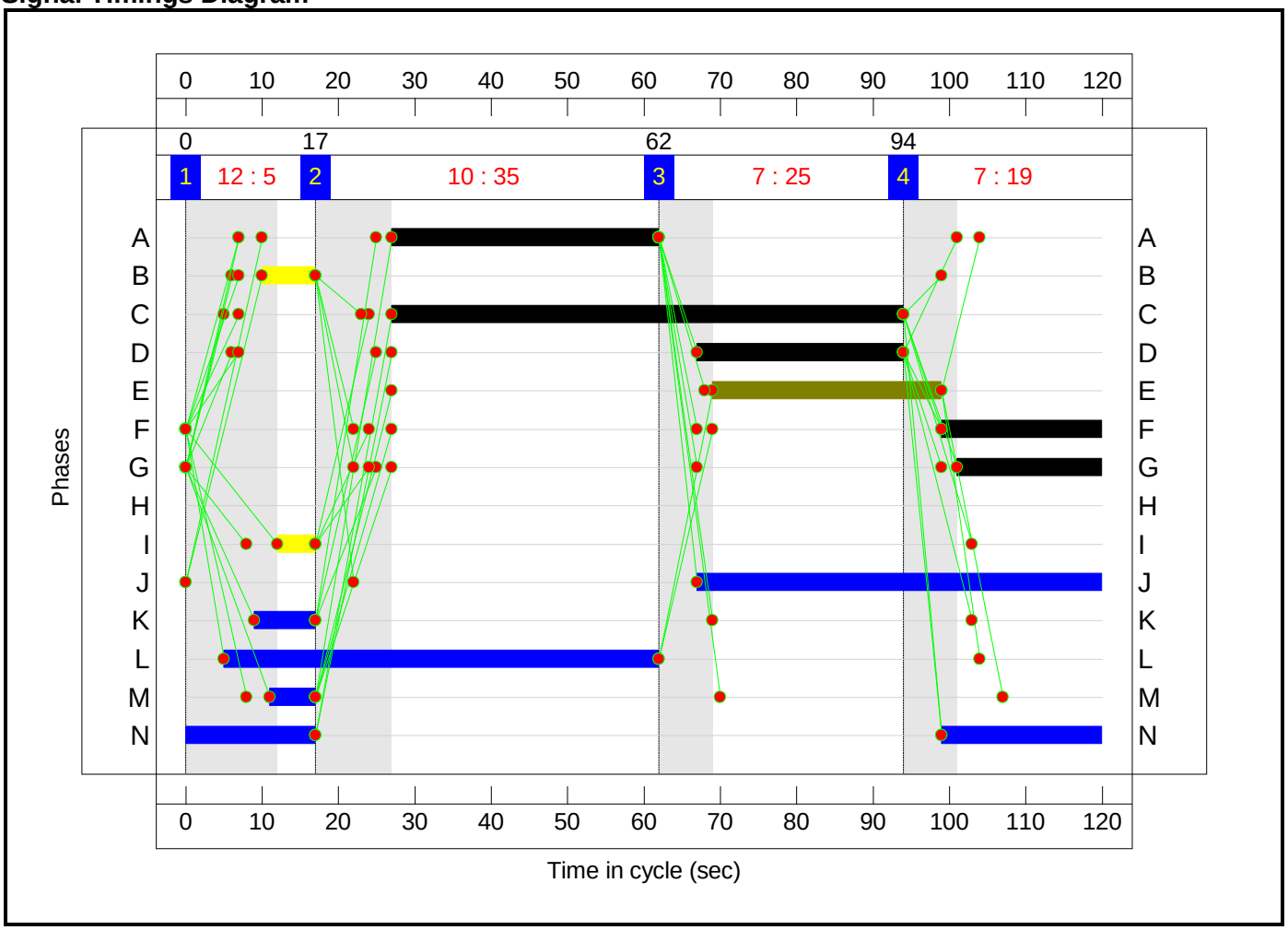
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	35	25	19
Change Point	0	17	62	94

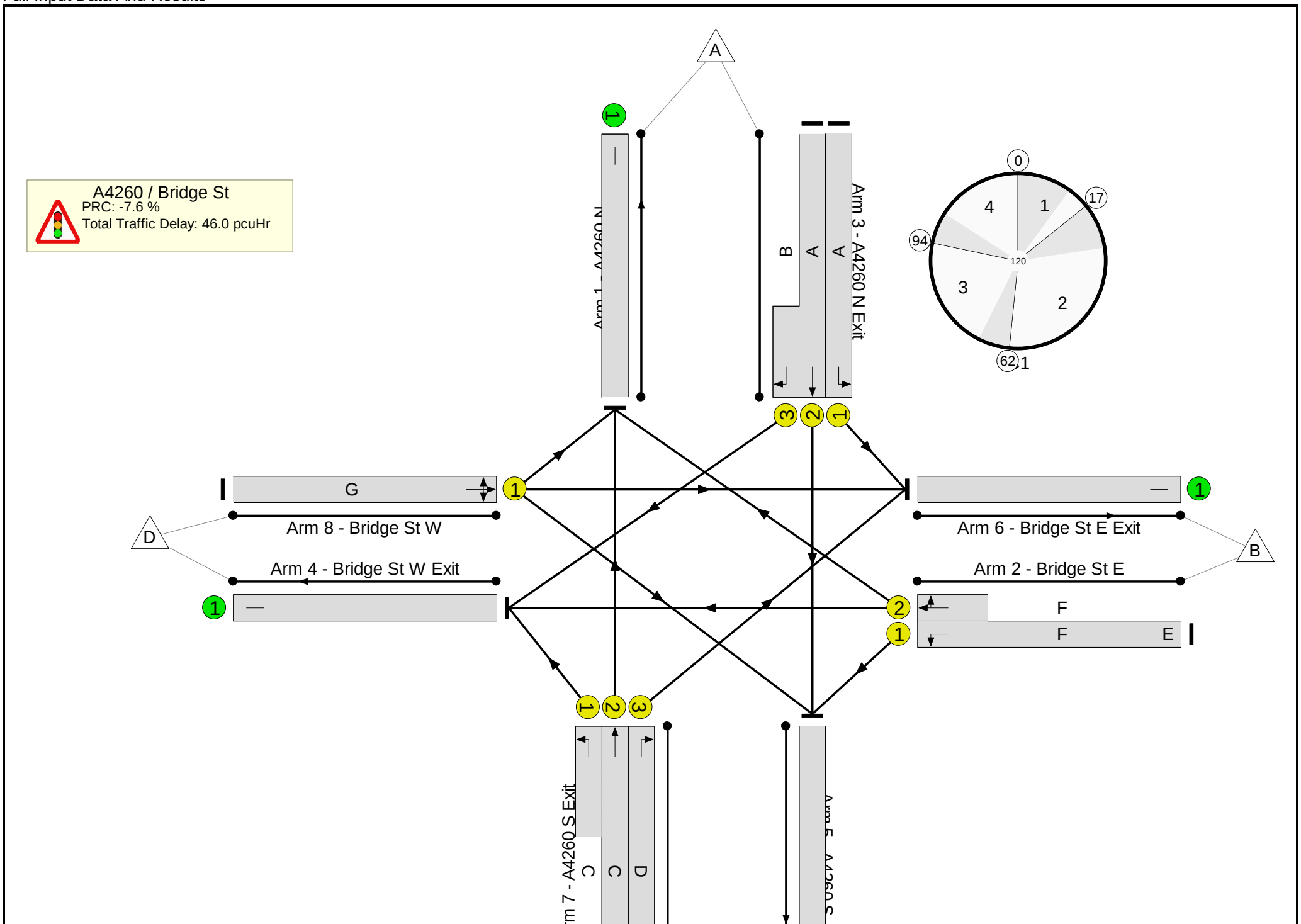
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**
A4260 / Bridge St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.8%**
1/1	A4260 N Left	U	N/A	N/A	A		1	35	-	243	1751	525	46.3%
1/2+1/3	A4260 N Right Ahead	U	N/A	N/A	A B		1	35:7	-	559	1915:1702	557+33	94.7 : 94.7%
2/1+2/2	Bridge St E Right Ahead Left	U	N/A	N/A	F	E	1	51:21	30	582	1781:1811	417+184	96.8 : 96.8%
3/1	A4260 N Exit	U	N/A	N/A	-		-	-	-	790	Inf	Inf	0.0%
4/1	Bridge St W Exit	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
5/2+5/1	A4260 S Ahead Left	U	N/A	N/A	C		1	67	-	690	1925:1738	961+155	61.8 : 61.8%
5/3	A4260 S Right	U	N/A	N/A	D		1	27	-	368	1674	391	94.2%
6/1	Bridge St E Exit	U	N/A	N/A	-		-	-	-	652	Inf	Inf	0.0%
7/1	A4260 S Exit	U	N/A	N/A	-		-	-	-	981	Inf	Inf	0.0%
8/1	Bridge St W Left Ahead Right	U	N/A	N/A	G		1	19	-	150	1841	307	48.9%

Full Input Data And Results

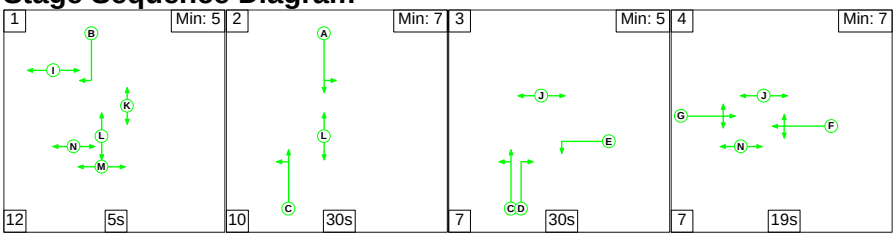
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**24.3**	**21.8**	**0.0**	**46.0**	**-**	**-**	**-**	**-**
A4260 / Bridge St	**-**	**-**	**0**	**0**	**0**	**24.3**	**21.8**	**0.0**	**46.0**	**-**	**-**	**-**	**-**
1/1	243	243	-	-	-	2.3	0.4	-	2.7	40.5	6.5	0.4	7.0
1/2+1/3	559	559	-	-	-	6.8	6.4	-	13.1	84.6	17.9	6.4	24.2
2/1+2/2	582	582	-	-	-	5.6	8.2	-	13.7	85.0	17.3	8.2	25.5
3/1	790	790	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	690	690	-	-	-	3.1	0.8	-	3.9	20.5	13.7	0.8	14.5
5/3	368	368	-	-	-	4.6	5.5	-	10.1	98.8	12.0	5.5	17.4
6/1	652	652	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	981	981	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	150	150	-	-	-	1.9	0.5	-	2.4	56.8	4.5	0.5	5.0

C1 PRC for Signalled Lanes (%): -7.6 Total Delay for Signalled Lanes (pcuHr): 46.01 Cycle Time (s): 120
PRC Over All Lanes (%): -7.6 Total Delay Over All Lanes(pcuHr): 46.01

Full Input Data And Results

Scenario 5: '2028 Baseline + Dev AM' (FG5: '2028 + Dev AM', Plan 1: 'Network Control Plan 1')

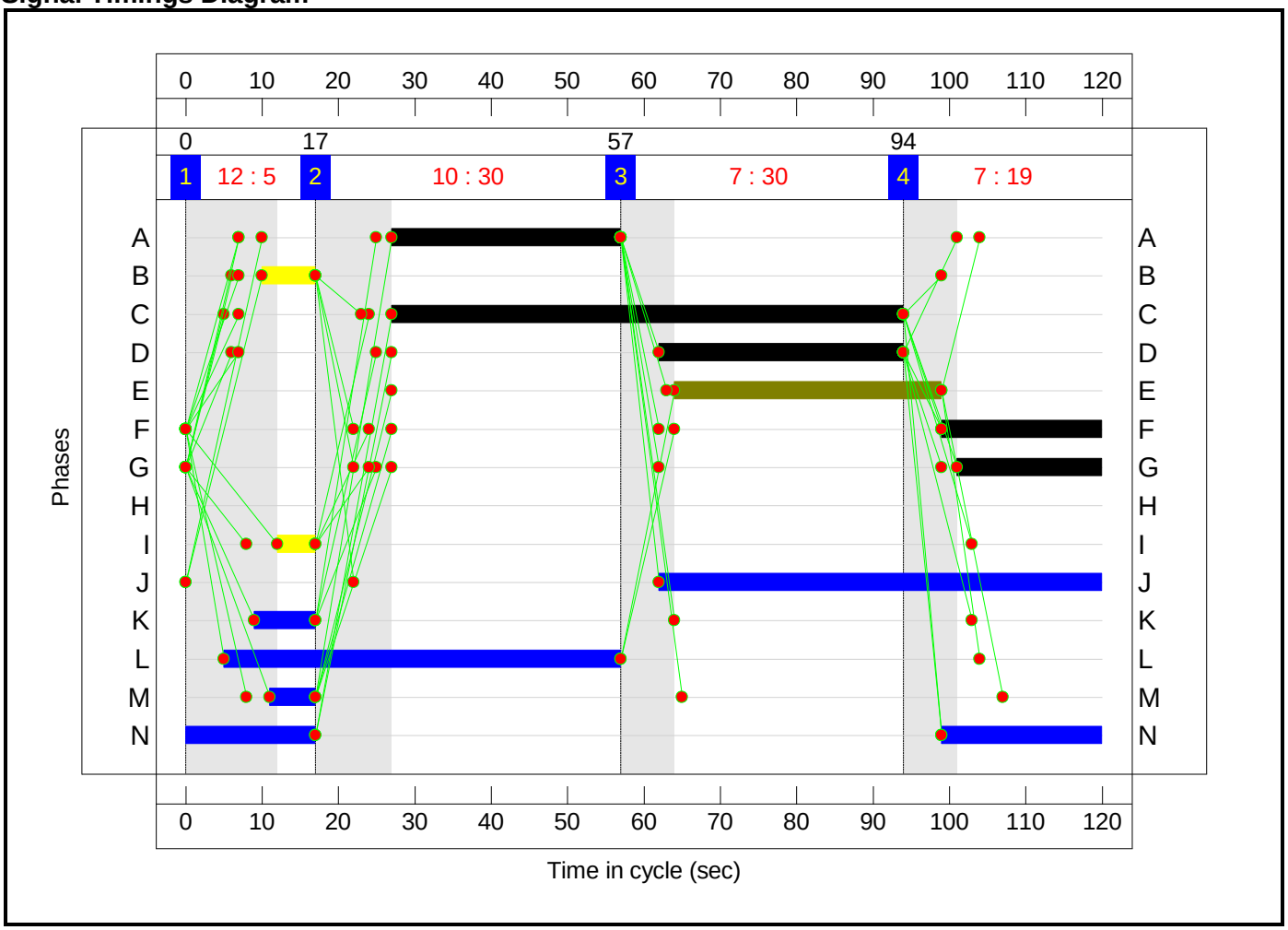
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	30	30	19
Change Point	0	17	57	94

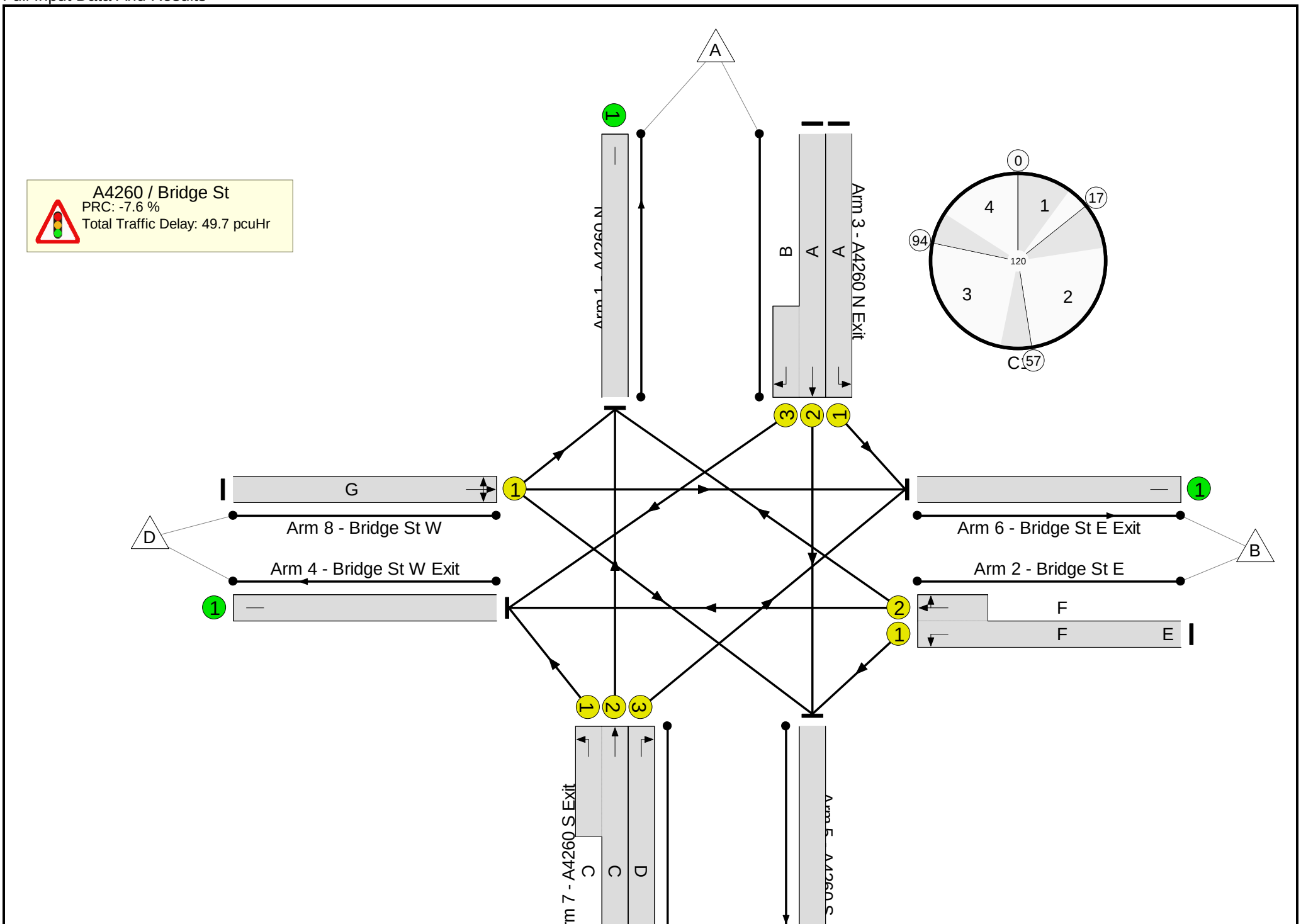
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.9%**
A4260 / Bridge St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.9%**
1/1	A4260 N Left	U	N/A	N/A	A		1	30	-	315	1751	452	69.6%
1/2+1/3	A4260 N Right Ahead	U	N/A	N/A	A B		1	30:7	-	480	1915:1702	493+14	94.6 : 94.6%
2/1+2/2	Bridge St E Right Ahead Left	U	N/A	N/A	F	E	1	56:21	35	700	1781:1809	555+169	96.7 : 96.7%
3/1	A4260 N Exit	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
4/1	Bridge St W Exit	U	N/A	N/A	-		-	-	-	120	Inf	Inf	0.0%
5/2+5/1	A4260 S Ahead Left	U	N/A	N/A	C		1	67	-	710	1925:1738	999+111	63.9 : 63.9%
5/3	A4260 S Right	U	N/A	N/A	D		1	32	-	446	1674	460	96.9%
6/1	Bridge St E Exit	U	N/A	N/A	-		-	-	-	792	Inf	Inf	0.0%
7/1	A4260 S Exit	U	N/A	N/A	-		-	-	-	1026	Inf	Inf	0.0%
8/1	Bridge St W Left Ahead Right	U	N/A	N/A	G		1	19	-	84	1859	310	27.1%

Full Input Data And Results

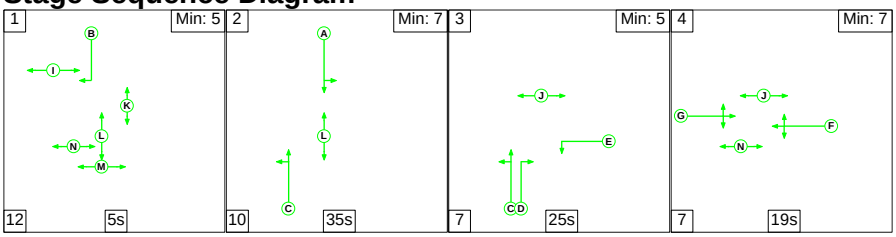
Item	Arriving (pcu)	Leaving (pcu)	Turners In Gaps (pcu)	Turners When Unopposed (pcu)	Turners In Intergreen (pcu)	Uniform Delay (pcuHr)	Rand + Oversat Delay (pcuHr)	Storage Area Uniform Delay (pcuHr)	Total Delay (pcuHr)	Av. Delay Per PCU (s/pcu)	Max. Back of Uniform Queue (pcu)	Rand + Oversat Queue (pcu)	Mean Max Queue (pcu)
Network	**-**	**-**	**0**	**0**	**0**	**25.3**	**24.4**	**0.0**	**49.7**	**-**	**-**	**-**	**-**
A4260 / Bridge St	**-**	**-**	**0**	**0**	**0**	**25.3**	**24.4**	**0.0**	**49.7**	**-**	**-**	**-**	**-**
1/1	315	315	-	-	-	3.5	1.1	-	4.6	53.1	9.4	1.1	10.6
1/2+1/3	480	480	-	-	-	6.0	6.1	-	12.1	90.7	15.5	6.1	21.6
2/1+2/2	700	700	-	-	-	6.1	8.5	-	14.6	75.2	21.5	8.5	30.1
3/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	120	120	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	710	710	-	-	-	3.3	0.9	-	4.2	21.4	14.9	0.9	15.8
5/3	446	446	-	-	-	5.3	7.6	-	12.9	104.1	14.6	7.6	22.2
6/1	792	792	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	1026	1026	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	84	84	-	-	-	1.0	0.2	-	1.2	51.6	2.4	0.2	2.6

C1 PRC for Signalled Lanes (%): -7.6 Total Delay for Signalled Lanes (pcuHr): 49.68 Cycle Time (s): 120
PRC Over All Lanes (%): -7.6 Total Delay Over All Lanes(pcuHr): 49.68

Full Input Data And Results

Scenario 6: '2028 Baseline + Dev PM' (FG6: '2028 + Dev PM', Plan 1: 'Network Control Plan 1')

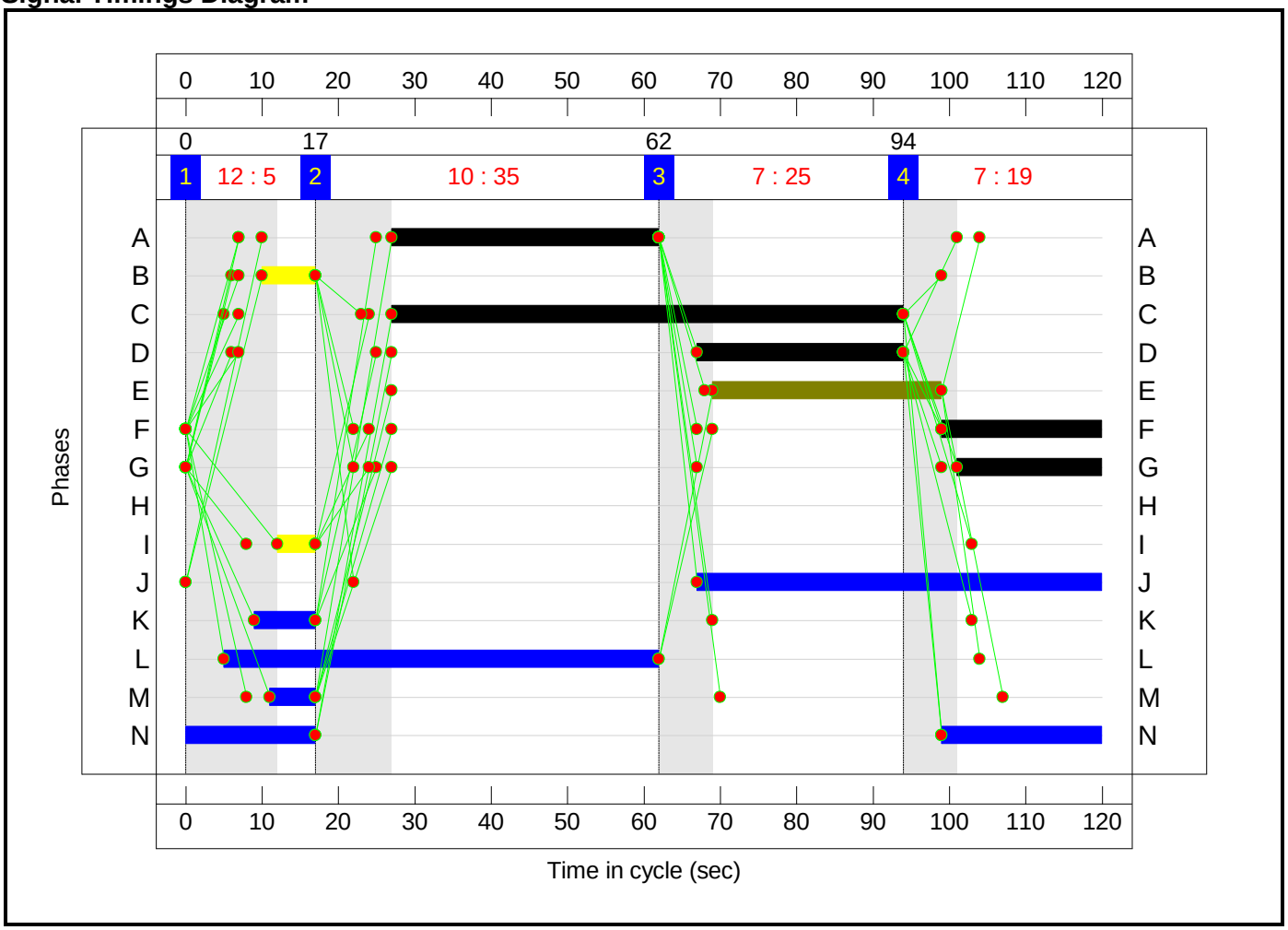
Stage Sequence Diagram



Stage Timings

Stage	1	2	3	4
Duration	5	35	25	19
Change Point	0	17	62	94

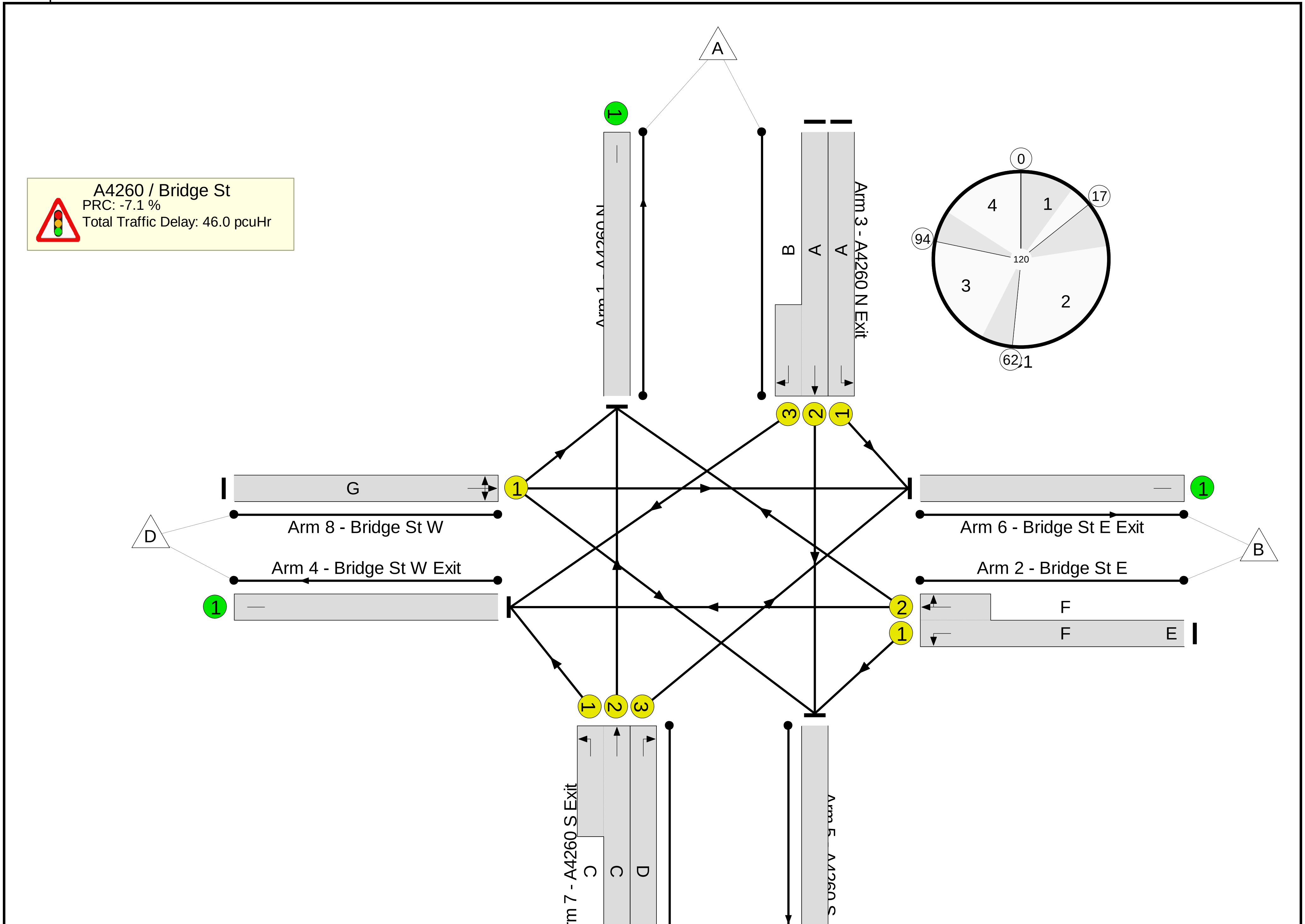
Signal Timings Diagram



Full Input Data And Results

Network Layout Diagram

Full Input Data And Results



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**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.4%**
A4260 / Bridge St	**-**	**-**	**N/A**	**-**	**-**		**-**	**-**	**-**	**-**	**-**	**-**	**96.4%**
1/1	A4260 N Left	U	N/A	N/A	A		1	35	-	243	1751	525	46.3%
1/2+1/3	A4260 N Right Ahead	U	N/A	N/A	A B		1	35:7	-	561	1915:1702	557+33	95.1 : 95.1%
2/1+2/2	Bridge St E Right Ahead Left	U	N/A	N/A	F	E	1	51:21	30	575	1781:1811	412+185	96.4 : 96.4%
3/1	A4260 N Exit	U	N/A	N/A	-		-	-	-	797	Inf	Inf	0.0%
4/1	Bridge St W Exit	U	N/A	N/A	-		-	-	-	169	Inf	Inf	0.0%
5/2+5/1	A4260 S Ahead Left	U	N/A	N/A	C		1	67	-	697	1925:1738	962+154	62.5 : 62.5%
5/3	A4260 S Right	U	N/A	N/A	D		1	27	-	369	1674	391	94.5%
6/1	Bridge St E Exit	U	N/A	N/A	-		-	-	-	653	Inf	Inf	0.0%
7/1	A4260 S Exit	U	N/A	N/A	-		-	-	-	975	Inf	Inf	0.0%
8/1	Bridge St W Left Ahead Right	U	N/A	N/A	G		1	19	-	149	1842	307	48.5%

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	**-**	**-**	**0**	**0**	**0**	**24.3**	**21.7**	**0.0**	**46.0**	**-**	**-**	**-**	**-**
A4260 / Bridge St	**-**	**-**	**0**	**0**	**0**	**24.3**	**21.7**	**0.0**	**46.0**	**-**	**-**	**-**	**-**
1/1	243	243	-	-	-	2.3	0.4	-	2.7	40.5	6.5	0.4	7.0
1/2+1/3	561	561	-	-	-	6.8	6.6	-	13.4	86.2	17.9	6.6	24.6
2/1+2/2	575	575	-	-	-	5.5	7.8	-	13.2	82.9	16.9	7.8	24.7
3/1	797	797	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
4/1	169	169	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
5/2+5/1	697	697	-	-	-	3.2	0.8	-	4.0	20.7	14.1	0.8	14.9
5/3	369	369	-	-	-	4.6	5.6	-	10.3	100.1	12.1	5.6	17.7
6/1	653	653	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
7/1	975	975	-	-	-	0.0	0.0	-	0.0	0.0	0.0	0.0	0.0
8/1	149	149	-	-	-	1.9	0.5	-	2.3	56.7	4.5	0.5	4.9

C1 PRC for Signalled Lanes (%): -7.1 Total Delay for Signalled Lanes (pcuHr): 46.00 Cycle Time (s): 120
PRC Over All Lanes (%): -7.1 Total Delay Over All Lanes(pcuHr): 46.00

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